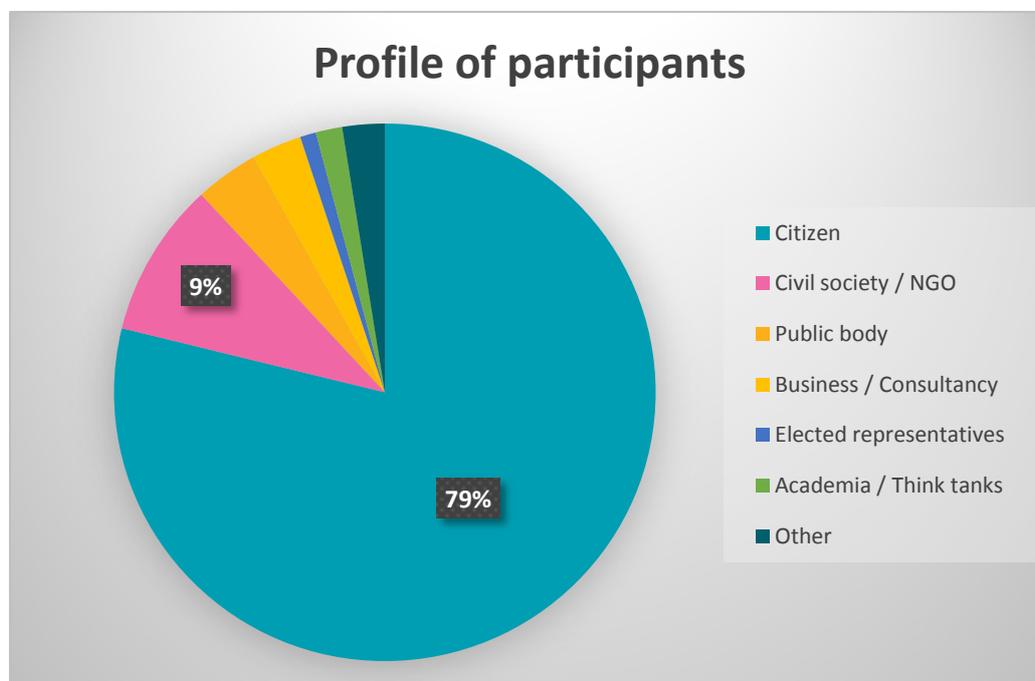


Survey on the EU Cycling Strategy - Results

In this document, we present the complete results of the EU Cycling Strategy survey run from 29 September until 6 November 2016.

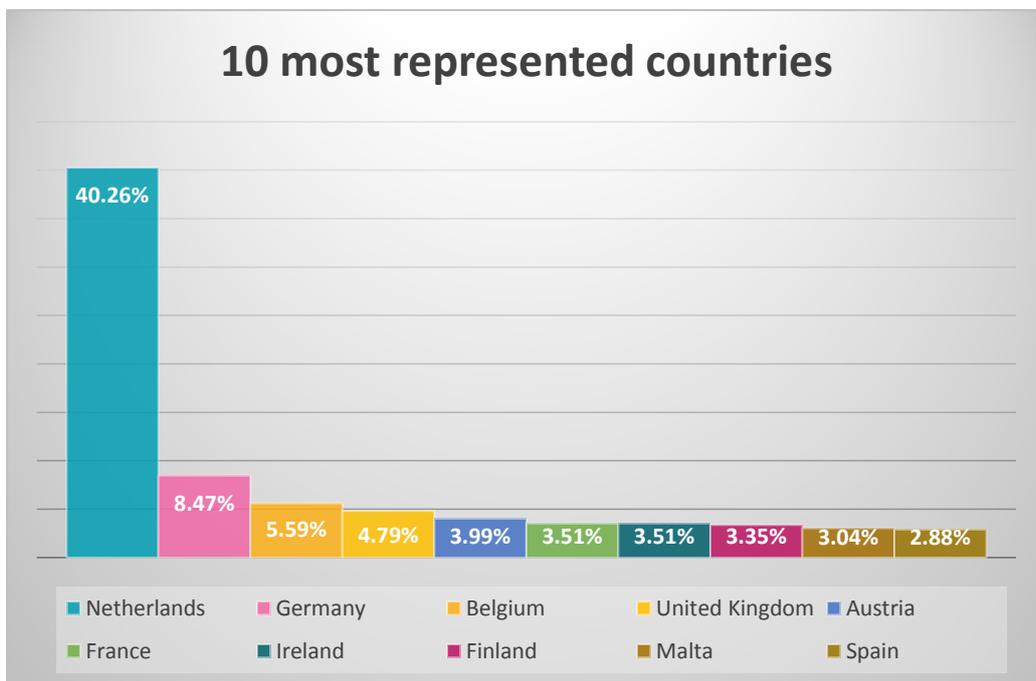
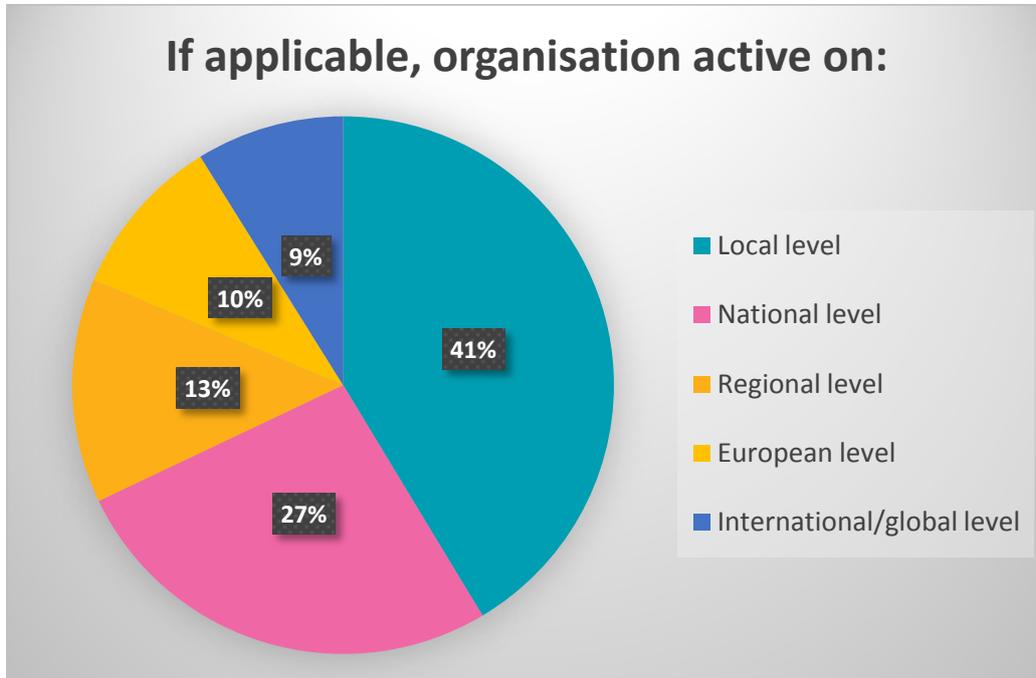
Profile of participants

Profile of participants	No. of votes	Percentage
Citizen	499	78.8%
Civil Society / NGO	59	9.3%
Public Body	24	3.8%
Business / Consultancy	19	3.0%
Academia / Think Tanks	10	1.6%
Elected Representatives	6	1.0%
Other	16	2.5%



630 participants out of 635 in total filled in the survey until the end.





The participants come from in total 37 countries including 8 non-European countries such as Canada, Colombia or Vietnam.

List of proposed policy actions

1. The EU should prioritize active modes (walking and cycling) over individual motorized transport.
2. The EU should set a target of doubling cycling across the EU over the next 10 years.
3. Every relevant infrastructure project should take cycling into consideration as much as possible.
4. Minimum EU cycling infrastructure quality criteria should be established for relevant projects co-funded with EU money.
5. EuroVelo, the long-distance cycle route network, should be included in the Trans-European Network for Transport (TEN-T).
6. At least 10% of the EU's transport funds should be invested in cycling.
7. The EU should recommend the introduction of 30 km/h (20 mph) to be the default speed limit in urban areas in the EU.
8. All new motorised four-wheelers, buses and heavy goods vehicles should be equipped with Intelligent Speed Assistance (ISA) systems.
9. Cycling should be properly integrated in the multi-modal transport system (Mobility-as-a-Service schemes), in particular as regards journey-planning, ticketing or parking.
10. E-mobility policies at all governmental levels should always take e-cycling into full account.
11. EU green public procurement rules should provide to check if (e-)bikes can be bought instead of passenger cars and (e-)cargo bikes instead of LCVs.
12. The EU should urge Member States to create a fiscal level-playing field for cycling with other modes of transport for commuting purposes.
13. The EU Regulation on Passenger Rights on Trains should be revised to require rail operators to provide bicycle carriage on all services.
14. Eurostat should develop a common data collection methodology and harmonised definitions for national data on cycle use.
15. The EU should play a more active role on gathering expertise on cycling, spreading best practice and building capacity of public bodies, both in the EU and beyond.

Survey results

Action	Strongly agree	Agree	Disagree	Strongly disagree	No opinion
1.	79.5%	17.9%	1.9%	0.5%	0.3%
2.	74.7%	20.1%	1.6%	0.6%	3.0%
3.	86.6%	12.5%	0.5%	0.3%	0.2%
4.	68.1%	28.0%	1.4%	0.3%	2.2%
5.	48.8%	33.2%	3.0%	0.5%	14.5%
6.	62.9%	26.5%	2.8%	0.5%	7.3%
7.	50.0%	24.2%	13.4%	4.7%	7.6%
8.	35.1%	32.7%	9.0%	1.4%	21.8%
9.	65.2%	29.7%	1.9%	0.3%	2.8%
10.	51.7%	39.2%	3.2%	0.6%	5.2%
11.	51.3%	35.0%	4.6%	0.5%	8.7%
12.	60.3%	28.6%	2.8%	0.8%	7.4%
13.	62.8%	28.0%	4.4%	0.5%	4.3%
14.	46.9%	40.6%	2.7%	1.3%	8.6%
15.	57.1%	35.0%	3.2%	0.5%	4.3%

**Policy actions which obtained the biggest share of votes in each category are in dark blue.*

Ranking of the policy actions

We established a point system to clearly see the respondents' preferences among the proposed policy actions. We gave 4 points to "strongly agree", 3 points to "agree", 2 points to "disagree", 1 point to "strongly disagree" and 0 points to "no opinion". The number of points obtained by each recommendation was divided by the number of voters for that particular recommendation. As a result, we obtained a number between 1 and 4. All of the policy actions scored more than 2.5 so all of them were judged positively. See the table below.

There was not a neutral option in order to incite the respondents to take a clear position on every policy recommendation. The first three proposed actions which were ranked the highest in the agree/disagree table were also the most represented in the last survey question where participants had to choose and rank 4 most relevant policy actions.

Rank	Recommended Policy Action	Result
1st	3: infrastructure project should take cycling into consideration	3.85
2nd	1: EU should prioritize active modes over individual motorized transport	3.76
3rd	2: EU should set a target of doubling cycling across the EU in 10 years	3.63
4th	4: Minimum EU cycling infrastructure quality for relevant EU projects	3.59
5th	9: Cycling should be integrated in the multi-modal transport system	3.54
6th	13: Rail operators should provide bicycle carriage on all services	3.45
7th	15: EU should play a more active role on gathering expertise on cycling	3.40
8th	6: At least 10% of the EU's transport funds should be invested in cycling	3.37
9th	12: EU should urge MS to create a fiscal level-playing field for cycling	3.34
10th	10: E-mobility policies should always take e-cycling into full account	3.32
11th	11: EU green public procurement rules - (e-)bikes instead of cars?	3.20
12th	14: Eurostat should develop common cycling data collection methodology	3.16
13th	7: Introduction of 30 km/h as the default speed limit in EU urban areas	3.04
14th	5: EuroVelo should be included in the TEN-T	3.01
15th	8: All new motorised four-wheelers should be equipped with ISA systems	2.58

Most relevant comments from participants

- Simplify the regulation for ultra-light vehicles by pulling ALL vehicles out of the type approval lighter than 35 kg and designed for a speed below 45 km/h unregarded its motorisation.
- Make speed limits compulsory for each road user and make the Machine Directive compulsory for all not-type approved vehicles.
- The question relating to "doubling" cycling is misleading, since it can lead to almost zero impact: a lot of high pitch talk and very little of meaningful results. This is because "doubling" is relative; to double 1% to 2% and 10% to 20% are given equal status, even though it takes almost no effort to double low figures. Hence the target should be revised to a real, meaningful goal, such as the target of 15% modal in the Charter of Brussels was. There could be a set of goals for cities/regions/countries with different starting levels.
- 12: The EU should urge Member States to create a fiscal PLUS-playing field for cycling with other modes of transport for commuting purposes.
- 16: All children on basic school must learn traffic rules and practise cycling on street and got a diploma when the reached a certain level.

- The 30 km/h speed limit should be only for crowded city-areas. For TEN-T and main routes the cycling speed design should be over 45 km/h.
- A multi-departmental focus group, comprising Health, Transport, Education and Environment should be established to drive the cycling agenda within the EU. A matching national interdepartmental group in each member state would implement policy driven from EU equivalent. The benefits to health, environment and transport justify this.
- Phones should be inactive when riding with a speed above 6 km/h.
- All external costs/benefits of different transport options (cycling, walking, car, public transport etc.) should be assessed and taken into account in determining the value of transport schemes. These include air pollution, impact on health, noise, cost of road traffic collisions, traffic congestion.
- As an inclusive cycling charity that campaigns for the recognition and removal of barriers for disabled cyclists, we would like to see an EU cycling strategy adopt the following key measures: 1) Better recognition. The visibility of disabled cyclists needs to be improved: many cycling policy documents fail to incorporate images/photos and mentions of disabled cyclists and non-standard cycles (e.g. tricycles, handcycles, recumbents). Moreover, in transport policy more generally it is our experience that disabled people are much more likely to be perceived as non-cyclists (e.g. pedestrians or car drivers) than cyclists. It must be made evident that disabled people can and do cycle and we urge that the strategy exhibits and enshrines inclusivity, both in the imagery and language that it adopts. We would like to see cycles have legal recognition as mobility aids, when used by a disabled person for that purpose. Many disabled people find cycling easier than walking.
- As the number of cycle commuters is increasing, how a driver reacts to a bicycle on the road plays a major role in increasing the number of cyclists. In my opinion, it should included in the automobile driving test. Most drivers are not willing to leave 1.5 metres because they are not instructed to do so from the very start.
- Can't come up with any, you had so good statements already. Really great to see this survey, and that there will be an EU Cycling strategy. I hope that if the EU sets a target of doubling cycling across the EU, the EU can help Member States with this. With good measure tools, and funds, and gathering of the local powers (organizations from the third sector) this won't be a problem.

- Cars should be equipped with tracking systems enabling the government to verify when someone does not use the car to commute. This information can be used to incentivise the use of cycling (or public transport) by crediting the car licence on the days of non-use. This could lead to a second phase where insurance companies are roped in to also credit their clients' accounts on the days the car is not on the road.
- Do not try to regulate maximum speed for bikes! This would definitely be very bad for the already bad image people have from the EU. People are smart enough to find better solutions for safety.
- Don't focus solely on infrastructure. As an example with the bicycle snake (bridge in Copenhagen), the bridge helps on average 11.500 people a day to save around 1 minute of transport on bike. For the same money (30-40 mio DKK) Gulmann & Lund could have provided free Bikezac shopping bags for the same amount of cyclists for 160 years. Saving them at least 5 minutes on their everyday shopping, including making it much safer to use the bicycle. Our research shows that many people chose the car on days of grocery shopping, because they do not have room on the bicycle to transport goods with them. This is a problem better infrastructure does not solve and therefore should the political focus also be on other matters than just infrastructure.
- Don't forget to consider walking and any adverse effect that cycling may have on pedestrians. Particularly in infrastructure development, cycling should not be put above walking, and both should be above motorised mobility.
- EU should ask all EU member countries to prepare a standardized (similar plans in all EU member states) national plan for cycling.
- E-bikes with top speed up to 40 km/h should be treated as bicycles without enforcing additional regulations such as number plates. Ebikes shouldn't have regulations regarding maximum power output of e.g. 500W. Bicycles path should be level with street at crossings and if possible only separated by a marker line in villages and cities.
- Elaboration of "integrated local action plans on cycling", funded by E.U. We should think "global and act local", as we say.
- Especially #4 is something the EU can and should do.
- Finance Global Bicycle Institute. Facebook page.
- Focus on people and/or infrastructure depending on different countries. Do research on people's behaviour and the ways to change it. Be bold!

- Guidelines/requirements for national cycling strategies; Cycling awards to cities and individuals; if 10% is too high, a more realistic percentage could be set for EU investments; EU knowledge centre; EU network on cycling expertise with dedicated funding that helps all MS.
- I am a Master student in the Management of EU projects and I am going to write my Master Thesis focusing on cycling policy in the EU. I would be very interested in the data from this survey or if possible any other information regarding the EU Cycling Strategy.
- Ideally it would be good if solid EU transport emissions targets incorporated a requirement of national governments to increase cycling trips for all types of individuals, e.g. children cycling to school & commuters to work. This would allow governments to see that emissions free transport can among other benefits, help cut emissions.
- Perhaps a bigger focus on cycle super highways could be included in the TEN-T?
- In the EU there should be one card / app for all bicycle rent systems and payed parking systems.
- In the case of Ireland (Republic of), if it doesn't come from Europe, it will not happen.
- Infrastructure for cycling should have quality standards. Every EU country should have an independent body to monitor that the standard is followed. One way to report bad infrastructure could be if every cyclist have a button connected to a GPS. When the cyclist finds bad infrastructure he/she can press that button and then a report is sent to the monitoring body. In that way bad infrastructure will be reported by those that use the infrastructure.
- Install a full time EU Cycling coordinator with own budget.
- It should be clarified that the so-called E-bikes are motorbikes and that the infrastructure created in the last decades for cycling is not suitable to integrate these motorbikes. They should ride on the street.
- It would be really nice having the opportunity to use cycle sharing platforms throughout EU using our own registration card.
- MAXIMUM EU cycling infrastructure quality criteria should be established for relevant projects co-funded with EU money.
- Make sure that Vision Zero is applied to all modes of transport. Not like the Swedish Transportstyrelsen who just focus on reducing death and

injuries in motorized transport while dead and injured cyclists and pedestrians have not decreased much due to substandard infrastructure.

- Mandatory incident avoidance systems to EU marketed motor vehicles.
- More attention for road safety in general, because it also affects cyclists and if people cycle at all. Including: best practices (practical solutions in road design, policies), requirements for EU member states as to how to work on road safety in a successful way, based on real and not imagined problems and statistics and proven solutions.
- Needs to be a year long educational programme that lasts longer than just the mobility week in September.
- Not only more funding should be allocated to cycling, but also any road or rail funding should be seen in the context of developing cycling - and counter productive schemes should not be funded by EU. More flexibility is needed in EU funding - redesigning existing streets and roads (currently main funding goes to new infrastructure).
- Please do not set minimum EU cycling infrastructure quality criteria for co-funding relevant projects. It will lead to an endless discussion about the criteria and might lead to a stop on co-funding.
- Please make the strategy measurable.
- Please, if you could work on the common fact that there should be no VAT on bikes - and specially not on E-bikes/E-cargo bikes.
- Please publish technical recommendations for different street-design possibilities. Emphasize the concept of bike-boulevard (or fietstraat) in it.
- 12: bicycles should be tax-favoured, not level with other forms. For example reduce red tape to register e-bike, or fiscal incentives to use bicycle not car.
- Studies based on the Danish cost benefit analysis of cycling should be carried in all EU capitals. Exchange of best practices should be encouraged between major EU cities. Full societal costs of traffic jams and car use should monitored and publicized yearly. Monthly cycle free days encouraged. EU should lead on showing that cycling is not only for dreamers but actually the only rational choice for any large urban centres within the years to come.
- Target in measure 2 should be more aggressive/ambitious: doubling in 10 years is not unrealistic, having seen the impact of E-bikes in the last

couple of years or more in general the progresses of cycling mobility. Therefore should be 150% or doubling in 5-7 years instead.

- The EU should be actively supporting SMEs at local and national levels with better (and easier) access to grants and funds in order to boost cyclelogisitcs and last mile deliveries already established for at least the past 5 years.
- The EU should insist with the ECU (European Cycling Union) to ban all limiting regulations on the shape of racing bikes. These regulations dating from the 1930s block the way forward in making regular bikes more efficient, faster and safer.
- The EU should issue regulations that bind member states to legislate laws and driving regulations that provide more protection to the more vulnerable road users such as cyclists.
- The EU should strongly support to upgrade the legal position of cyclists.
- The connection between funding of cycling and pedestrian infrastructure and reduced costs for citizens (health, insurance, travel) and governments (health, environmental fines, etc) needs to be established and reinforced in European policies. Long-term planning and projections of spend/savings need to be developed and pursued. Short-term goals will not deliver the type of change required.
- The role of cycles as mobility aids should be incorporated into the criteria for mobility - cycles available to same rules as cars (Motability). The ability to carry cycles on buses, coaches, trams, taxis, ferries, planes and trains to be available with sufficient capacity to meet a standard demand (probably aligns with TSI-PRM allocation) Access into buildings, and exemption from footway cycling to be developed through EU member state laws.
- The strategy needs to stress children's rights to be able to cycle to school and to go out playing on bikes - and hence it needs to reference the United Nations Convention on the Rights of the Child.
- There should be an analysis on how to reach the goals of the Paris Agreement (limit of 1,5 - 2 degrees will afford 80 to 95% GHG emissions), and how the Transport sector can contribute to reach this (full decarbonisation of the Transport sector in the second half of the century). On the basis of this analysis the share of non motorised transport shall be derived. This shall be the basis for investments in walking and cycling infrastructure and also for regulations regarding

multimodal aspects. It is of crucial importance to include infrastructural lock in effects in this analysis.

- We often see cities outside NL and DK investing in easy to implement measures and thus create a fragmented network. It would be good to demand a well developed cycle network plan mandatory for EU cofinancing.
- We strongly believe that spatial information systems can bridge traditional domains that deal with active mobility and foster new and innovative ways to analyze, plan and manage our daily mobility demands.
- All the measures mentioned above must be accompanied with a cultural change towards walking and cycling since school years. Citizens have to be educated to fully accept such change and enjoy the benefits of it.
- Regardless of the values I believe it is important: to set clear goals (doubling cycling in 10 years or something else); to create some kind of budget rule (if X% of budget is for cars, then Y% of budget must be for bicycles).