

Public Consultation on the EU Cycling Strategy:

Results

In this document, we present the complete results of the EU Cycling Strategy Public Survey run from March 20, 2017 until April 10, 2017.

This was a Public Consultation of the March 2017 draft of the EU Cycling Strategy Blueprint (now EU Cycling Strategy. Recommendations for Delivering Green Growth and an Effective Mobility System in 2030).

All comments have been extensively discussed amongst the experts at the third Expert Group meeting on April 25th 2017, where was decided to what extend comments are to be included in the EU Cycling Strategy.

List of Contents

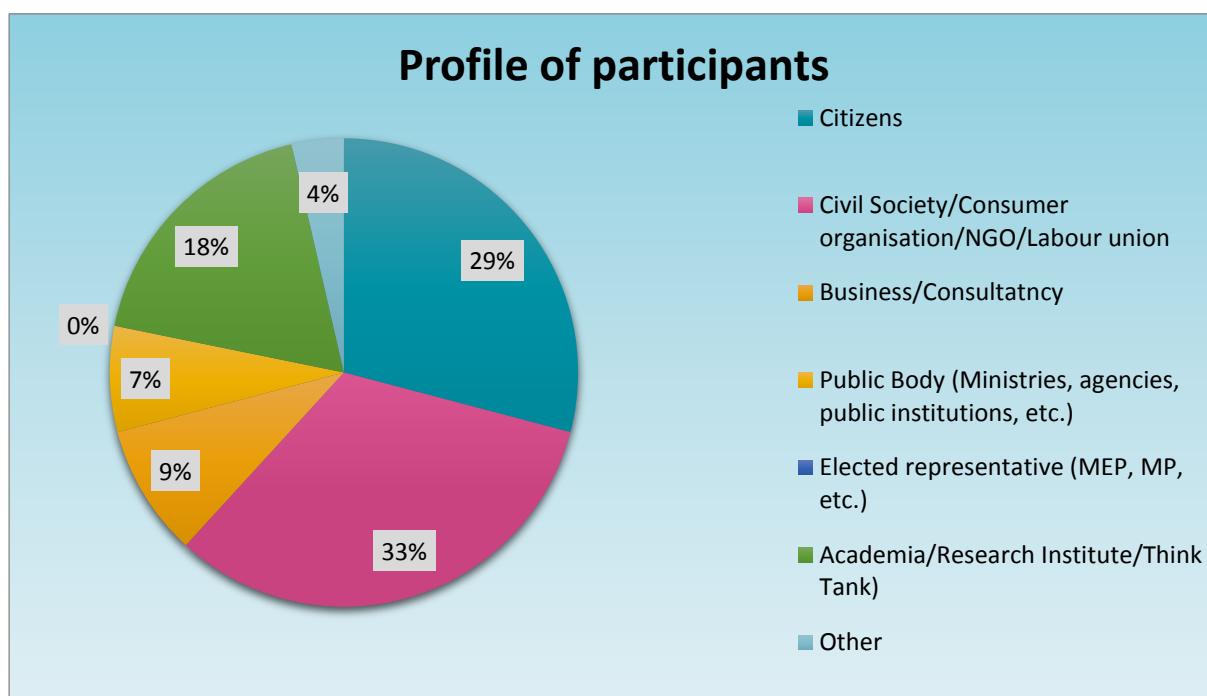
Profile of participants	2
On what chapter did participants comment on?	5
Main Feedback – Entire Document	6
Main Feedback – Chapter 1. The Current Status of Cycling in Europe.....	8
Main Feedback – Chapter 2. The benefits of cycling and their contribution to EU policy goals	9
Main Feedback – Chapter 3. Behavioural Change	9
Main Feedback – Chapter 4. Infrastructure	10
Main Feedback – Chapter 5. Vehicle and technical standards	11
Main Feedback – Chapter 6. EU as a global player	12
Main Feedback – Chapter 7. A level-playing field for cycling with other modes of transport	12
Main Feedback – Chapter 8. Intermodality and ITS.....	13
Main Feedback – Chapter 9. Governance	14
Main Feedback – Chapter 10. Evaluation and Monitoring.....	15
Do you want to support the EU Cycling Strategy Campaign by publishing your logo on our supporter’s page?	16



Profile of participants

Profile of participants	No. of votes	Percentage
Citizens	16	29,1%
Civil Society/Consumer organisation/NGO/Labour union	18	32.7%
Business/Consultancy	5	9.1%
Public body (Ministries, agencies, public institutions, etc.)	4	7.3%
Elected representative (MEP, MP, etc.)	0	0%
Academia/Research Institute/Think Tank	10	18.2%
Other	2	3.6%

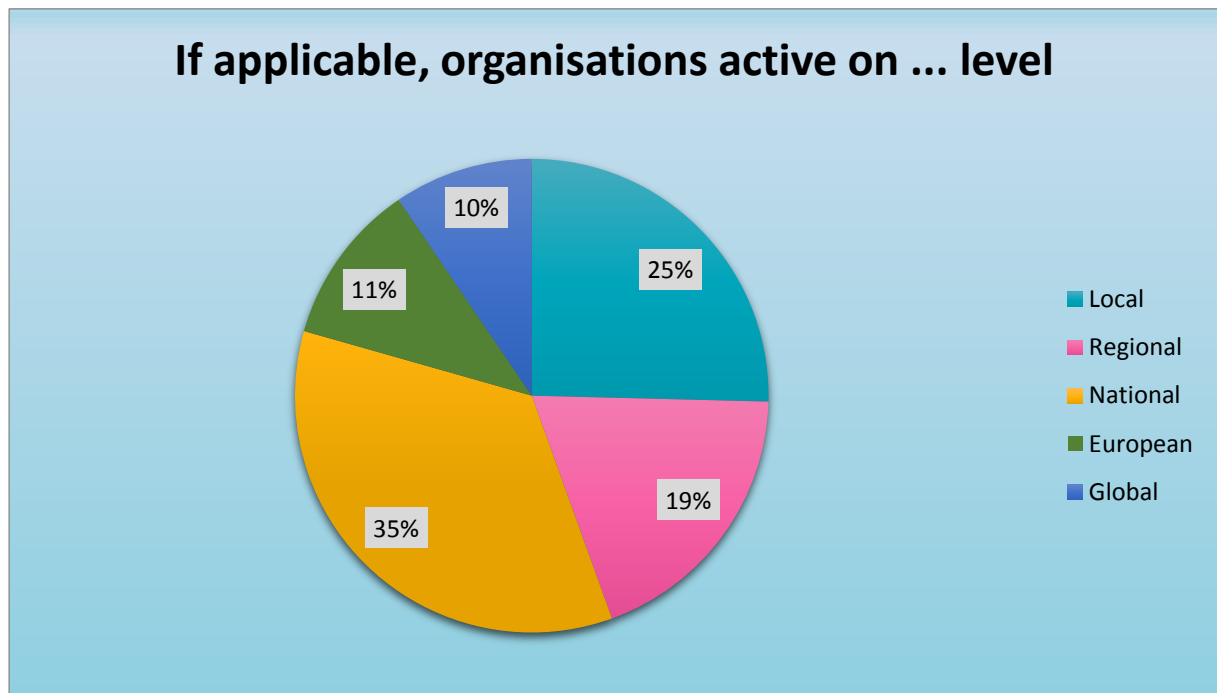
26 participants provided constructive feedback on the draft EUCS document out of the 55 that responded to the public consultation.



Active on ... level(s)	No. of votes	Percentage
Local	16	25.4%
Regional	12	19.1%
National	22	34.9%
European	7	11.1%
Global	6	9.5%

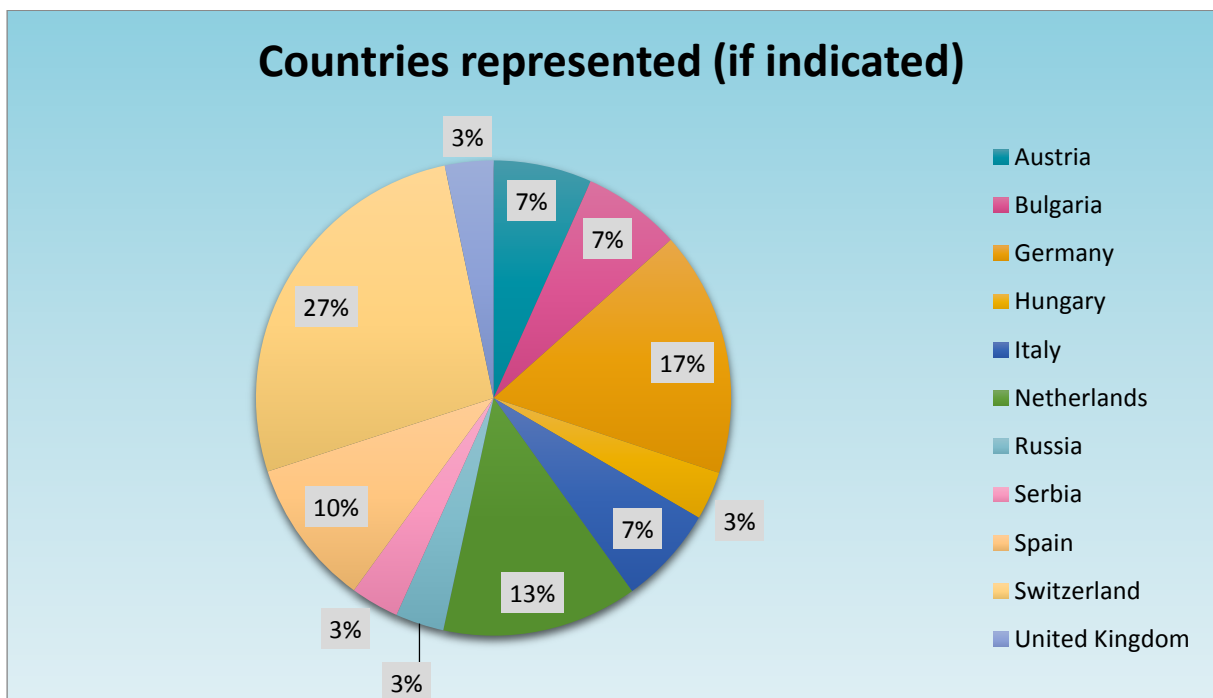
34 participants indicated what level(s) they are active on, whereoff 16 indicated to be active on 2 or more levels.

N.b. Some organisations are active on multiple levels or did not fill out what level they were active on, hence the total amount of votes does not correspond to the number of respondents to the public consultation. We counted each level as a seperate entity.



Country	No. of votes	Percentage
Austria	2	6.7%
Bulgaria	2	6.7%
Germany	5	16.7%
Hungary	1	3.3%
Italy	2	6.7%
Netherlands	4	13.3%
Russia	1	3.3%
Serbia	1	3.3%
Spain	3	10%
Switzerland	8	26.7%
United Kingdom	1	3.3%

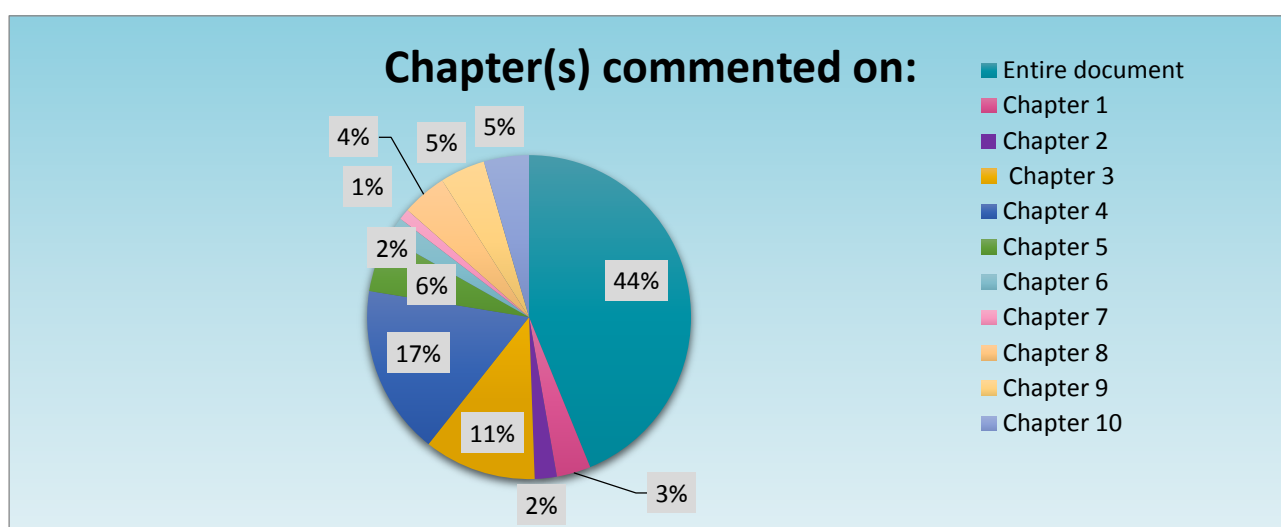
N.b. Not all entities have indicated in what country(-ies) they are active, hence the total amount of votes does not correspond to the number of respondents to the public consultation.



On what chapter did participants comment on?

Chapter(s)	No. of votes	Percentage
Entire document	39	43.8%
Chapter 1. The current status of cycling in Europe	3	3.4%
Chapter 2. The benefits of cycling and their contribution to EU policy goals	2	2.2%
Chapter 3. Behavioural change	10	11.2%
Chapter 4. Infrastructure	15	16.9%
Chapter 5. Vehicle and technical standards	5	5.6%
Chapter 6. EU as a global player	2	2.2%
Chapter 7. A level-playing field for cycling with other modes of transport	1	1.1%
Chapter 8. Intermodality and ITS	4	4.5%
Chapter 9. Governance	4	4.5%
Chapter 10. Evaluation and monitoring	4	4.5%

N.b. It is possible to comment on multiple chapters, hence the no. of votes does not correspond with the total number of respondents to the public consultation. Also the feedback to the entire document was extremely specific, hence this feedback does not merely refers to general comments but also chapter or even page specific issues.



Main Feedback – Entire Document

N.b. Some comments are consolidated, lengthy comments summarized and others referred to such specific details and pages that they are not included in this document. Comments, written in unintelligible or unclear language have been interpreted in the best way possible. Hence, the following overview of main feedback comments does not reflect the precise wording of feedback received.

Are there in your opinion policy areas that should be added to the final blueprint document?

One comment called for a more elaborate discussion of how cycling features in existing EU policy documents

One comment called for emphasis on the fact that cycling supports public transport, not just competes with it, and hence complies to the modal shift goal of the EU. Emphasise especially in the beginning more.

One comment called for us to check once more we considered all possible EU level instruments (including knowledge development, networks, partnerships).

One comment called for the document to include rural transport in Member States and how the EU's own development objectives relate to this (SDGs).

One comment called for the term 'cycling culture' to be included in the document more often (and chapter 3 Behaviour Change in particular). It could even be the document's title.

One comment suggested an additional chapter specified on education. And suggests the blueprint to be organised as an integrative framework based on the 'cycling system' concept.

One comment suggested an important implementation strategy of cycling to be: How would we like our future cities to be as ideal surroundings of our lives?

One comment called for more focus on gender and gender as a Key Performance Indicator of good cycling policy and infrastructure. Suggested is the inclusion of a chapter on women's integration in urban cycling.



One comment called for the inclusion of a strategic EU agenda, what is elementary for the EU to pick up.

One comment called for the inclusion of a chapter 'the content, importance and future development of cycling culture among citizens'.

One comment called for the inclusion of special attention to countries in South-East Europe in regard to cycling infrastructure, development of cycling policies and development of national cycling strategies.

One comment called for roadside assistance for bicycles similar as exists for cars to be included.

One comment called for more attention to age friendly cycling in line with WHO Age Friendly Cities strategy.

One comment called for a chapter specific for information on best practice examples, successes and failed practices with their causes.

One comment called for reference to the creation of an informal forum between technicians to share experiences and knowledge.

One comment called for a strategy of radical improvement in the attractiveness and accessibility of practical all-year round cycling in- and outside of megapolices.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final blueprint document?

One comment called into question whether minimum requirements for cycling infrastructure should be an EU-concern and proposed guidelines and subsidies based on these guidelines.

One comment called into question that most accidents happen at intersections in countries that do not have a high level of urban cycling and calls for specific mentioning hereoff for better infrastructure specified to countries with lower levels of urban cycling.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document



Several comments called for the development of a summary and infographics for the document.

One comment called for the format, design, language and substantiation of key arguments (especially jobs) to be up to the standard produced by the automobile lobby.

One comment called for less fuzzy language to not undermine the potential of the document.

Several comments criticized the lengthiness and level of intricate detail of the document and calls for more a more concise and pragmatic policy document.

One comment called for improvement of internal references between the chapters

One comment suggested we split the document in a 'state of the union' part and proposals and then make one every x year to follow developments.

Main Feedback – Chapter 1. The Current Status of Cycling in Europe

Are there in your opinion policy areas that should be added to the final version of the chapter?

The majority stated 'no'.

One comment called for the inclusion of a reference to situations where speed is not adapted to the situation and EPACS increasing the number of such situations.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

The majority stated 'no', or left this blank.

One comment called for the deletion or clarification of the reference to Uber due to its controversy.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document



The majority left this blank.

One comment called for the inclusion of a reference to Southern Europe specific cycling circumstances.

Another comment called for the inclusion of specific recommendations to the national level to include cycling policies in regional development plans and other strategic documents.

Main Feedback – Chapter 2. The benefits of cycling and their contribution to EU policy goals

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment called for the inclusion of social benefits and positive consequences of human interaction and public space in modern societies to be included.

Another comment called for the inclusion of cycling as a generator of sustainable land use (guidelines and regulations specifying density, parking etc.)

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

All commenters stated 'no'.

Main Feedback – Chapter 3. Behavioural Change

Are there in your opinion policy areas that should be added to the final version of the chapter?

No larger policy-areas were suggested, respondents rather called for specifications and more details to be included in this chapter e.g.;



Nuancing the Zero Tolerance approach to drugs and alcohol, promotion of commuting/urban cycling, a specific scale for and focus on cycling culture, specifically 30km/h in build up areas, what type of campaigns, messages, and what instruments/tools specifically etc.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

As the specifications and calls for details were spread over all three answers, see response to first question chapter 3.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

As the specifications and calls for details were spread over all three answers, see response to first question chapter 3.

Main Feedback – Chapter 4. Infrastructure

Are there in your opinion policy areas that should be added to the final version of the chapter?

The majority of the comments call for a reference that infrastructure for cyclists should not be at the cost of other vulnerable road users' safety and infrastructure. That modes ought to interact safely with one another.

Several comments call for more references to safe and improved bicycle parking standards and infrastructure.

One comment calls for more reference to the increasing number of electric bikes on the roads, promising yet also brings new challenges which need to be addressed (speed-pedelecs categorized as mopeds in some national legislation, data, road safety research, market data, Member States road rules etc.)

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

One comment called for not using the term 'cycling infrastructure' but 'cycling-friendly infrastructure' instead to prioritize sustainable transport modes over others.



Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

Suggestions mentioned here were more applicable under the first question of this chapter 4.

Main Feedback – Chapter 5. Vehicle and technical standards

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment called for more recommendations:

- Improve data collection on collisions involving different types of pedelecs;
- Encourage research on road safety implications of pedelecs and speed pedelecs;

One comment calls for a stronger reference to the importance of speed reduction of motorized individual vehicles.

One comment suggests the document to take an official stance on mandatory protective equipment.

One comment calls for reference to a European rule/regulation on reflectors and lighting standards.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment called for a more elaborate text in regard to ISA.



Main Feedback – Chapter 6. EU as a global player

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment suggested that recommendations for all all missing levels should be added e.g.: development of (pilot) projects, defining best practice measures and participation in exchange of knowledge + global agreements are also relevant to non-EU countries thus other non-EU levels are crucial.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment called for the creation of a mechanism/tool to control implementation of cycling policies.

Main Feedback – Chapter 7. A level-playing field for cycling with other modes of transport

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment called for more explanation considering the CO2 balance of bicycle production in the EU and China.

One comment called for the inclusion of a clarification of the term 'vehicle' which ought to include bikes and e-bikes. A synergy of terms, thus resulting in all EU funded projects referring to vehicles will benefit cycling.

One comment called for better references/literature and explanation of graph in this chapter.



Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment called that subsidies in societal challenges should evaluate benefits of cycling for the topics of health, transport, energy saving. That 'rewards for cycling' result in promotion of healthier means of transport; best practice example on local level in Paris – higher coordination is necessary.

Main Feedback – Chapter 8. Intermodality and ITS

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment called to add in relation to 'why are assembled bikes so important' a specification that this is especially the case in places where cycle tourism/leisure markets are encouraged

One comment called into attention that 'data' is a prerequisite for modern services in bikes (ITS) and should be underlined.

One comment called to stress that higher project synergies and open platform integration to progress multimodal mobility information.

One comment called for tandems and trikes to be included in the passenger rights.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.



Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment called that the importance of data on cycling networks and a comprehensive description of cycling networks is to be underlined as it facilitates intermodal services.

One comment called to highlight that interoperability is a basic requirement for data collection platforms to be effectively used by citizens.

One comment called to reference children's education in learning how to interact with other modes of traffic. Only cycling provides the possibility to learn this from a young age (related to Chapter 3).

One comment stated the possible influence of a trend, mobile phone usage, to affect bicycle modal share as youngsters prefer to use their phone than participate in traffic.

Main Feedback – Chapter 9. Governance

Are there in your opinion policy areas that should be added to the final version of the chapter?

All commenters stated 'no'.

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment suggested that the creation of the national cycling focal point should be supported by EU finances and called that the importance of sharing of good practices should be stressed.

One comment called for a stronger reference in regard to controlling the implementation of cycling policies.



One comment called for more clarifications in regard to national cycling officers, cycling-friendly institutions and a cycling-friendly regulatory framework.

One comment questioned whether sports and leisure are the best places to deal with this instead of transport in Member States.

Main Feedback – Chapter 10. Evaluation and Monitoring

Are there in your opinion policy areas that should be added to the final version of the chapter?

One comment called that EU policy should define rewarding/reimbursement methods based on the value of cycling/walking data, health value and citizens cooperation in livable city design in regards to data crowd sourcing.

One comment called to consider an EU wide study into potential of cycling for climate change mitigation and sustainable development?

Are there in your opinion any policy areas (and recommendations) that should not be retained in the final version of this chapter?

All commenters stated 'no'.

Please tell us here any other suggestion, recommendation, related to the EU Cycling Strategy blueprint document

One comment called that EU policy should promote collaborative platforms with eco systems for innovation engaging all stakeholders.

One comment was made related to crowd sourced data not indicating needs but rather coping strategies, no ideal expressions.

One comment was made regarding cycling use indicators, other indicators e.g. social inclusion and gender were missing. And that links to local scale should be more extensively clarified.

One comment called for clarification of financing mechanisms and whether they matched levels of responsibility at local level or depended on more centralised budgeting.



One comment questioned the necessity of segregated infrastructure in cases where speed difference is not greater than 15km/h (local scale).

One comment called for better links of this chapter to previous chapters and make the distinction between monitoring/review of the EUCS itself versus other strategies and cycling developments.

Do you want to support the EU Cycling Strategy Campaign by publishing your logo on our supporter's page?

29 entities responded yes

26 entities responded no

