
Economic Commission for Europe

Inland Transport Committee

Working Party on Transport Trends and Economics

Group of Experts on cycling infrastructure module

Fourth session

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Item 3 of the provisional agenda

Cycling infrastructure definitions and standards

Proposals concerning cycle definition

Note by the European Cyclists' Federation, World Bicycle Industry Association and the secretariat

I. Introduction

1. The Group of Experts on cycling infrastructure module (GE.5) reviewed at its third session the reported cycle definitions by some countries as well as industry views on the definitions as provided by World Bicycle Industry Association. GE.5 agreed that cycle definitions should help facilitate the issue of admission of various type of cycles on various type of infrastructure. GE.5 concluded that there are three factors on the basis of which a vehicle should be considered a cycle admitted to cycle infrastructure. These are: (a) design speed/electric assistance cut-off speed, (b) total gross mass, and (c) width. Finally, GE.5 requested the secretariat together with CONEBI/WBIA and ECF to prepare for the next session a proposal for the cycle definitions which would incorporate the agreed factors.

2. This document contains a proposal for the cycle definition and its various types for consideration by GE.5. In formulating the definitions, the existing cycle definition was used as a basis. The weight/gross mass was not applied, as cycle infrastructure is typically built to support weights/mass of vehicles used for maintenance of this infrastructure, ie. much heavier vehicles than carrier cycles.

II. Cycle definition

4. The following cycle definitions are proposed:

- **Cycle:** means any vehicle which has at least two wheels and is propelled by the muscular energy of the persons on that vehicle, in particular by means of pedals or hand-crank, with a width not exceeding 1m and which may be equipped with an auxiliary electric motor of Type 1. This vehicle may be designed to carry passengers and/or goods in addition to the persons in control of it.
- **Speed cycle:** means a cycle equipped with an auxiliary electric motor of Type 2.

- Wide carrier cycle: means a vehicle which has at least two wheels and is propelled by the muscular energy of the persons on that vehicle, in particular by means of pedals or hand-cranks, with a width exceeding 1m. This vehicle is specifically designed for transporting goods and/or passengers in addition to the persons in control of it and may be equipped with an auxiliary electric motor of Type 1 or Type 2.
- Auxiliary electric motor: means an electric motor fitted onto vehicles equipped with pedals or hand-cranks to provide propulsion assistance while pedalling. This motor cannot self-propel the vehicle except in the start-up assistance mode. Two types of this motor are distinguished:
 - Type 1 of this motor has a maximum cut-off speed at 32 km/h. Contracting Parties may use a lower cut-off speed threshold in their domestic legislation,
 - Type 2 has a maximum cut-off speed at 45 km/h.
- Start-up assistance mode: means a function by which the user can activate the auxiliary electric motor to propel the vehicle up to a maximum speed of 6 km/h without pedalling.
