

Survey response

5. To what extent do you agree with the following statements?	Strongly agree	Agree	Disagree	Strongly disagree	I don't know
1. The EU should prioritize active modes (walking and cycling) over individual motorized transport.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. The EU should set a target of doubling cycling across the EU over the next 10 years.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Every relevant infrastructure project should take cycling into consideration as much as possible.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Minimum EU cycling infrastructure quality criteria should be established for relevant projects co-funded with EU money.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. EuroVelo, the long-distance cycle route network, should be included in the Trans-European Network for Transport (TEN-T).	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. At least 10% of the EU's transport funds should be invested in cycling.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. All new motorised four-wheelers, buses and heavy goods vehicles should be equipped with Intelligent Speed Assistance (ISA) systems.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9. Cycling should be properly integrated in the multi-modal transport system, such as in Mobility-as-a-Service schemes, in particular as regards journey-planning, ticketing, parking etc.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10. E-mobility policies at all governmental levels should always take	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. To what extent do you agree with the following statements?	Strongly agree	Agree	Disagree	Strongly disagree	I don't know
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.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12. The EU should urge Member States to create a fiscal level-playing field for cycling with other modes of transport for commuting purposes.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13. The EU Regulation on Passenger Rights on Trains should be revised to require rail operators to provide bicycle carriage on all services.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14. Eurostat should develop a common data collection methodology and harmonised definitions for national data on cycle use.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Among the 15 measures referred to above, please list the 4 most relevant actions that the EU in your opinion should undertake in order to improve cycling conditions in Europe.

- Minimum EU cycling infrastructure quality criteria should be established for relevant projects co-funded with EU money.
- E-mobility policies at all governmental levels should always take e-cycling into full account.
- Cycling should be properly integrated in the multi-modal transport system, such as in Mobility-as-a-Service schemes, in particular as regards journey-planning, ticketing, parking etc.
- The EU should prioritize active modes (walking and cycling) over individual motorized transport.

7. Please tell us here any other suggestion, recommendation, etc. related to the EU Cycling Strategy Campaign.

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 and use their cycle as a mobility aid (just like a wheelchair or mobility scooter). However, in the UK at least we are aware of many examples of disabled cyclists being asked to dismount their cycle in 'cyclists dismount' zones and shared spaces (e.g. train concourses) and even being fined by the police for doing so – despite explaining that they are using their cycle as a mobility aid. The strategy should encourage EU governments to consider full legal recognition of cycles as mobility aids where none currently exists, as well as extending this to railway and transport networks: sufficient legislation should be in place to allow for the storage of non-standard cycles (e.g. tricycles, handcycles) on trains, trams and buses. There should be no legal barrier to disabled people travelling actively (however unintended).

2. Better infrastructure

- In order to be fully inclusive, any EU-wide cycling strategy must consider the needs of disabled cyclists in relation to cycling infrastructure. In the UK (and we suspect in many other EU nations, too) there is a lack of fully inclusive infrastructure across cycling networks. This could, for example, come in the form of narrow cycle lanes, speed reduction treatments, physical obstacles, anti-moped/motorbike measures, kissing gates, barriers and potholes – all of which can reduce accessibility for non-standard cycles, which are often wider, longer and heavier than standard bicycles and require more generous turning spaces. Therefore, the strategy should promote the development of an inclusive cycling 'blueprint'/standard that all EU nations can adhere to, which would include minimum cycle lane widths, turning points etc. Ensuring that

cycling infrastructure is as inclusive as possible from the start will encourage *all* kinds of people to cycle, not just the fit and the brave.

- It is important that transport modes are fully integrated. Disabled cyclists often require routes that are step-free, door-to-door and seamless (which might include the need to use public transport). Therefore, joined-up thinking is key when considering the needs of disabled cyclists who may often use cycling infrastructure and local transport services as part of the same journey. As the point below outlines in more detail, it is critical that cycle parking facilities are also inclusive so as not to dissuade disabled cyclists from venturing out in the first place, or from being unable to complete a cycle journey.

3. Better facilities

- In our experience, the vast majority of cycling facilities and schemes are geared towards non-disabled cyclists. Cycle parking, for example, frequently fails to accommodate non-standard cycles: in the UK we are calling for all cycle parking facilities to be designed in a way that ensures sufficient space for larger, longer and heavier cycles. A range of policy measures could be considered that would improve disabled cyclist's access to cycle parking e.g. by visually differentiating cycle parking bays for non-standard cycles and/or designing cycle stands/docks/racks that are able to accommodate different kinds of cycles – which could be administered and enforced through a kind of 'Blue Badge' scheme for disabled cyclists.
- The cost of non-standard cycles is often financially prohibitive for many, with access to hire and loan schemes also limited. An EU cycling strategy should be encouraging those responsible for transport policy in their country to bring together local government, cycle retailers, manufacturers, businesses and employers to improve opportunities for the hire, loan and purchase of non-standard cycles.
- Greater investment in electric-cycles is needed. E-cycles are often an essential form of transport for people with a range of health issues - including poor balance, frailty or breathing difficulties - who find cycling easier than walking, but who may be unable to weight-bear and require battery assistance to overcome the challenges of arduous terrain. We also recognise the critically important role of e-cycles in enabling elderly people to stay active in life for longer, particularly when they no longer retain the ability to drive.
- It should be incumbent on all EU governments to ensure that all disabled people are able to readily access a local inclusive cycling centre, or 'hub' – a place where they can find opportunities to try cycling, develop their confidence and skills. Cycling is for everyone, not just the few.