



Encouraging Healthier Commuting

Making cycling to work more accessible

GUNNEBO[®]
Entrance Control

“Cycling produces global benefits of 150 billion Euros per year. More than 90 billion Euros of these are positive externalities for the environment, public health and the mobility system.”

The Benefits of Cycling, European Cyclists Federation



Encouraging Healthier Commuting

How companies can promote cycling as a way of travelling to work

Active transport has featured on the decarbonisation agenda for the first time at COP29 (Baku, November 2024) and so policy will begin to place increasing emphasis on cycling as a way of travelling to work. But responding to this shift is not the sole reason for business to encourage cycling as a way to commute: it improves the health and well-being of employees, reducing absence and attracting talent.

In its report, *'The Benefits of Cycling'*, The European Cyclists Federation (ECF) says that cycling can benefit the EU by some €150bn¹. Not only in CO₂e savings, but also reduced pollution, fuel, public health, tourism, reduced congestion and road maintenance costs.

For businesses, the benefits of commuting by bicycle are less far-reaching but no less compelling. Cycling's positive impact on employee health and well-being can be profound, helping them to

be more productive. With a trend for offices to showcase cycling as way to travel², businesses are also recognising the positive impact it can have on employer brand.

Understanding the environmental benefit of cycling

With transport accounting for around one-fifth of global CO₂ emissions and road passenger transport accounting for 45% of that³, there is a need to significantly reduce the road miles travelled if we are to limit climate change. Alongside alternative and

less-emitting motorised transport, active modes of getting around (cycling and walking) play a significant role in reducing CO₂ emissions.

“Even with the emissions from food as fuel and bicycle manufacture, riding a bicycle emits 21g of CO₂ per kilometre.”

A study carried out by the ECF reveals that for European cyclists, even with the emissions from food as fuel and bicycle manufacture,

¹ https://ecf.com/sites/ecf.com/files/TheBenefitsOfCycling_final-v2.pdf

² <https://research.bco.org.uk/rss/downloaddoc.cfm?docID=1040>

³ Hannah Ritchie (2020) - "Cars, planes, trains: where do CO₂ emissions from transport come from?" Published online at OurWorldinData.org. Retrieved from: '<https://ourworldindata.org/co2-emissions-from-transport>'



riding a bicycle emits 21g of CO₂ per kilometre¹. More than 10 times less than a car (271g CO₂ per passenger per kilometre), and less than half of that emitted travelling by bus (101g CO₂ per passenger per kilometre).

Along with walking, over short distances cycling is nearly always the lowest carbon way to travel².

Cycling to improve health and well-being

Of course, it is not just a reduction in carbon emissions that makes cycling

an attractive mode of transport. At every stage of working life, the physical and mental health benefits of cycling are compelling.

Cycling UK, a charity that promotes happier and healthier lives through cycling reports that compared to commuting by car, cycling is associated with a 24% less chance of dying from cardiovascular disease.

The charity also points towards analysis of data from Stockholm Country that reveals with an average

distance of just under 4.5km, its 53,000 commuter cyclists had a reduced yearly mortality of 16%³.

“A decrease in depression symptoms, while others have demonstrated an overall increase in emotional well-being and happiness.”

In the report, ‘*Cycling for Health*’, the Canadian Family Physician journal reported, ‘Cycling for transportation may also have important mental health benefits. Some studies

1 <https://ecf.com/news-and-events/news/how-much-co2-does-cycling-really-save>

2 Hannah Ritchie (2023) - “Which form of transport has the smallest carbon footprint?” Published online at OurWorldinData.org. Retrieved from: ‘<https://ourworldindata.org/travel-carbon-footprint>’

3 <https://www.cyclinguk.org/briefing/case-cycling-health>



Ensuring suitable cycling infrastructure and providing secure and accessible bicycle storage will help cities and businesses to reduce reliance on higher emission road transport

Slowing the progress of active commuting

While the positive effects of cycling are clear, there are challenges which are slowing the progress of commuting by bicycle.

Infrastructure is key to encouraging active commuting. Copenhagen has invested €200m over the last 10 years improving its cycling infrastructure. The city now boasts quite extraordinary statistics, with 41% of commutes made by bicycle. As a result of this success, Copenhagen has set a target of 50% of all trips to work and education to be done on a bike in 2025.

The transformation of Copenhagen proves that if investment is made and the infrastructure is suitable, people will readily make the switch to commuting by bicycle.

The threat of theft

While cheaper than commuting by car or public transport, particularly for those with the ability to store their cycles at home, there is still a cost to purchase and for many bicycle commuters, the security of their bicycle is an important consideration.

At many places of work, security is a significant issue for employees. In its report, *'The Market Cycles*

have demonstrated a decrease in depression symptoms, while others have demonstrated an overall increase in emotional well-being and happiness.¹

Further evidence reinforces the positive effect of cycling to work. In the Journal of Sports Medicine, a review of studies of more than 500,000 participants revealed a 30% reduction in risk of diabetes and 24% reduction in the risk of mortality from all causes in cycling commuters².

The relationship between an active commute and the employee's subjective well-being have also been explored. Employees who change their behaviour to active commuting report more productive organisational behaviour and more positive

subjective well-being. Employees with a longer passive commute are associated with poorer well-being³. In effect, employees that cycle to work are healthier, more productive and have better well-being than their colleagues.

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It's also worth considering improving bicycle accessibility as a response to the growing willingness to travel by bicycle. 66% of German households who regularly use the car can imagine using their bike more often if infrastructure and access is improved⁴.

1 Green S, Sakuls P, Levitt S. Cycling for health: Improving health and mitigating the climate crisis. Can Fam Physician. 2021 Oct

2 Dinu, M., Pagliai, G., Macchi, C. et al. Active Commuting and Multiple Health Outcomes: A Systematic Review and Meta-Analysis. Sports Med 49, 437–452 (2019).

3 Active Commuting: Workplace Health Promotion for Improved Employee Well-Being and Organizational Behavior; <https://www.frontiersin.org/journals/psychology/articles/10.3389/fpsyg.2016.01994/full>

4 <https://www.kfw.de/PDF/Download-Center/Konzernthemen/Research/PDF-Dokumente-Fokus-Volkswirtschaft/Fokus-2022/Fokus-Nr.-363-Januar-2022-Verkehrswende.pdf>



Gunnebo SpeedStile FL Bike is designed for smooth transit with a bicycle

11', published in 2022, the British Council for Offices (BCO) surveyed employees on their reasons for not cycling to work.

Almost 25% of respondents said that insufficient security was a reason for not commuting to work by bike¹. This was more than those that believed that poor quality cycling routes were preventing their journey by bike. Distance was the only other defined reason that scored higher.

Benefiting from a willingness to commute by bicycle

The same survey also revealed that a similar percentage of respondents would be encouraged to commute by bicycle if they had access to secure covered bicycle storage.

Today, many offices offer secure cycle storage facilities for employees and in some offices it is being seen

as an attraction. Back in 2017, most buildings had bicycle parking below the ground floor and hidden away. The BCO reports 'an increasing trend for the facilities to be at grade and to be used as a visual stimulation as part of other ground-floor uses'.

Making bicycle access easier with SpeedStile FL Bike

With a willingness to commute by bicycle and a trend for making storage a feature of commercial office premises, access is something that needs to be considered.

Making entry into the building with a bicycle easier and passage more secure, the technology of Gunnebo Entrance Control's SpeedStile FL Bike supports a healthier and less polluting way to travel. Only allowing access to people travelling with bikes and scooters, the gates can also be specified with RFID tagging that pairs

the user with the bicycle, helping to make storage even more secure.

With an induction loop system that accurately detects bicycles and scooters, as well as wheelchairs, the gates prevent collisions and use detection algorithms to minimise the risk of unauthorised access and fraudulent activities.



SpeedStile FL Bike not only makes access easier, but also reduces the chance of theft

The SpeedStile FL Bike is the ideal solution for safeguarding your space as well as bicycles in parking areas, offering peace of mind and security and helping business to encourage healthier commuting.

Contact us for more information on our solution for advancing commuting by bicycle.

01825 746101
gunneboentrancecontrol.com

¹ <https://research.bco.org.uk/rss/downloaddoc.cfm?docID=1040>

Gunnebo SpeedStile FL Bike

Type

Swing technology
2 wings
G model - round front
R model - square front

Drive mechanism

Magnetic Direct Drive motor with external tooth brake
MCBF 30 000 000

Safety & Security Detection

- 36 pairs of IR sensors
- Induction loop
- Safety & Security levels
- Tailgating / Wrong way detection

Materials and colours

Covers: Brushed stainless steel

Top lid: Black glass

Barriers: Z-Shape tempered glass barrier panels (10 mm / 0.39")

Side infill panel: tempered glass panels (6 mm / 0.24")

Special features*

Z-Shape tempered glass barrier panels

Heavy duty wings*

Outdoor version available**

Technical data

Operating environment	Indoor version: IP40, Outdoor Version IP53
Drive mechanism	Magnetic Direct Drive motor with external tooth brake MCBF 30.000 000 cycles
Stand-by Power Consumption	6.1 W
Emergency Mode	Open automatically in the exit direction Pushthrough feature

Optional accessories

RFID reader bracket (flush mounted)

Access Light / Lane Light / Wing Light

WAV player

Hinge capping

Pushthrough feature / Pressure sensing top

RF remote control

EasyTouch / TouchPanel / T-MON SW

SuperCap (emergency power back-up)

Alternative surface finishes / Optional top finishes

Ramp LT / Bike

Loop-to-concrete package

For more information:
gunneboentrancecontrol.com



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