

Item 6 (c) of the provisional agenda  
**Implementing the Paris Declaration:**  
**THE PEP Partnerships**

## **Update on the implementation of phase 2 of THE PEP Partnership on Jobs in Green and Healthy Transport: jobs associated with cycling**

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### **I. Background**

1. This note reports on the progress of phase 2 of the work under THE PEP's Partnership on Jobs in Green and Healthy Transport (PJGHT). This follows on from the work undertaken in phase 1 that reviewed the evidence for the job creation potential of public transport, cycling and walking. The final report of phase 1 estimated the number of additional cycling jobs that might be created if one major city in each country of the pan-European region had the same cycling modal share as Copenhagen. The reason for this approach was that the Danish capital's authorities had estimated the number of cycling jobs in the city, so this figure was used as the basis of a simple extrapolation.

2. The aim of phase 2 of the work was to improve the understanding of the data on the jobs associated with cycling and to add to the evidence base. Consequently, it had two related elements:

- a. Undertake a review of the methodologies used in the literature to estimate the number of jobs associated with cycling. While the figures for Copenhagen were one of the few attempts to estimate the number of jobs associated with cycling in a city, other reports had made estimates for countries and even the EU as a whole. However, the various estimates used different methodologies, so it was concluded that it would be useful to review these.
- b. Collect data directly from city authorities on the actual number of jobs associated with cycling in the city. The aim was to contact city authorities directly to encourage them to undertake a similar analysis to that of Copenhagen based on a pre-defined template.

3. This note reports on the work completed to date, the proposed next steps and proposes a draft outline of the final report for comment.

### **II. Progress achieved to date**

4. A first draft of the review of the methodologies used in the literature to estimate the number of jobs associated with cycling has been completed and sent to WHO, UNECE and UNEP for comment.

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<sup>1</sup> This report was prepared by Ian Skinner, consultant for UNEP on THE PEP Partnership on Jobs in Green and Healthy Transport

5. The collection of data from cities on the number of jobs associated with cycling in their respective cities is ongoing. As the work was about to begin, the European Cyclists' Federation (ECF) published a report estimating the number of jobs associated with cycling in the EU, as well as an estimate of the number of jobs that would result from a doubling of cycling's modal share. A meeting was subsequently held with the ECF to inform them of our work and to explore the potential for collaboration. The ECF agreed to try to engage the members of their 'Cities for Cyclists' network with our project.

6. The first stage of the work was to develop a template for the data collection and an explanatory note. The data collection template explicitly set out the type of cycling jobs on which we were interested in collecting data. It also included space for respondents to explain the data collection methodology used and to provide any other relevant comments, e.g. on the challenges they faced in collecting the data. The note accompanying the template provided background to the project and suggested how the data for each category of jobs might be collated. Both the template and note were shared with ECF for comment before being finalised.

7. The template and note were distributed to cities via a number of different networks, including:

- ECF's 'Cities for Cycling' network.
- WHO's Healthy Cities Network coordinators.
- UNEP's Covenant of Mayor's focal points.
- UNECE's network of Baltic cities.
- The city networks of POLIS and ICLEI.

8. In addition, more than 50 cities were contacted directly. Cities that have been noted for their approaches towards and/or level of cycling were identified and contacted directly via their respective websites, or through personal contacts where these were available. In all cases, initial contact has been followed up with reminders.

9. To date, information has been received from nine cities, i.e.:

- Kadıköy (a municipality in Istanbul, Turkey)
- Abana (a municipality in Kastamonu, Turkey)
- Gölcük (a municipality in Kocaeli, Turkey)
- Kocaeli (an entire municipality, Turkey)
- Bursa (city, Turkey)
- Pendik (a municipality in Istanbul, Turkey)
- Ljubljana (Slovenia)
- Antwerp (Belgium)
- Athens (Greece)

10. As is evident from this list, the majority of the responses received to date are from Turkish cities (all via the Turkish healthy cities network). Of these,

three spreadsheets (those for the two Istanbul municipalities and for Bursa) contain more information than the others (one of which has no cycling jobs, while the other two only have low numbers in one or two categories). The responses from Ljubljana, Antwerp and Athens are relatively comprehensive in that they have estimates in most categories of cycling jobs. In addition to those cities from which information has been received, we have been told that data collection exercises are being undertaken for the following five cities:

- Groningen (Netherlands)
- Cambridge (UK)
- Geneva (Switzerland)
- Tirana (Albania)
- Luxembourg

11. Originally a deadline of the end of August 2015 was set for the data collection exercise, although the intention was to wait until the end of September before starting the analysis thus providing scope to accept late responses. Only six responses (all of those from Turkish cities) were received by the end of August; the additional three responses arrived in September.

### **III. Next steps**

12. While it would be possible to analyse and draft a report based on the responses received so far, this would not be ideal. The main issue would be the lack of geographical balance with two thirds of the responses so far having come from one country. Second, it would be better if the analysis could be undertaken using a larger set of data – perhaps from around 20 cities. Third, as noted above, we have been told that other cities are collecting data, so it would be good to be wait for this information in order to be able to use it in the analysis. Additionally, THE PEP was present at the recent EU Transport Council on cycling on October 7th in Luxembourg, which may also have brought the project to the attention of national administrations, which in turn could have engaged with cities in their respective countries.

13. While it is clear that the data collection exercise is time consuming and challenging given city authorities' resource constraints, some of those authorities that have declined to provide data have expressed support for the work and an interest in the outcome. Hence, it is considered useful to keep the data collection exercise open for as long as possible, taking account of the ultimate aim of reporting on the work in early June 2016.

14. Taking account of the need for at least six weeks to format and print the final report, it is proposed that the work is completed according to the following timetable:

- Mid February: Deadline for receiving information from cities.
- End of February: First draft of the report distributed for comment.
- 21 March: Deadline for comments on the first draft.
- 28 March: Second draft of the report distributed for comment.

- 8 April: Report finalised taking account of any comments received on the second draft of the report.
- End of May: Final version of the report published.

15. This would enable further chasing of the cities already contacted as well as additional contacts to be made. It would also give those cities for which data is in the process of being collated more time to complete this process.

#### **IV. Draft outline of final report**

16. A draft outline of the final report is proposed below:

1. Introduction. This will include background on:
  - a. THE PEP and the PJGHT;
  - b. The previous report ‘Unlocking new opportunities’; and
  - c. The rationale for, and aim of, the report, including the review of methodologies and the data collection.
2. Review of the methodologies used in the literature to estimate the number of jobs associated with cycling. This will include:
  - a. Overview of the approach taken;
  - b. The review itself; and
  - c. Conclusions of the review.
3. New evidence on the number of jobs associated with cycling. This will include:
  - a. The methodology used to collect the data;
  - b. Presentation and analysis of the numbers received;
  - c. Discussion of the data collection approaches by job type;
  - d. Discussion of the other comments made by respondents; and
  - e. Conclusions of the data collection, including extent to which the conclusions of the previous report can be revised (as far as is possible).
4. Limitations of the work and challenges faced.
5. Key messages arising.
6. Summary, recommendations and further research needs.

References.

Annex: Details on method, including methodology note and data collection template.

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