The Role of Cycling as part of Urban Mobility

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Cycling is a system within the system of Urban Mobility
Bangkok 2012 – Huge infrastructure for cars and Public Transport, few square meters left for pedestrians, disabled people and cyclists.
Cycling as a system has many aspects! Source: First National German Cycling Plan
ECF: Advocacy, promotion, dissemination

ECF Member Organizations

International / European level

National level

Regional level

Local level

Cycle Industry Club
Our mission: More people cycling, more often!

Objective for Europe: Doubling the share of cycling to 15% modal share by 2020!
My commitment to cycling …

Cycling is a city changer!

Bernhard Ensink (m.)
1959 (?)

International Transport Forum ITF
2012
Modal Share in EU-27 (2010)

- 7% modal share of cycling in EU-27
- Highest shares: Netherlands (31%), Denmark, Hungary (19% each)
- Lowest shares: Malta, Cyprus (<1% each)
## The ECF Cycling Barometer

### States ranked by their respective place amongst the EU-27, all categories combined

<table>
<thead>
<tr>
<th>Country</th>
<th>Modal Share</th>
<th>Safety</th>
<th>Market Size</th>
<th>Cycle Tourism</th>
<th>Advocacy</th>
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[Source: www.ecf.com]
Modal Share in Selected Cities

Starter, Climber, Champion Cities
Lessons learnt at Velo-city 2013

- Diversity of cycling cultures …
- Human Rights …
- Health & the Cycling Economy …
- Mass Transport … fast cycle routes / highways
Huge diversity of Cycling Cultures!

Developing different cycling cultures = tools to increase cycling!

- Fashion shows
- Critical Mass
- 
- 
- 
- www.velo-city2013.com …
CHALLENGES

- Planning traditions and approaches have led to deeply-entrenched urban fragmentation
- Expectations from “progress”, “development” and “modernisation” are different for each country and city
- Sustainability and livability mean different things to different people
Developed versus Developing world?

- developed world: Cycling fun, easy, fast, healthy
- developing world: means of survival for the poor
- both worlds: a barrier is the high status of the car, the low status of the bicycle, but it changes a bit in developed world nowadays
Criterion No 1 for all investments must be the Human Rights for Active Mobility – an essential frame for politics and economy

ECF President Manfred Neun at Velo-city 2013:

“Criterion No 1 for all investments must be the Human Rights for Active Mobility – an essential frame for politics and economy”

Photo credit: Tunis, Tunisia by 1010uk
http://www.flickr.com/photos/tentenuk/5071112273/
Active Mobility first!
Do the math! Internalization of external costs and benefits!

• Do not count only external costs (negative impact of transport on health and environment)

• Include external benefits (positive impact of transport on e.g. health !)
More health – less costs!

Health economic assessment tools (HEAT) for walking and for cycling

HEAT

1 Car KM costs society € 1,00
1 Cycling KM costs society € 0,015
New level of infra in cycling countries

Fast regional cycling routes
ECF: Sustainable Transport needs Cycling – world wide!

Therefore ECF …

• Works beyond the European level too …
• Works with UN
• Is an active member of SLoCaT
• Works on the initiative for a World Cycling Alliance
Thank you for your attention!

For more information
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