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**Economic Commission for Europe**
**Inland Transport Committee**
**Working Party on Transport Trends and Economics**
**Group of Experts on cycling infrastructure module**
**First session**

Geneva, 2 (p.m.) and 3 June 2022

**Report of the Group of Experts on cycling infrastructure  
 module at its first session**
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## **I. Attendance**

1. The Group of Experts on Cycling Infrastructure Module (hereafter called GE.5) held its first session on 2 (p.m.) and 3 June 2022. The session was chaired by Mr. M. Eder (Austria) and Mr. G. Steklacic (Slovenia) and held as a hybrid meeting with virtual participation through zoom platform and in-person participation.
2. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Austria, Belgium, France, Georgia, Germany, Ireland, Malta, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovenia and Spain.
3. Representative of the European Union was also present.
4. The following non-governmental organizations were represented: Bicycle Industry Association of Türkiye; Bike in time (Romania); European Cyclists' Federation; National Association of Two Wheels, Industries, Hardware, Furniture and Related products (ABIMOTA); Planet urban planning; Spanish Bicycle Industry Association (AMBE); The Energy Efficiency and Environment Protection Association (Enverçevko) and World Bicycle Industry Association (WBIA).

## **II. Appointment of Chair and Vice-chair**

5. GE.5 appointed Mr. M. Eder (Austria) and Mr G. Steklacic (Slovenia) respectively as its chair and vice-chair. Mr. Eder and Mr. Steklacic thanked experts for the confidence and expressed their commitment to the implementation of the group's mandate.

## **III. Adoption of the agenda (agenda item 2)**

*Documentation:* Informal document No.1

6. The secretariat evoked that the establishment of the Group had been mandated by the ECE Inland Transport Committee at its eighty-fourth session (Geneva, February 2022), following the request of the Working Party on Transport Trends and Economics (WP.5) at its thirty-fourth session (September 2021). GE.5 was hence established as WP.5 subsidiary body.
7. It was further recalled that GE.5 mandate was derived from the adoption, at the Transport Health and Environment Pan-European Programme (THE PEP) High-Level Ministerial Meeting (held in May 2021 in Vienna), of the Pan-European Cycling Master Plan and in particular its infrastructure module for cycling. To this end, GE.5 was mandated to operate in close liaison with the THE PEP Partnership on Cycling Promotion/Active Mobility. Furthermore, regular reporting lines and interaction were also expected between the Group and the Global Forum for Road Traffic Safety (WP.1).
8. The secretariat also clarified that in absence of the symbol series assignment of for meeting documentation to the newly established group at the time of the preparation of the provisional agenda, it was issued exceptionally as an informal document.
9. GE.5 adopted the agenda for the first session as contained in Informal document No.1.

## **IV. United Nations Economic Commission for Europe cycling network (agenda item 3)**

10. GE.5 considered data on national cycling infrastructure in ECE countries as they had been made available in ECE-led International Transport Infrastructure Observatory (ITIO) Geographic Information System (GIS) platform.
11. At the time of the meeting ITIO displayed data on national cycling networks (in some case partial networks) from Austria, Belgium, Croatia, Czech Republic, Denmark, France, Greece, Hungary, Ireland, the Netherlands, Norway, Slovenia, Switzerland, Türkiye and the

United Kingdom. Also, relevant EuroVelo routes data as well as data developed in Danube Cycle Plans project were incorporated on the platform.

12. In this context, and in order to have a better understanding about experience in gathering data for designating cycling networks at various levels, GE.5 also considered information on the status of the EuroVelo network, as well as the work carried out in the Danube Cycle Plans project. For the latter, in particular specific challenges faced in designating and approving cycling routes were raised. Attention was drawn to difficulties in designating the network when no legislative basis had been put in place. The importance of adopting specific conditions for acceptance of routes to the network was raised and Slovenian experience were shared to this end.

13. In the discussion which ensued, Portugal and Spain told the meeting that they have been working under national strategies for cycling mobility to designate networks at national levels. It should be possible for them to share the data on the newly established networks in 2023. Ireland spoke about its adopted asset approach to setting up of an inventory based on agreed standards and parameters. Netherlands drew attention to the importance of defining specifically data sets so that the same type of comparable data is collected. Netherlands volunteered to make a presentation at the next meeting on the outcomes of a European project on data usage. Romania informed that its national network was in the early stage of development and that the Ministry of Development (through the new established National Cycling Coordination Center) would continue working with the routes designated in the Danube Cycle Plans project to which Romania has been participating.

14. GE.5 invited countries which own data on cycling networks to share them so that they can be incorporated into ECE ITIO for further analysis.

15. GE.5 reflected then on challenges in obtaining data on cycling routes for the ECE cycling network from countries that have not started yet their work on the designation of national cycling networks. The various density levels of the networks were also reflected upon and it was agreed that this also be included in the further analysis. Taking into account such challenges, GE.5 agreed to prepare a guide which would contain recommended steps for the initial designation of national cycling networks. Such guide should discuss a process for routing of a cycle route and should contain route technical parameters and other attributes that GE.5 would be expected to agree upon as an integral part of the ECE cycling infrastructure module. A draft of such a guide should be developed for discussion at the next meeting. Interested experts were requested to work with the secretariat in preparing the draft guide.

16. GE.5 also agreed that in parallel to the guide a discussion paper on the cycling route various parameters and usage categories (e.g. children vs experienced cyclists) should be elaborated so that they can be discussed in detail with a view to incorporate relevant parameters and attributes into the guide for the designation of the networks. The guide and the discussion paper should be reflected in a plan (see Annex) for attaining key objectives of the GE.5 mandate.

## **V. Cycling infrastructure definitions and standards (agenda item 4)**

*Documentation: ECE/TRANS/WP.5/2021/6*

17. Based on ECE/TRANS/WP.5/2021/6, GE.5 commenced its work on reviewing the draft definitions of various types of cycling infrastructure and related road signs. In doing so, GE.5 was apprised on the work conducted in the ECE group of experts on road signs and signals. GE.5 was informed about proposed changes made by the sister group of experts to the existing signs related to cycling and aimed at improving those signs legibility and conspicuity. They were also informed about recommendations for inclusion in the 1968 Convention on Road Signs and Signals of additional road signs such as: Cycling street, Non-compulsory cycle track and Cycle crossing as well as a sign indicating no through road for motor vehicles and a passage for cyclists and pedestrians. The sister group of experts was also continuing its discussion on a possible sign for Cycle and pedestrian crossing and a

symbol for a Carrier/Cargo cycle for transport of passengers or goods, however no conclusions have been drawn yet.

18. GE.5 welcomed the recommendations from its sister group of experts on the proposed road signs that are expected to facilitate cycling.

19. GE.5 discussed then what other road signs, signals or marking as well as definitions of types of cycling infrastructure could be in a focus of its consideration and so be added to the types of infrastructure listed already in ECE/TRANS/WP.5/2021/6. At the advice of ECF, GE.5 agreed that it should consider the definition of cycle and make recommendations as to whether it should be amended in view of the new types of cycles including but not limited to: pedelec, speed pedelec or cargo cycle, so that it would be clarified whether these types of cycles, in particular speed pedelec, can use dedicated cycling infrastructure, and whether additional definitions and symbols are needed to represent the types of cycles not covered by the existing or amended definition of cycle.

20. GE.5 also agreed to consider provisions for markings for cyclists, in particular markings for preselection of lanes and arrow markings as well as provisions for traffic light signals for cyclists as included in the 1968 Convention on Road Signs and Signals, and/or the European Agreement on Road Markings and the Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals to understand whether it would like to make any specific recommendations aimed at streamlining and/or updating those provisions.

21. GE.5 requested the secretariat in collaboration with ECF, WBIA and other interested experts to prepare specific proposals for consideration at the next meeting regarding the definition of cycle, and provisions for markings and traffic light signals for cyclists.

22. GE.5 also agreed that it should extend the list of the types of cycling infrastructure for its consideration by advisory lanes for cyclists, mixed-use zones and cycle parking and requested the secretariat in collaboration with interested experts to draw up draft definitions for these additional infrastructure types.

23. GE.5 considered then the existing draft definitions from ECE/TRANS/WP.5/2021/6 until cycle crossing. It made the following recommendations:

- One definition on cycle track should be drawn up which should incorporate the circumstances on when the track is for compulsory usage and when it is non-compulsory for cycles to use it and so be signposted as such.
- In addition to the definition of a cycle lane, parameters for a cycle lane should be developed taking into account the various types of cycles, including the ‘bigger’ cargo cycles.
- The special regulations referred to in the definition of a cycle street should be formulated, so that GE.5 can provide a minimum recommended set of these regulations.
- The definition of street with contraflow cycling should incorporate the requirement for signposting the permission for contraflow cycling.
- Sets of parameters should be developed on when it is advised to apply different types of infrastructure.

24. GE.5 requested the secretariat in collaboration with interested experts to improve the definitions and draw up the set of parameters as per agreed recommendations.

25. GE.5 invited then experts to send their comments and suggestions on definitions that were not discussed at the meeting due to lack of time, that is from Grade separated cycle crossing to Cycle highway, and requested the secretariat to issue a revised document on the definitions of types of cycling infrastructure for the next meeting.

## **VI. Other business (agenda item 5)**

26. A representative of THE PEP secretariat informed GE.5 about upcoming meetings under THE PEP in 2022, which could be of interest to the experts, as follows:

(a) The Partnership on Active Mobility, with focus on cycling, on 13 June – this meeting would consider the implementation of the Pan-European Master Plan on Cycling Promotion,

(b) The Partnership on Child- and Youth-friendly Mobility on 20–21 June – this meeting is to consider infrastructure from the perspective of child and youth safety,

(c) The Partnership on Active Mobility, with focus on walking, in the week of 19 September, back-to-back with Walk21 International Conference series on Walking and Liveable Communities, and

(d) The twentieth session of THE PEP Steering Committee on 17–19 October.

27. The Chair informed GE.5 about the upcoming VeloCity conference in Ljubljana on 14–17 June 2022 and the 2023 VeloCity conference in Leipzig on 9–12 May 2023.

28. The secretariat made suggestions as to whether an establishment of a funding project (GE.5 fund) in support of group's activities could be beneficial. In particular such project could help countries with little experience in designating cycling network to start such a work based on the guide which GE.5 agreed to develop. Such project could also facilitate holding of GE.5 meetings outside of Geneva, for example back-to-back with important cycling conferences, which could also help promoting GE.5 work at these conferences.

## **VII. Date and place of next meeting (agenda item 6)**

29. The secretariat informed GE.5 that its next meeting was scheduled to take place in Geneva on 28 and 29 November 2022.

## **VIII. Summary of main decisions (agenda item 7)**

30. The secretariat summarized the decisions taken by GE.5. The full report of the session, prepared by the secretariat in consultation with the Chair and Vice-Chairs, would be shared electronically after the session for adoption.

## Annex

### Plan for attaining key objectives of the 2022–2024 mandate

The key two objectives are translated into the following final outputs and interim outputs and activities for GE.5:

<i>Final output</i>	<i>Interim outputs</i>	<i>Activities and timelines</i>
ECE Cycling network	Guide for initial designation of cycling network	<ol style="list-style-type: none"> <li>1. Elaboration and endorsement of the guide by November 2022</li> <li>2. Application of the guide for initial designation of the national cycling networks in countries which lack the network</li> </ol>
	Technical parameters and other attributes for the ECE cycling network	<ol style="list-style-type: none"> <li>1. Elaboration of a paper with draft technical parameters and other attributes by November 2022</li> <li>2. Consideration, revision and selection of the technical parameters for the ECE cycling network by mid-2023</li> </ol>
	Collection of data and analysis of national cycling networks to designate ECE cycling network	<ol style="list-style-type: none"> <li>1. Collection of data on national cycling networks and their inclusion in ECE ITIO GIS platform from additional ECE countries until end of 2023</li> <li>2. Analysis of the available national cycling networks and designation of ECE cycling network until 2023</li> <li>3. Review of the proposal for the network by mid-2024</li> </ol>
Agreed definitions of various types cycling of infrastructure	Sub-set of agreed definitions	<ol style="list-style-type: none"> <li>1. Agreement on five definitions by end of 2022</li> <li>2. Agreement on 10 definitions by mid-2023</li> <li>3. Agreement on 15 definitions by end of 2023</li> <li>3. Agreement on all definitions by mid-2024</li> </ol>