



EUROPEAN CYCLISTS' FEDERATION

ECF KEY MESSAGES FROM THE INTERNATIONAL TRANSPORT FORUM 2011



In this position paper,
please find:

- ECF's Position on
ITF Key Messages
- Ministers'
Recommendations
on National Policies
to Promote Cycling
- The Charter of Seville



ECF booth at the International Transport Forum, May 2011.



*ECF President Manfred Neun at the
ITF Innovators Platform on 26 May
2011.*

Photo Credit: OECD

Here at ECF, we are very pleased to announce our strong support for the last of the **Key Messages from Ministers**, issued in Leipzig on 26 May 2011. In this final key message, the Ministers recall their recommendations on **National Policies to Promote Cycling**.

We call on all the Ministers to ensure the implementation of those recommendations as reprinted in this document.

This document also includes **ECF's position on ITF Key Messages** from Ministers, and **the Charter of Seville** – launched by ECF at the Velo-city 2011 conference in Seville, Spain, and presented by the ECF at the 2011 ITF Annual Summit.

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ECF Secretary General, Dr. Bernhard Ensink at the ITF on 26 May 2011.

CYCLING FOR SOCIETY

ECF eagerly supports the Ministers' Key Message Statement on National Policies to Promote Cycling (see next page). Cycling as a daily mode of transport is an answer to many of the fundamental challenges that societies are facing in the 21st century. Expressly addressing the Ministers of Transport, the Charter of Seville (see last page) underscores the benefits of cycling, emphasizing crucial aspects from the Ministers' Key Messages: equity, safety, security, urbanization, economic growth, employment, efficiency, financing, technology and innovation, environment and health.

Cycling optimizes the use of public resources and offers a high return on public investment. The 'Cycling Economy' guarantees sustainable economic growth. It provides transport equity and equal access to mobility for all income levels.

As a part of Active Mobility, cycling creates healthier and wealthier societies.

In Leipzig, we stressed a serious problem facing democracies: public space being disproportionately allocated to individual motorized transport.

ECF highly appreciates the Ministers' concern on improving road safety. Governments at all levels should embrace the Safety in Numbers principle, recognizing that the more people cycling, the higher level of road safety.

EXTRACT FROM THE MINISTERIAL DECLARATION ON NATIONAL CYCLING POLICIES FOR SUSTAINABLE URBAN TRAVEL

The Ministers

- **Agree** that policies and measures to promote cycling are *an integral part* of urban transport policy alongside those designed to promote public transport, manage car use and integrate land use and transport planning;
- **Recognise** that the following national policy actions can promote cycling and facilitate implementation of cycling measures in urban areas:
 - establishing an integrated national cycling policy framework with clear goals, actions, and targets in co-ordination with other national level administrations and agencies, regional and local authorities, cycling associations and bicycle manufacturers;
 - proposing legislation, regulations, and guidelines for the development and implementation of cycling policies at regional and local levels;
 - using financial and other instruments to encourage and facilitate cycling initiatives by regional/local authorities;
 - improving safety for cyclists by encouraging the reduction of speed and volume of motorised traffic where necessary;
 - conducting research on cycling policies and measures and making knowledge available to local authorities and other relevant stakeholders;
 - improving data collection on cycling travel and cyclists behaviour, so that there is better understanding of the status, trends and potential of cycling;
 - monitoring progress towards goals and quantitative targets and evaluate progress in implementing cycling policies;



Active Transport tour of Leipzig, 25 May 2011.

National Policies to Promote Cycling – ISBN 92-821-2325-1 – © European Conference of Ministers of Transport, 2004

THE CHARTER OF SEVILLE



On the occasion of the Velo-city 2011 conference in Seville, the ECF and the city of Seville address this document to all Ministers of Transport, especially those who will meet at the International Transport Forum on 'Transport for Society' in Leipzig in May 2011.

Whereas:

- the International Transport Forum 2011 focuses on the benefits of transport for individuals and societies
- the Velo-city 2011 Seville conference showed (as all former Velo-city conferences since 1983 have done) the huge potential and the numerous benefits of cycling

The signatories of this declaration ask all Ministers of Transport to acknowledge the following advantages of cycling as a daily mode of transport and for leisure activities:

1. Cycling offers affordable access to transport for most people, ensuring equitable inclusion.
2. More cycling helps meet society's demand to cater for tighter budgets.
3. More cycling improves the impact of transport on the environment and on people's physical and mental health.
4. Cycling (like walking) is a zero-emission mode of transport which avoids the by-products of individual motorised transport: air pollution, noise pollution, greenhouse gas emissions, etc.
5. Cycling reduces the human costs of transport as it causes less danger on the roads than individual motorised transport.
6. More cycling reduces traffic congestion and leads to a more efficient use of space for transport. Cycling cities have higher quality public space in general.
7. Modern public bicycle sharing systems improve the quality of public transport in cities.
8. Cycling in cities, towns, villages and other urban areas, in combination with public transport for long distances (between cities, towns, villages and other urban areas) is a sustainable way to meet people's mobility needs.
9. Safe and comfortable infrastructure for cycling enables young and elderly people to be mobile by using a healthy and environmentally friendly mode of transport.
10. Electrically assisted bicycles (variously known as pedelecs, e-bicycles, e-velos) give more people access to sustainable e-mobility than any other means of transport;
11. The potential of bicycles for transporting goods within cities and towns is often underestimated; a huge range of transport bikes could be used much more if the authorities were to create better conditions for this mode of transport.
12. Cycling is a resilient and robust mode of transport. This is an advantage in the event of breakdowns in energy supply networks and oil supply shortages; more cycling makes society less dependent on oil.
13. It is cheaper to invest in cycling infrastructure than in infrastructure for individual motorised transport. Integral cost calculations (including the health, environmental, social and economic costs and benefits) show that there is a high return on investments in cycling.
14. Bicycle user associations are ready to organise and to improve the role of individuals in the transport planning process.
15. Nowadays many cities are moving away from car-oriented transport policies and towards the concept of 'cities for people' by prioritising walking, cycling and public transport. Now they need the support of their national authorities.

