



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

Geneva, 22–24 May 2024

**Report of the Group of Experts on cycling infrastructure
module at its sixth session****Contents**

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I. Attendance

1. The Group of Experts on Cycling Infrastructure Module (hereafter called GE.5) held its sixth session on 22–24 May 2024. The session was chaired by Mr. G. Steklačič (Slovenia) and held as an in-person meeting.
2. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Austria, Belgium, Estonia, France, Ireland, Netherlands (Kingdom of the), Poland, Portugal, Russian Federation and Slovenia.
3. The following non-governmental organizations were represented: Energy Efficiency and Environment Protection Association (Enverčevko), European Cyclists' Federation (ECF) and Confederation of the European Bicycle Industry (CONEBI)/ World Bicycle Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/GE.5/10

4. GE.5 adopted the agenda for the sixth session as contained in ECE/TRANS/WP.5/GE.5/10.

III. United Nations Economic Commission for Europe cycling network (agenda item 2)

Documentation: ECE/TRANS/WP.5/GE.5/2023/3/Rev.2, ECE/TRANS/WP.5/GE.5/2024/2, Informal document WP.5/GE.5 (2024) No. 1, Informal document WP.5/GE.5 (2024) No. 2

5. GE.5 had been tasked to devise an ECE cycle route network based on the existing and planned national cycle route networks. At the fifth session, GE.5 had discussed a first proposal of a possible partial ECE cycle route network. The incompleteness of the network was due to the fact that no devising of network could be done for countries for which no national or supranational (e.g. EuroVelo) planned or existing network data had been shared with GE.5. At the sixth session, GE.5 reviewed the modified network as worked out by the secretariat in collaboration with interested countries.
6. GE.5 noted a number of remaining missing links within the modified network. It requested countries to send, as far as possible, further refinements to the network to the secretariat. The secretariat noted that only updates to the network received before 12 July 2024 would be reflected on the maps included in the GE.5 final report. Later updates would only be updated in ITIO.
7. GE.5 reviewed then ECE/TRANS/WP.5/GE.5/2023/3/Rev.2 which contains the modified version of the guide for designation of cycle route networks and made several changes, such as:
 - improved clarity of para 24 on interaction between cyclists and other road users,
 - replaced the term route category with targeted service levels,
 - added a para on data collection under step 9,
 - agreed to only keep examples of density indicators in table I.1 for countries which confirm the indicator value,
 - reformulated the para on passenger car units and added an alternative approach on thresholds for heavy vehicle traffic in annex II, section I,
 - further clarified the values provided in table II.11
 - added clarification of parameter r2 in figure I in Annex III,
 - added information on recommendations for cycle crossings at roundabouts in Annex III, section IV,

- fixed the placement of the definitions in Annex IV and agreed to also add definition of a cycle highway to this annex.
8. GE.5 requested the secretariat to contact countries whose national cycle network density indicator values are contained in table I.1 to confirm or update the values. Only values confirmed or updated by countries before 12 July should be retained in the table.
9. GE.5 requested then the secretariat to publish the guide as a self-standing publication (in the three ECE working languages) after its endorsement by the Working Party on Transport Trends and Economics. GE.5 invited experts to send images that can be used in the publication. Copyrights for use of these images in the publication should be granted by the providing country experts.
10. GE.5 also discussed its draft final report, sections I, II and III as contained in ECE/TRANS/WP.5/GE.5/2024/2, and included the following changes:
- Section II:
 - updated paragraph 6 by removing Denmark from the lists of countries participating in its work – Denmark provided its national cycle route network data to GE.5, however experts from Denmark did not attend the GE.5 sessions.
 - further updated paragraph 16 by adding the names of experts whose contribution to the work of GE.5 should be acknowledged in the report.
 - Section III:
 - listed in paragraph 21 the countries of the Danube cycle plans project and also adjusted the title of the project.
 - put a table with selected cycle infrastructure features for future reporting.
11. GE.5 devised the table with the selected cycle infrastructure features from a table proposed in Informal document WP.5/GE.5 (2024) No. 1 prepared by ECF and the secretariat. GE.5 replaced the term of route category with route service level to be consistent with the term used in the guide. It added under route service level (target) additional level stating “unknown/to be confirmed”. It also added as an additional parameter to the table such as “national route number”.
12. Finally, under this item, GE.5 reviewed Informal document WP.5/GE.5 (2024) No. 2, para 4 (a) which contain the draft recommendations for inclusion in the final report pertaining to developing and maintaining the ECE cycle route network. GE. 5 modified these recommendations. Key additions concerned (i) exploring the use of the Transport Health and Environment Pan-European Programme (THE PEP) trust fund for projects to support designation of cycle route networks, (ii) invitation to WP.5¹ in collaboration with THE PEP Steering Committee to hold periodically meetings on progress made in establishing the ECE cycle route network, including its number-coding and signage, if appropriate, (iii) invitation to the bodies mandated by ITC (List of decisions, decision 50) with the potential elaboration of a new Convention on cycle route network to use in this endeavor the knowledge worked out by GE.5, and (iv) invitation to the secretariat to elaborate an e-learning course based on the guide for designation of cycle route networks for inclusion on the LearnITC platform. GE.5 requested the secretariat to incorporate the modified recommendations in section VI of its final report.

IV. Cycling infrastructure definitions and standards (agenda item 3)

Documentation: ECE/TRANS/WP.5/GE.5/2024/2, Informal document WP.5/GE.5 (2024) No. 2

13. Under this agenda item, GE.5 continued reviewing its draft final report, that is ECE/TRANS/WP.5/GE.5/2024/2, section IV on the agreed definitions for various types of

¹ ECE Working Party on Transport Trends and Economics

cycling infrastructure and section V on proposals for modifications to the 1968 Conventions on Road Signs and Signals and on Road Traffic. It agreed to:

- Section IV:
 - simplify the definition of a greenway in paragraph 53,
 - delete an example from Belgium illustrating a road sign for greenway,
 - adjust the definition of 2-1 road in paragraph 67,
 - adjust the name of mixed vehicle traffic to mixed traffic road, and
 - further adjust the cycle street special regulations and conditions for use under paragraph 78.
- Section V:
 - delete option I for cycle definition and add footnotes regarding laden mass of regular cycle and on consideration of a speed cycle with a throttle,
 - adjust cycle street special regulation and conditions for use under para 144, and
 - update paragraph 167 by adding a reference to the Consolidated Resolution on Road Signs and Signals (R.E.2).

14. GE.5 requested the secretariat to confirm the use of image examples of road signs in the final report section IV, in particular the images from countries who did not attend the sixth session. Images should only be kept in the report if a consent to do so is provided.

15. GE.5 invited experts present at the meeting to send their road sign image examples to the secretariat if they wished to have them included in the final report.

16. GE.5 thanked France (CEREMA) for sharing the images which illustrate the various types of cycle infrastructure as these were defined in section IV of the final report. GE.5 invited other countries and experts to provide such images. To this end the secretariat was requested to create a dropbox for uploading of images by country experts. The dropbox should be structured by the types of cycle infrastructure thus allowing uploading images of specific infrastructure into dedicated folders.

17. GE.5 recommended then that the definitions for different types of cycle infrastructure, hence the content of section IV of the final report is published in a self-standing United Nations publication (in the three ECE working languages) following the endorsement of the final report by WP.5. Images shared by experts should be used for this publication. The text in the explanatory notes should be adjusted for the publication to remove references to section V of the final report.

18. GE.5 also reviewed Informal document WP.5/GE.5 (2024) No.2, para 4 (b) which contains the draft recommendations pertaining to application of the common definitions for various types of cycling infrastructure and made some minor adjustments to the draft text. It requested the secretariat to incorporate these modified recommendations in section VI of its final report.

V. Other business (agenda item 4)

19. The secretariat informed GE.5 about the preparation to the WP.5 2024 annual session taking place from 25 to 27 September 2024. Experts were invited to attend this session, in particular on the day at which the outcomes of GE.5 work would be reported and discussed, tentatively scheduled for 27 September 2024.

20. ECF and the secretariat informed GE.5 that the outcomes of the GE.5 work would be promoted at the 2024 Ghent Velo-City conference This would be done in a designated panel discussion co-organized by ECE and ECF on 20 June 2024 titled “International cooperation on cycle route networks: from a national to a transnational scale”.

21. ECF also invited experts to its annual EuroVelo conference in Viborg, Denmark from 23 to 25 September 2024.

VI. Date and place of next meeting (agenda item 5)

22. The sixth session was the last GE.5 session under the 2022–2024 mandate.

VII. Summary of main decisions (agenda item 6)

23. The secretariat on behalf of the chair summarized the main decisions taken at the sixth session. The report of the session, prepared by the chair and vice-chair in collaboration with the secretariat, would be shared for comments and endorsement.
