



CYCLING DELIVERS ON THE GLOBAL GOALS

Shifting towards a better economy, society, and planet for all



World
Cycling
Alliance





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CYCLING DELIVERS ON THE GLOBAL GOALS

The Global Goals, as stipulated in the preamble of the Sustainable Development Goals (SDGs), seek to realize the human rights of all. Cycling is already delivering on these goals worldwide, and this is a good reason to invest more in cycling. Making transportation more sustainable is of critical importance for humanity and the planet. Moreover, active mobility is a human right on all scales – including the right to cycle. Governments at all levels should provide safe access to public space, protect those that walk and cycle, and ensure – through mobility – equal participation in society. Investment in better conditions for cycling - including e-cycling, cargo cycling and public bicycles - will help achieve these Global Goals as cycling is directly linked to the following 11 Global Goals:



Goal #1: End poverty in all its forms everywhere.

Cycling is an affordable and simple mode of transport enabling access to education, jobs, markets, and community activities in both urban and rural areas. The bicycle is often the only affordable technical means of transport for people and goods, and thus helps individuals to lower the cost of transport for their household. Cycling can more than halve commuting time for those otherwise dependent on walking, giving them access to more job opportunities, schools, markets, and communities. In addition, the potential for economic growth through cycling-related job creation is high. Investments in cycling offer good opportunities for sound national, regional and international poverty-reduction strategies.



Goal #3: Ensure healthy lives and promote well-being for all at all ages.

Cycling generates healthy and non-air-polluting lifestyles. The physical activity cycling generates reduces heart diseases and other negative impacts of sedentary lifestyles. Air quality and road safety improve when individual motorized transport is replaced by cycling. Creating safe conditions for cyclists contributes to reducing the number of global deaths and injuries from road traffic accidents.



Goal #2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture.

Cycling plays an important role for many small-scale food producers. It can provide secure and equal access to land, resources and inputs, knowledge centers, financial services, markets and opportunities for non-farm employment. Cycling helps to ensure access, in particular for the poor, to food all-year round. By widening the area accessible to people who do not have an alternative mode of transportation, cycling ensures better access to food markets and communities, increasing nutrition options and ensuring the sustainable transportation of food products.



Goal #5: Achieve gender equality and empower all women and girls.

Cycling provides access for women and girls to water, schools, markets, and jobs that are otherwise inaccessible through available transportation means or walking. Safe infrastructure for cycling supports gender equality as it increases the number of women and girls that take advantage of cycling.



Goal #7: Ensure access to affordable, reliable, sustainable and modern energy for all.

Cycling improves the energy efficiency of transport systems as it uses renewable human power in the most efficient way to move people and goods, and e-cycling offers access to the use of very efficient e-mobility technology. In addition, cycling offers a good solution for the first and last miles in combination with public transport and logistic systems. Good conditions for cycling gives individuals access to an energy efficient and affordable transport mode.



Goal #9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.

Cycling enables people to switch from the use of individual motorized transport to a combination of active mobility (walking and cycling) and public transport. More people cycling more often makes it easier for governments to build resilient infrastructure and sustainable transport systems for economic development and human well-being, with a focus on affordable and equitable access for all.



Goal #12: Ensure sustainable consumption and production patterns.

The transportation of people and goods by bicycle offers the opportunity to move around - as commuters, consumers, and tourists – as well as the production, consumption, and delivery of goods in a sustainable way. Cycling matches perfectly with the diversity and scale of regional and local economies. In many urban areas, 50% of all goods deliveries can be done by bicycle. Furthermore, the increase of the cycle tourism sector creates more options for people to choose sustainable tourism.



Goal #17: Strengthen the means of implementation and revitalize the global partnership for sustainable development.

The cycling movement, civil society organizations and experts working on the promotion of cycling worldwide are supporting the global partnership for sustainable development. They encourage and promote effective public, public-private and civil society partnerships to promote cycling. In addition, they seek to significantly increase the availability of high-quality, timely and reliable data on cycling to support the global development and dissemination of successful environmental-sound cycling technologies and the development and implementation of cycling policies in developing countries.



Goal #8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.

The cycling industry sector, including services and cycling tourism, delivers products and services for sustainable, inclusive transport of people and goods as well as sustainable tourism and healthy leisure activities. The cycling sector creates more jobs for the same turnover than any other transport sector: For example, per million euro of turnover, bike manufacturing creates 4.89 full time jobs, more than the air and spacecraft industry (3.9 jobs) and several times more than the car industry (1.63 jobs per million Euro of turnover).



Goal #11: Make cities and human settlements inclusive, safe, resilient and sustainable.

Increased cycling makes cities and human settlements more inclusive, safe, resilient, and sustainable as cycling is affordable, safe, non-polluting, healthy, and promotes a sustainable economy. On the one hand it is largely independent from complex high-tech technology and therefore an extremely resilient mode of transport. On the other hand modern communication and e-cycling technologies integrate cycling into Intelligent Transportation Systems of cities. The higher the modal share of walking, cycling and public transport the more sustainable the transport system is.



Goal #13: Take urgent action to combat climate change and its impacts.

The bicycle is a symbol for decarbonizing transport and societies; it offers the possibility for immediate climate action. Governments at all levels can take action by integrating cycling into their climate action policies, strategies, education and awareness-raising.

Note: The term 'Cycling' in this document includes the use of electric assisted bicycles (e-cycling), transport of people and goods by bicycle and the use of public bicycles.

CITIES SET CYCLING TARGETS

We listed 70 cities and regions to show examples of the world wide ambitions for cycling.

For more examples see our webpage www.ecf.com/global-goals.

Please send us your suggestions to add a city or region to the list to wca@ecf.com.

City/Region	Country	Current Modal Share	Target Modal Share	Cycling Increase
Adelaide	Australia	1.5% in 2014	3% by 2022	x2
Andalucia	Spain	1.4% in 2014	15% of motorized traffic by 2020	x10.7
Baden-Württemberg	Germany	10% in 2015	20% by 2025	x2
Beijing	China	14% in 2012	20% in 2020.	x1.4
Berlin	Germany	13% in 2014	20% by 2025	x1.5
Bratislava	Slovakia	2% in 2012	10% in 2020	x5
Bristol	United Kingdom	14% in 2011	20% by 2020	x1.4
Brussels	Belgium	3.6% in 2010	20% in 2020	x5.6
Budapest	Hungary	2% in 2010	10% by 2020	x5
Calgary	Canada	0.8% in 2001	2% in 2020	x2.5
Canberra	Australia	2.8% in 2011	7% by 2026	x2.5
Cambridge	United Kingdom	15% in 2013	40% by 2023	x2.6
Copenhagen	Denmark	41% in 2013	50% by 2025	x1.2
Córdoba	Argentina	1.63% by 2011	15% by 2020	x9.2
Dublin	Ireland	7% in 2011	25% by 2020	x3.5
Dusseldorf	Germany	5% in 2004	11% by 2020	x2.2
Edinburgh	United Kingdom	2% in 2010	10% by 2020	x5
Edmonton	Canada	1% in 2005	2% by 2020	x2
Frederiksberg	Denmark	"30% in 2012"	40% in 2018	x1.3
Fremantle	Australia	1% in 2011	2% in 2018	x2
Ghent	Belgium	22% in 2012	30% in 2020	x1.3
Glasgow (Children)	United Kingdom	3.5% in 2008	7% by 2025	x2
Gothenburg	Sweden	7% in 2011	12 % by 2025	x1.7
Granada	Spain	0.4% by 2011	15% by 2020	x37.5
Greenwich (London Borough)	United Kingdom	2% in 2014	5% by 2026	x2.5
Groningen	Netherlands	47% in 2003	65% by 2020	x1.3
Guipuzcoa	Spain	2.4 by 2011	5% by 2022	x2.1
Hamburg	Germany	12% in 2008	25%by 2030	x2.1
Hannover	Germany	13% in 2002	25% by 2025	x1.9
Helsinki	Finland	11% in 2013	15% by 2020	x1.4
Karlsruhe	Germany	25% in 2012	30% by 2020	x1.2
Kärnten	Austria	6% in 2013	12% by 2025	x2
Leipzig	Germany	14.4% in 2008	20% by 2020	x1.4
Lima	Peru	0.03% in 2015	2% by 2018	x66.7
Limerick	Ireland	3% in 2011	14% by 2016	x4.7
Ljubljana	Slovenia	10% in 2010	15% by 2020	x1.5
London	United Kingdom	2% in 2011	5% by 2026	x2.5
Luxembourg	Luxembourg	3.5% in 2011	10% by 2020	x2.8
Madrid	Spain	1% in 2012	3% by 2016	x3
Malaga	Spain	0.4% by 2011	15% by 2020	x37.5
Mecklenburg-Vorpommern	Germany	14% in 2008	20% by 2020	x1.4
Medellin	Colombia	0.5% in 2015	10% by 2030	x20
Melbourne	Australia	4% in 2012	6% by 2016	x1.5
Muenster	Germany	40% in 2007	50% in 2025	x1.25
Munich	Germany	17% in 2011	20% by 2015	x1.2
Nantes	France	5% 2012	15% by 2020	x3
Niederösterreich	Austria	7% in 2007	14% by 2020	x2
Ottawa	Canada	1.7% in 2001	3% by 2020	x1.8
Oxford	United Kingdom	17% in 2014	25% by 2020	x1.5
Paris	France	5% in 2015	15% by 2020	x3
Parma	Italy	11% in 2005	40% by 2020	x3.6

City/Region	Country	Current Modal Share	Target Modal Share	Cycling Increase
Philadelphia	United States of America	1.6% in 2009	6.5% by 2020	x4
Portland	United States of America	6% in 2010	25% by 2030	x4.2
Prague	Czech Republic	1% in 2009	7% by 2020	x7
Rio De Janeiro	Brazil	3% in 2015	6% by 2025	x2
Rome	Italy	0.6% in 2012	4% by 2019	x6.7
Saint Brieuc	France	1% in 2004	5% by 2020	x5
Seoul	South Korea	1.6% in 2008	10% by 2020	x6.25
Seville	Spain	9% by 2013	15% by 2020	x1.7
Southwark (London Borough)	United Kingdom	4.6% in 2015	10% by 2025	x2.2
Stockholm	Sweden	10% in 2012	18% by 2030	x1.8
Strasbourg	France	8% in 2009	20% by 2020	x2.5
Stuttgart	Germany	7% in 2010	20% by 2020	x2.8
Sydney	Australia	2% in 2006	10% 2016	x5
Taipei	Chinese Taipei	5.5% in 2012	12% by 2020	x3.6
Thessaloniki	Greece	1% in 2008	10% in 2020	x10
Vancouver (City)	Canada	3.8% 2013	12% by 2040	x3.2
Victoria, Oak Bay, Esquimalt & urban Saanich	Canada	5.6% in 2010	15% by 2026	x2.7
Vienna	Austria	7% in 2014	12% by 2020	x1.7
Zürich	Switzerland	7% in 2011	14% by 2025	x2



GLOBAL HIGH SHIFT SCENARIO STUDY

The study "A Global High Shift Cycling Scenario: The potential for dramatically increasing bicycle and e-bike use" shows that cycling can have a substantial positive impact on the world's future, saving the world nearly USD \$6 trillion dollars over the next 15 years and dramatically improving quality of life. Benefits also include reduction in urban transport CO2 emissions by about 7% compared to Business-as-Usual, rising to a more than 10% reduction by 2050.

The study "A Global High Shift Cycling Scenario: The potential for dramatically increasing bicycle and e-bike use", by ITDP and UC Davis, commissioned by The Union Cycliste Internationale (UCI), the European Cyclists' Federation (ECF), and the Bicycle Product Suppliers Association (BPSA), to download via www.ecf.com/global-goals.



LESSONS LEARNT FROM SUCCESSFUL CYCLING CITIES

The best cycling cities have a high level of active mobility (walking & cycling) and a coherent cycle network consisting of safe, direct, comfortable and attractive routes.

Successful cycling cities show that the key success factors of a cycling policy culture are:

- A long-term commitment to an integrated cycling policy.
- Cycling policy institutionally integrated in urban management and planning.
- Monitoring and researching cycling.

Key success factors on the road to becoming a good cycling city are different for starter, climber and champion cities. For starter cities (where cycling is unsafe and not respected and where on most roads and streets traffic is too dense and fast to cycle safely) key success factors are:

- Selecting high-potential neighbourhoods.
- Traffic reduction and traffic calming in neighbourhoods.
- Basic level of on-street parking for bicycles.

For climber cities (where cycling is safe and convenient in many areas of the city and the cycling rate is such that cyclists are a visible presence in the urban landscape) key success factors are:

- Improving network cohesion: linking up safe cycling areas.
- Creating high-quality and high-profile network of separate cycle tracks.

- Tackling key obstacles: safe crossings, cycle bridges and cycle tunnels can open up high-potential, cycling routes away from traffic.
- Making the network more fine-meshed.
- Creating a cycle friendly city center.
- Providing public bikes.
- Providing safe bicycle storage facilities, especially at transport hubs.

For champion cities (where most short distance trips are made on foot or by bicycle and a city-wide fine-meshed cycle network is in place) key success factors are:

- Maintenance of the cycling infrastructure to keep it in good condition and useable in all weather conditions.
- Upgrading infrastructure to adapt to rising intensity of use. Lanes to be converted to tracks, tracks to be widened, further shifting space from individual motorized transport to bicycles, for instance by taking out traffic lanes or parking lanes.
- Improving cycling flow and speed to accommodate larger numbers on main links: conflict-free cycle highways, right-of-way for cycle crossings.
- High-profile dedicated infrastructure. Long-span cycle bridges can create new links and become landmark architecture.
- Transport hubs become large-scale bicycle stations, combining parking and services.

To unleash the potential of cycling for the Global Goals we need the integration of cycling at all policies on all levels, and investments in cycling infrastructure and promotion, including e-cycling, cargo cycling and public bicycles in all countries, cities and regions - the starters, the climbers and the champions.

THE COMMITMENT OF THE WORLD CYCLING ALLIANCE (WCA) AND THE EUROPEAN CYCLISTS' FEDERATION (ECF) TO THE UNITED NATIONS



- Supporting the Global Goals (Sustainable Development Goals), adopted by the General Assembly of the UN in September 2015.
- Working worldwide on getting 'More People Cycling, More Often' to unleash the potential of cycling for achieving 11 of the 17 Global Goals.
- Advocating worldwide for integrating cycling into strategies and policies on all levels to achieve Goal #13 ("Take urgent action to combat climate change and its impacts") to reduce Green House Gas emissions from transport through 'more cycling'.
- Mobilizing citizens to cycle, to promote cycling, to engage with authorities in the development of cycle friendly policies and infrastructure and to support political leaders who take the lead in the transition of countries', regions' and cities' transport systems to more cycle friendly mobility systems.
- Collaborating with civil society and governmental organisations, politicians, experts, civil servants, the bicycle industry and the public transport sector to unleash the high potential of cycling for the implementation of the Global Goals.
- Collaborating with the UN, the OECD, the Partnership for Sustainable Low Carbon Transport (SLoCaT), the Transport, Environment and Health Pan-European Partnership (THE PEP), the Paris Process for Mobility and Climate (PPMC), the bicycle industry to strengthen the worldwide partnership between civil society organizations, the private sector and the public sector.
- Collaborating with the EU institutions, EU member states and other European countries to develop and implement strategies for the integration of cycling in all policies at all levels, to improve the conditions for cycling in Europe, aiming at doubling cycling in Europe by 2025.
- Supporting and organizing worldwide exchange of expertise, knowledge, data, strategies and best practice on providing good and safe infrastructure, services and conditions for cycling.



- Organizing annually the global summit on cycling 'Velo-city' and to maintain the global networks 'Scientists for Cycling' and 'Cities for Cyclists'.
- Monitoring the development of the cycling modal share figures of the cities and regions listed in this document.



ECF is the umbrella federation of bicycle users' organizations and other cycling organisations, in Europe and beyond. Our aim is to have more people cycling more often and we target to double cycling by 2025 in Europe. To reach this goal we work with our members and partners on putting cycling on the agenda at global, European, national and regional level.

The World Cycling Alliance (**WCA**) is a global network of non-governmental organizations with a substantial interest in promoting cycling. The main objective is to advocate for cycling as a means of transport within international institutions and to support the exchange of knowledge, expertise and co-operation of cycling organizations worldwide.

More information on sources for this document, references, links to documents of listed cities, background documents and contact information can be found here:

www.ecf.com/global-goals



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