



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Trends and Economics****Thirty-fourth session**

Geneva, 15–17 September 2021

Item 7 of the provisional agenda

Sustainable urban mobility, cycling and public transport**THE PEP European Cycling Master Plan infrastructure module – Status and proposal on the way forward****Note by the secretariat****I. Introduction**

1. The present document has been prepared by the secretariat following the request of the Working Party on Transport Trends and Economics (WP.5) at its thirty-third session to table the cycling infrastructure module as an official document at its thirty-fourth session as well as proposals and ideas for further development. The document builds further on the information provided in Working document ECE/TRANS/WP.5/2021/6.

II. National networks, towards a pan-European infrastructure module for cycling

2. This section presents the information on the national cycling networks collected by May 2021 in the process aimed at the development of a pan-European infrastructure module for cycling. It discusses the next steps towards the development of a complete module.

3. Austria, Belgium, Croatia, Czech Republic, Denmark, France, Greece, Hungary, Ireland, the Netherlands, Norway, Slovenia, Switzerland, and the United Kingdom were able to provide data on their national cycling networks. The national data incorporates the relevant EuroVelo data for those countries.

4. Various additional National EuroVelo Coordination Centres and Coordinators indicated their readiness to provide data at a later stage in accordance with the necessary technical requirements, as follows:

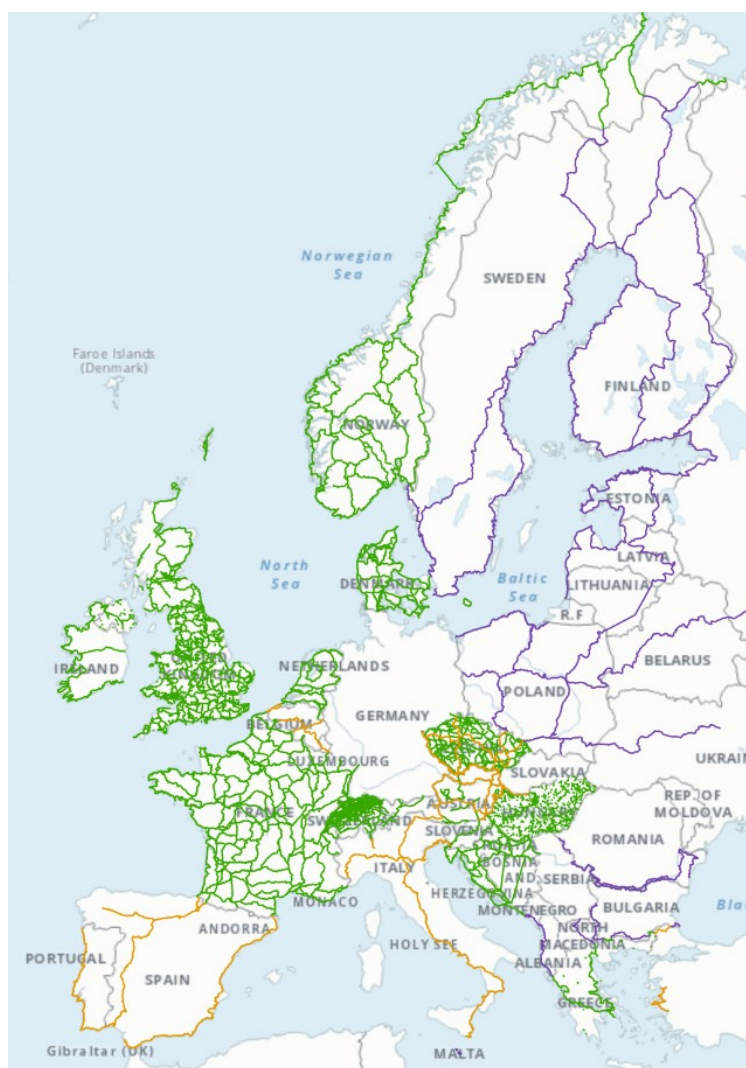
- Shapefile format (file extension .SHP) or ESRI ArcMap format (geodatabase).
- Shapefiles should include information on the Projected Coordinate System used.
- Each feature, e.g. existing or planned route should also have a unique identifier. Any other field providing additional information can also be provided if possible.

5. All the gathered data has been made available on the ECE Geographic Information System (GIS) platform. Map 1 presents the data on the national cycling networks.

6. When zooming in on border regions, it becomes apparent that in some cases national cycling networks connect through the borders while in other cases international links do not appear to exist. One of the many advantages of making this data of national cycling networks available in a GIS environment is that it shows missing links between the national cycling networks for which connecting routes could be proposed. The availability of a planned international network should also support fundraising efforts by national, regional and local governments.

7. This data collection effort is expected to produce in the next phase of this endeavour a full set of national cycling networks for the majority, if not all countries, of the ECE region. The connections between the national networks will be assessed to identify missing links and suggest connecting routes. The data is to be collected on the geographical location of the routes, as well as on the type of its infrastructure. The latter is to be classified as per the types proposed in ECE/TRANS/WP.5/2021/6. Authorities in charge of the cycling networks are requested to support this endeavour and to provide the relevant data to the secretariat.

Figure
All data received so far



III. Considerations on the work done so far

8. Cycling infrastructure has undergone a major development to serve the increasing numbers of cyclists for the purposes of everyday commuting as well as tourism. As illustrated

in ECE/TRANS/WP.5/2021/6, while definitions for certain types of infrastructure have been agreed at the international level and are stipulated in the international agreements, others have not. At the same time, it is believed that the availability of commonly agreed definitions for the various types of cycling infrastructure and their universal application will be of great benefit in helping cycling to develop further and in a safe way, as standardisation of cycling infrastructure will be achieved.

9. The analysis done shows that for some types of infrastructure the future standardisation requires the development of new road signs that at the moment are not included in the 1968 Convention on Road Signs and Signals. These could be developed for example for the ‘cycle street’ and ‘non-mandatory cycle track/advised itinerary’. In the latter case, the review of the proposed definition for the advised itinerary in the “Proposal for Amendments to Annex 1 and 3”, submitted by the Group of Experts on Road Signs and Signals (UNECE 2019b) could be enough.

10. Evidence is available that the development of cycling infrastructure is very cost effective compared to other modes of transport and that it provides benefits that far outweigh the costs. Furthermore, it identifies what should be the key characteristics of a good network/route are:

- Coherence of the network by connecting cities and towns in a region with well-developed and continuous cycle routes and with connections to other modes of transport;
- Good road and wayfinding signage;
- Regular maintenance; and
- Relevant offer of additional services – accommodation providers, restaurants, bike rentals and repairs; etc.
- The coordination and development of the network can be undertaken in various ways. For example, the establishment of dedicated regional committees in charge of regional networks and their coherence and interconnections with neighbouring networks is considered good practice;
- Promotion of the cycle network is important for mobility, recreation and tourism purposes. For example, it can help citizens discover high quality tourism opportunities with low environmental impact on their doorsteps.

11. It is considered that The EuroVelo network has been very successful in establishing a backbone for many national, regional, and local networks across Europe. EuroVelo enjoys high popularity among cyclists and cycle tourists and connects the European nations and regions, including remote areas. It is a growing and very active network of cycle routes, users and professionals that creates jobs and economic growth. As almost half of the network is still at the planning and development stage, further investment is needed to tap the high potential for cycling outside of the most developed and popular destinations. The EuroVelo network may thus serve as a backbone for the establishment of the key pan-European cycle routes and network as part of the pan-European infrastructure module for cycling.

12. Importantly, it has been noted that efforts taken so far have shown that the development of the infrastructure module requires further data collection efforts and also requires that the definitions for types of cycling infrastructure as provided in ECE/TRANS/WP.5/2021/6 are considered and eventually agreed upon to serve as the establishment of new international standards.

13. These facts are underlined with the adoption of the pan-European Cycling master plan by the Fifth High-Level Meeting on Transport, Health and Environment (Vienna, May 2021) which sees the infrastructure module, as initiated under WP.5, as a crucial element for achieving the master plan’s objectives.

14. Moreover, the adopted master plans in its chapter 5 on the joint actions towards more active mobility in the pan-European region designs actions for the elaboration and finalisation of the infrastructure module. To keep the momentum and to provide continuity to the work

done on the infrastructure module it is suggested that a group is established which could accompany such actions.

IV. Draft proposal for a 2022-2024 mandate and the terms of reference for a Group of Experts on cycling infrastructure module in the pan-European region

A. Mandate

15. The Group of Experts on cycling infrastructure module in the pan-European region (Group of Experts) is tasked to advance the elaboration of the infrastructure module for the pan-European region. This encompasses task focused on: (i) collection of data on national cycling networks, data analysis and proposal of pan-European routes based on national routes forming a pan-European cycling network, and (ii) elaboration of acceptable definitions for various types of cycling infrastructure as well as new road signs which in addition to existing signs of the 1968 Convention of road signs and signals should be used for signposting the routes.

16. The mandate is proposed for the period 2022-2024.

B. Terms of Reference

1. Tasks

17. In line with the adopted master plan for cycling promotion, the Group of Experts will:

(a) Serve as a platform to collect, integrate and analyse data on national cycling networks from ECE member states,

(b) Propose international cycling routes which will form the pan-European cycling network; the routes will be proposed based on the national networks data and analysis done, and taking into consideration the Eurovelo network,

(c) Work with the draft definitions elaborated so far and made available in ECE/TRANS/WP.5/2021/6 and improve them further as appropriate,

(d) Discuss road signs introduced recently in some of the ECE countries to facilitate cycling and propose road signs that should be considered for inclusion in the 1968 Convention on Road Signs and Signals, and

(e) Prepare a final report on its achievements.

2. Methods of work

18. The Group of Experts will be established and function in accordance with the ECE Guidelines for teams of specialists approved by the Executive Committee of ECE on 31 March 2010 (ECE/EX/2/Rev.1).

19. The Group of Experts is expected to meet at least once every four to five months. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.

20. The Chair of the Group of Experts should report on the ongoing work at the annual session of WP.5, while the final report should be submitted to the session scheduled for September 2024. The work undertaken on definitions of various cycling infrastructure types and road signs should be further reported to the Global Forum for Road Traffic Safety (WP.1).

21. The meetings should be held in ECE official languages.

22. Participation in the Group of Experts is open to all ECE member countries and experts. Interested intergovernmental and non-governmental organisations are invited to participate and provide expert advice in compliance with United Nations rules and practices.

23. The Group of Experts should ensure inclusiveness and so active participation of experts in the group from all ECE member states, and in particular from the countries of Eastern Europe, Caucasus and Central Asia.

3. Secretariat

24. ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with ECE/WHO Europe THE PEP secretariat.
