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**BICYCLE MODAL SHARE**

<table>
<thead>
<tr>
<th>Country</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denmark</td>
<td>936</td>
</tr>
<tr>
<td>Netherlands</td>
<td>848</td>
</tr>
<tr>
<td>Belgium</td>
<td>322</td>
</tr>
<tr>
<td>Germany</td>
<td>291</td>
</tr>
<tr>
<td>Sweden</td>
<td>271</td>
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<tr>
<td>Finland</td>
<td>251</td>
</tr>
<tr>
<td>Ireland</td>
<td>184</td>
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<tr>
<td>Italy</td>
<td>154</td>
</tr>
<tr>
<td>Austria</td>
<td>136</td>
</tr>
<tr>
<td>Greece</td>
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<tr>
<td>France</td>
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<td>United Kingdom</td>
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<tr>
<td>Portugal</td>
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<tr>
<td>Luxembourg</td>
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<tr>
<td>Spain</td>
<td>20</td>
</tr>
<tr>
<td>EU-15</td>
<td>188</td>
</tr>
</tbody>
</table>

*Source: Climate for a transport change. TERM 2007: indicators tracking transport and environment*

- For short distance travel, bicycles are often faster than other modes such as car or trains. Cycling is often the quickest mode of transportation for travel within urban areas, particularly for journeys less than 5Km. *source: Cycling the way ahead for towns and cities, 2000, EC, Directorate-General for the Environment.*

- Around half of all local car trips could be replaced using existing facilities by walking, cycling and/or public transport, although this potential varies between urban areas.
Source: Travel behavior research Baseline survey; Report on a research conducted by Socialdata with support from Sustrans from September to December 2004.

- Poor perceptions of relative travel time form the single greatest subjective barrier to walking and cycling in place of the car for local trips, and yet over short distances travelling by car saves little or no time. Source: Travel behavior research Baseline survey; Report on a research conducted by Socialdata with support from Sustrans from September to December 2004.

- Cycling modal share and (annual per capita spending for bicycling) in Berlin: 10% (6$ - 4.40€), Copenhagen 20% (13$ - 9.60€), Amsterdam 35% (39$ - 28.60€). Source: Pucher, J., et al., At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark, and Germany. World Transport Policy & Practice, 2007 quoted in Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition

- In the UK, at present only 1.5% of all trips on average are made by cycle. An increase of 50% in this level would create total savings of more than £1.3 billion (€1.4 billion). Source: Report Valuing the Benefits of Cycling from SQW June 2007

<table>
<thead>
<tr>
<th>Country</th>
<th>Cycling per person and day in kilometres (2000)</th>
<th>Modal share as a percentage of number of trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Netherlands</td>
<td>2.3</td>
<td>27</td>
</tr>
<tr>
<td>Denmark</td>
<td>2.6</td>
<td>18</td>
</tr>
<tr>
<td>Sweden</td>
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<td>12.6</td>
</tr>
<tr>
<td>Germany</td>
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<tr>
<td>Belgium</td>
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<td>10</td>
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<td>7.4</td>
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<td>France</td>
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<td>1</td>
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<tr>
<td>Spain</td>
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<td>0.7</td>
</tr>
<tr>
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<td></td>
<td>6</td>
</tr>
<tr>
<td>Switzerland</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>USA</td>
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<td>0.7</td>
</tr>
<tr>
<td>Japan</td>
<td></td>
<td>14</td>
</tr>
</tbody>
</table>

Cycle modal share in some European cities:

<table>
<thead>
<tr>
<th>The Netherlands</th>
<th>Germany</th>
<th>Denmark</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Groningen 37%</td>
<td>• Münster 27%</td>
<td>• Copenhagen 23%</td>
</tr>
<tr>
<td>• Zwolle 37%</td>
<td>• Freiburg 22%</td>
<td>• Odense 25%</td>
</tr>
<tr>
<td>• Veenendaal 32%</td>
<td>• Enschede 31%</td>
<td></td>
</tr>
<tr>
<td>• Amsterdam 27%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Belgium</th>
<th>UK</th>
<th>Hungary</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Ghent 15%</td>
<td>• York 20%</td>
<td>• Békés 60%</td>
</tr>
</tbody>
</table>

Source: Fietsberaad, Publication Nr. 7, Continuous and integral: The cycling policies of Groningen and other European cycling cities, April 2006

- In Great Britain 43% of people aged 5 and over own a bicycle. Bicycle ownership is much higher among children than adults. Source: Personal Travel Factsheet - January 2007 based on data from the National Travel Survey

- Considering the main mode of personal mobility, motorized individual transport is the most widespread in the EU (53%), followed by non motorized individual transport (23%), and the least popular mode is using public (or community) transport (21%). Source: “Attitudes on issues related to EU Transport Policy Analytical report”, survey requested by Directorate-General for Energy and Transport, July 2007

- 22% of primary car users said that they would not change their attitudes regardless of any changes to the public transportation system. Source: “Attitudes on issues related to EU Transport Policy Analytical report”, survey requested by Directorate-General for Energy and Transport, July 2007

• There are 200 million bicycles in Europe (in comparison to 160 million cars), but only 10% are used on any given day, of which 4% is estimated to be for leisure purposes. Source: (European Union, 1997) quoted in Transport and Tourism: Cycle Tourism – A Model for Sustainable Development? Les Lumsdon, in Journal of Sustainable Tourism Vol. 8, No. 5, 2000 (http://www.bfa.asn.au/cms/uploads/tourism/lumsdon.pdf)

• In France, the numbers show that cycling is more popular among those who live within five kilometres of a greenway and that greenway users are four times more likely to use their bikes for transportation. Source: Bikeroutes, greenways and bicycle touring, Development issues and international perspectives, Comments and observations from the international mobile forum on québec’s route verte (http://www.velo.qc.ca/documents/RV08_Forum_e.pdf)


COST BENEFIT ANALYSIS

• Cycling saves £34 per week: Sainsbury has estimated that cycling to work can save commuters an average of £34 per week. According to Sainsbury’s Home Insurance research 12% of UK workers (3 million people) cycle to work. http://sainsburysbank.thepressdesk.co.uk/pages/133/2008+releases.stm?article_id=529 quoted in cyclenation news January 2009

• Cycling is the most energy-efficient form of transport, using an average of 0.03 megajoules per Km, less than walking and 70x more efficient than the average car. Routes 2 action (Sustrans publication), Summer 2008

• The implementation of pro bike politics in schools through the “Bike it” program in UK has risen the number of children biking to school at least once a week from 10% to 27%. Source: Bike It Project Review (Sustrans publication), 2008

• For the US, the financial value of improved mobility, fuel savings, greenhouse gas reductions, and health care savings amounts to more than $10 billion annually under the Modest Scenario. For the Substantial Scenario, benefits would add up to more than $65 billion every year. Source: Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition

• In America, the average traveler now wastes the equivalent of a full work week stuck in traffic every year. Source: Schrank, D., et al., The 2007 Urban Mobility Report. 2007 quoted in Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition
The effect of pedestrian and bicycle infrastructures on real estate value: Trails are the top-ranking outdoor community asset according to the National Association of Home Builders which found that 57 percent of prospective homebuyers would like to see trails in their new community. Source: Melekian, B., From Kitchen to the Wild in 30 Seconds. The New York Times, September 7, 2006; quoted in the report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition

During the course of a year, regular bicycle commuters that ride five miles to work, can save about $500 on fuel and more than $1,000 on other expenses related to driving. Source: Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition

A survey carried out among 1,200 consumers in Bern established as an annual average the ratio between the value of purchases made and the parking area used by each customer. The results showed that the ratio of profitability to parking was highest in the case of cyclists: EURO 7,500 per square meter. Motorists came next with EURO 6,625 per square meter. Source: cycling: the way ahead for towns and cities from EUROPEAN COMMISSION DG Environment, Nuclear Safety and Civil Protection 1999

In popular tourist destinations, cycling has a number of advantages. When a town’s population grows from 10,000 to 200,000 in a manner of days during peak tourist seasons, bicycles are instrumental in helping to stave off traffic congestion. France’s Île de Ré, for example, has 50,000 beds and 20,000 bikes for rent. About half of the visitors to the island opt to cycle during their stay. Source: Bikeroutes, greenways and bicycle touring, Development issues and international perspectives, Comments and observations from the international mobile forum on québec’s route verte (http://www.velo.qc.ca/documents/RV08_Forum_e.pdf)

SAFETY


In 2004, bicycle fatalities made up 4.5% of the total number of road accident fatalities in Europe. The majority of bicycle fatalities concerns elderly male riders. The majority of bicycle fatalities occur inside urban areas 53.6%. Of all modes, bicycle fatalities most often occur at junctions 44.6%. During daytime hours, the number of fatalities is highest. Low fatality numbers are found during the nights and on Sunday. During the summer months May - September the numbers of bicycle fatalities are highest. Source: European Road Safety, Observatory Traffic Safety Basic Facts 2006 Bicycles

The relationship between the number of cyclists and the number of casualties among cyclists involved in car accident is inverse. (The more cyclists, the less accidents among them). C. Hydén, A.Nilson, R. Risser 1998 quoted in the report “Implementing sustainable urban travel policies: moving ahead National policies to promote cycling”
• Drivers overtaking cyclists passed an average of 8.5 cm closer to those wearing helmets. 
  Source: study conducted by Dr Ian Walker from the university of Bath quoted in Cycle, 
  the magazine of CTC April-May 2009

ECONOMIC BENEFIT OF CYCLING TOURISM

• Cycling is good for the rural economy. A visiting cyclist spends an average of £25/day on 
  locally provided food and services, compared to car-borne visitor’s £7.30. Car users 
  bring what they’ll need with them, whereas cyclists can’t. Because of the exercise: 
  cyclists feel hungrier when they stop and that they’ve earned the right to pamper 
  themselves. Source: CTC’s new vision for cycling

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  themselves. Source: CTC’s new vision for cycling

• The C2C route attracted over 10,000 coast-to-coast cycling holidaymakers in 1997, with 
  an estimated average expenditure of £100 per person per holiday, contributing some 
  £1.1 million to the local economy. Source: Sustrans information pack· t t 2 1 August 
  1999

• Trail riders spend on average $258 per day when they visit the Murray to Mountains Rail 
  Trail. This is made up of $147 for food and drinks, $47 for transport, $37 on 
  miscellaneous expenses and $27 for accommodation. Riders clearly like to sleep cheap
and eat well. Source: Study by Professor Sue Beeton Regional communities and cycling: The case of the Murray to the mountains rail trail, Victoria, Australia (http://www.bv.com.au/file/rail-trails%202006(1).pdf?phpMyAdmin=DhlMKS7n7oG8nIonGyRgoK1uw6)

- In Australia More than half a million visitors tried a pedal powered tourism experience in 2007, according to official figures. This is an increase of 18.5 per cent on the previous year.
  Cycling had become a growing niche in the tourism market with 520,000 cycle tourists to NSW (Region New South Wales) in 2007.
  Cycle tourists also stayed longer and did more and spend more while on holiday when compared with other tourists, making them a great source of income for regional economies.
  Cycle tourists stayed on average 5.1 nights, where as total tourists (all other types of tourists) stayed an average of 3.5 nights. They engaged in an average of six activities during a trip compared with three activities for total tourists.

- Cycle tourism is booming in the Czech Republic. At least, that’s how it appears from the rate at which cycling routes are expanding. There are now more than 37,000 km of bicycle routes and trails in the Czech Republic, according to a survey by Czech Tourism.
  The greatest growth in cycle routes has been recorded in Karlovy Vary, where, over the course of 6 years, the density has increased from 11 to 60 km per 100 km2.

- Sustrans, on behalf of One North East, have conducted a study into the economic impacts of four National Cycle Network routes that form part of the National Cycle Network in the North East of England.
  Key findings:
  The parts of the four routes lying within the North East attracted 302,000 cycle trips in 2006.
  These National Cycle Network users contributed £9.6 million directly to the North East economy 2006. This represents a value of £13.4 million to the wider regional economy.
  216 jobs are supported in the immediate vicinity of the routes in the North East.
  In 2006 route users from out-of-region visiting the North East generated £5.9 million, supporting 95 full-time jobs.

- Latest research from MINTEL finds, that Brits blew some £120 million on dedicated cycling holidays in 2006.
Over the year, biking-mad Brits went on an exhausting 450,000 of these two wheeled holidays, with some operators experiencing as much as a 30% increase in bookings on 2005 figures.

But the research shows this is merely the tip of the iceberg, as MINTEL estimates that a further 2.25 million holidays taken by Brits last year included some kind of cycling adventure, such a day’s bike hire or a mounted city sightseeing tour.

Despite being a niche market, demand for cycling holidays is set to reach new heights. Although 16% of adults (8 million) have already been on some kind of cycling holiday, as many as 12% have not been on one, but would like to do so in the future. This suggests that (6 million) Brits are on track to become first time cycling holidaymakers.

Source: Natural Choices Media 22.08.07 ([http://www.naturalchoices.co.uk/Cycle-Tourism-takes-off-as-L120?id_mot=8](http://www.naturalchoices.co.uk/Cycle-Tourism-takes-off-as-L120?id_mot=8))

- Economic impact of « Lubéron à Vélo » in France
  Improvement of quality of life for the inhabitants, staggering of the touristic season.
  Figures of cycle tourism in Lubéron: 8.9M€ a year (Cycle tourists 8M€, local travelers 0.9M€), Market accommodation 85%, restaurant in the evening 36%, Bike rent 24%, luggage carrying service 16%, 21 cycle “Tour operators”
  Daily expenditure of cycle tourist: 62€ (average tourist 45€)

- Cycle tourism in France:
  5.5 M of French travellers, 1.5M foreign travelers ie 3.5% of total travellers.
  57% of travelers going to the coast are going to use a bike during their journey.
  0.9 M of trips are touring. Foreign tourist are more likely to be on a touring trip (40% of foreign cycle tourists) than French (7% of French cycle tourists)
  There are 200 tour operators in the world which propose cycle tourism in France.
  On average cycle tourists travel 350-400 km in 7-10 days.
  Average cycle tourist daily expenditure is more than twice general average tourist expenditure.
  In Switzerland/ France cycle touring tourist spends 86€/67€ a day, cycle leisure tourist 72€/52€, one day cycle tourist 20€/12€
  Source: Le Tourisme à vélo en France Panorama de la pratique, ALTERMODAL Département Transports & Déplacements
  Report from October 2008 on the survey Enquête EuroVelo 6 2006 ([http://au5v.free.fr/conference-debat-26-09-08/Presentation_Marc_LINSIG_Altermodal.pdf](http://au5v.free.fr/conference-debat-26-09-08/Presentation_Marc_LINSIG_Altermodal.pdf))

- Cycle tourism in France 2
  5.5 M trips of French people and 1.7M trips of foreigners
  This form of tourism generates 1,242M€ of Turnover in accommodation, restaurant, transport industries and give a job to 12.800 persons ie more tha 10 jobs per Million E of Turnover.
• EuroVelo6 in France:
  Touring cyclists are now a growing part of the users who were mainly in the first time local. More than 60,000 cyclists were counted in Tours.
  The average daily expenditure of a cycling tourists is 67€ versus 47€ for the car driver tourist.
  Source : Bilan et perspectives pour le schéma national véloroutes et voies vertes, Compte rendu de la réunion du 5 décembre 2007

• On the Donauradweg, between 1987 and 1991 the number of cycle trips recorded per annum rose from 738,000 to 1,527,000 per annum, an increase of 48%. In 1994 it was estimated that, between Passau and Vienna, the route generated 80,000 overnight stays per annum, an increase of 27.33% in ten years

• It is estimated that cycle tourism in the UK generates £635 million per annum (Sustrans, 1999a)

• The Taff Trail, which begins in Cardiff, the capital city of Wales, and passes through several urbanized communities, attracted 315,568 users in 1998. Of these, 78% accessed the trail by foot or cycle. The route also generates an out of area visitor market, and this is expected to increase with the trail’s incorporation into the National Cycle Network

• Cycle tourism in Germany
  The most popular long-distance cycle routes are:
  Elberadweg: ca. 145,000 cyclists (they stayed on average 9 days on the cycle path; daily expenditure: 64 €/ day)
  (Magdeburger Tourismusverband Elbe-Börde-Heide e.V.)
Weser-Radweg: ca. 150,000 cyclists;
Cycle tourists tend to spend more money than other tourists: 79 € compared to 62 (Schleswig-Holstein, 2008)
The number of bike-friendly hostels (Bett & Bike www.bettundbike.de; ADFC certified) has increased considerably over the past years:
1995: 216
2009: 4,800
The internet-based cycle route planner Nordrhine-Westphalia has an increasing number of visitors:
2008: 116.2 m visitors
2007: 71.5 m
2006: 53.8 m
2005: 28.2 m
A thorough analysis on cycle tourism in Germany can be found here: http://www1.adfc.de/Metanavigation/Presse/Pressemitteilungen/Die-ADFC-Radreiseanalyse-2009

- The National Cycle Network in the United Kingdom has grown from 5,000 miles in 2000 to 10,000 miles today.
  From 2000 to 2005, the U.S. cycling network grew from 4,000 kilometers to 10,000 kilometers, and usage skyrocketed from 85 million to 239 million trips a year.
  Source: Bikeroutes, greenways and bicycle touring, Development issues and international perspectives, Comments and observations from the international mobile forum on québec’s route verte (http://www.velo.qc.ca/documents/RV08_Forum_e.pdf)

**HEALTH BENEFIT**

- An adult who cycles regularly will typically have a level of fitness equivalent to being 10 years younger (Tuxworth 1986), and a life-expectancy 2 years above the average.
- A 2003 Department of Transport study of deaths in Britain in 2003 compared 114 cyclist deaths to 30,000 deaths from obesity and 42,000 deaths from heart disease.

- In the Netherlands, a study on the respiratory and cardiac performances on people starting to cycle showed that after 6 months of regular practice, these performances had increased on average by 13% (U. Zuiderveld, 1998).

- In the United Kingdom, there are approximately 200 cyclists killed on the road per annum, and 125,000 deaths of the continuations of a cardiovascular disease... That made say to the British doctors that, in spite of the (poor) conditions of safety of the cyclists at present in this country, the regular practice of the bicycle lengthens the life expectancy of at least two years. Doctor Hillman calculated a ratio from 20 to 1 between the profit of health general obtained because of regular practice of the bicycle and the incurred risk with bicycle, with a great margin to obtain a report/ratio even more favorable (M. Hillman, 1995).
• The annual medical costs of physical inactivity have been estimated at $76 billion (€56 billion) in America Source: Pratt, M., et al., Higher direct medical costs associated with physical inactivity. Physician Sportsmedicine, 2000 or close to 10 percent of all medical expenses. Source: Centers for Disease Control and Prevention, Overweight and Obesity: Economic Consequences. 2007 48. Anderson, L.H., et al., Health care charges associated with physical inactivity, overweight, and obesity. Prev Chronic Dis, 2005 both quoted in Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition

• In 2002, the cost of physical inactivity in England was estimated to be £8.2 billion (€8.75 billion) a year. Source: Report Valuing the Benefits of Cycling from SQW June 2007

• People who cycle to work experienced a 39% lower rate of all-cause mortality compared to those who did not – even after adjustment for other risk factors, including leisure time physical activity Source: Andersen, L., Schnohr, P., Schroll, M. and Hein, H. (2000). All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work, Archives of Internal Medicine, 160, pp. 1621-1628. Quoted in Report from Dr A. Davis N. Cavill Cycling and Health 2007

• Cycling has a positive effect on emotional health – improving levels of well-being, self-confidence and tolerance to stress while reducing tiredness, difficulties with sleep and a range of medical symptoms Source Boyd, H., Hillman, M., Nevill, A., Pearce, A. and Tuxworth, B. (1998). Health-related effects of regular cycling on a sample of previous non-exercisers, Resume of main findings; Quoted in Report from Dr A. Davis N. Cavill Cycling and Health 2007

• People cycling to work ‘mortality rate is 28% below the average population. Source: Examens environementaux de l’OCDE

CITY PLANNING

• People residents on busy streets have less than one quarter the number of local friends compared to those living on similar streets with little traffic? Study Driven to Excess by Joshua Hart quoted in cyclenation news January 2009

• Comparing parking costs and space requirements, bicycles use about 10 times less space, and costs can be anywhere in between 30 and 300 times lower than for car parking Source : Transit Cooperative Research Program, TCRP Synthesis 62: Integration of Bicycles and Transit: A Synthesis of Transit Practice. 2005 quoted in Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition.

• The average speed for a car at rush hour in Central London is just 14.9 Km/h (9.3mph). Source: transport statistics for Great Britain 2007. Whilst an estimation of average cyclists’ speed by Citroën is 20.9 to 24.1Km/h (13 - 15 mph). Source: quoted in Route 2 action (Sustrans publication), Spring 2008.
• In the US for the price of a single mile of a four-lane urban highway, approximately $50 million, hundreds of miles of bicycle and pedestrian infrastructure can be built. Source: Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition


• Cycling being three times faster than walking, direct access to a bikeway can multiply by nine the distance people are willing to ride to get to the station. Generally speaking, in France some 2% of users make their way to a train station by bike. When a bikeway is added to the equation, this percentage climbs to 15% Source Bikeroutes, greenways and bicycle touring, Development issues and international perspectives, Comments and observations from the international mobile forum on québec’s route verte (http://www.velo.qc.ca/documents/RV08_Forum_e.pdf)

CLIMATE

• As in EU the majority of car journey are short distance drives, if only 30% of car journey below 6Km were replaced by bicycle trips in EU, this would lead to a 4% reduction in CO2 emission from road traffic. Source: Global alliance for EcoMobility funding conference quoted in CCN News January 2008

• A bicycle commuter who rides five miles (8 Km) to work, four days a week, avoids 2,000 miles (3220 Km) of driving a year—the equivalent of 100 gallons (380 L) of gasoline saved and 2,000 pounds (750Kg) of CO2 emissions avoided. Source: Report “Active Transportation for America” from Rails to trails conservancy & Bikes Belong Coalition (Calculations based on data from www.fueleconomy.gov)

• Road transport contributes to about 70% of the air pollution in UK towns and cities. In addition, road traffic is responsible for 22% of the UK’s total CO2 emissions. Source: Report Valuing the Benefits of Cycling from SQW June 2007

• The level of pollution inside a car is invariably higher than that of the ambient air (a motorist breathes in approximately twice as much CO as a cyclist, and approximately 50% more nitrogen oxides). Source: J. Dekoster, U. Schollaert Report: cycling the way ahead for towns and cities, DG Environment, Nuclear Safety and Civil Protection, 1999

FACTS AND FIGURES COLLECTED BY ECF C.MISPONEL@ECF.COM