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Item 9 of the provisional agenda

**Urban mobility and Public Transport:
pan-European master plan for cycling**

Urban mobility and Public Transport: pan-European master plan for cycling

Note by the secretariat

Draft report :

desktop analysis of
national policies

THE PEP partnership on cycling

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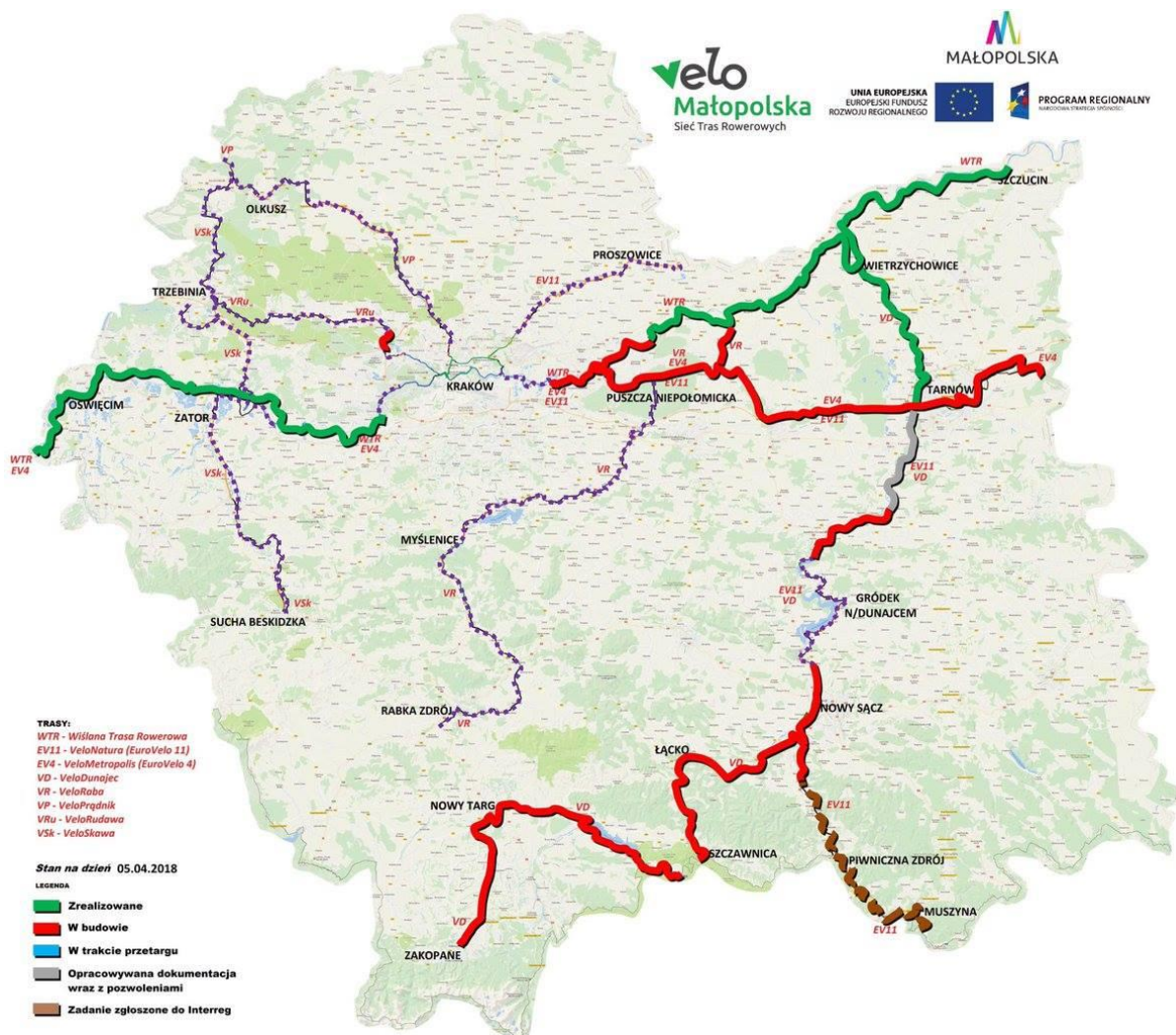
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ARMENIA

1. Introduction



Figure 1: Armenia location

Country name	Armenia
Capital	Yerevan
Top 5 most populated cities	Yerevan, Gyumri, Vanadzor, Vagharshapat, Abovyan
Population	2 924 816 inhabitants
Area	29 743 km ²
Density	101.5 inhabitants / km ²
Roads length	7 637 km
Road density	0.26 km / km ²
GDP per capita	3 690 USD

Table 1: Main facts about Armenia

Modal share of bicycle (year)	No data
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	No data
Ebike sales total / per 1000 capita	No data
Share of ebike in bike sales	No data
Average price of a bicycle	No data

Table 2: Modal share and bicycle market in Armenia

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	—
Website or link	—
Was it the first strategy?	—
Is there any English translation or summary	—

Table 3: Armenian bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	—
Average budget per year	—
Details on funding	—

Table 4: Armenian bicycle strategy - funding

2.3 Main principles and assumptions

No data.

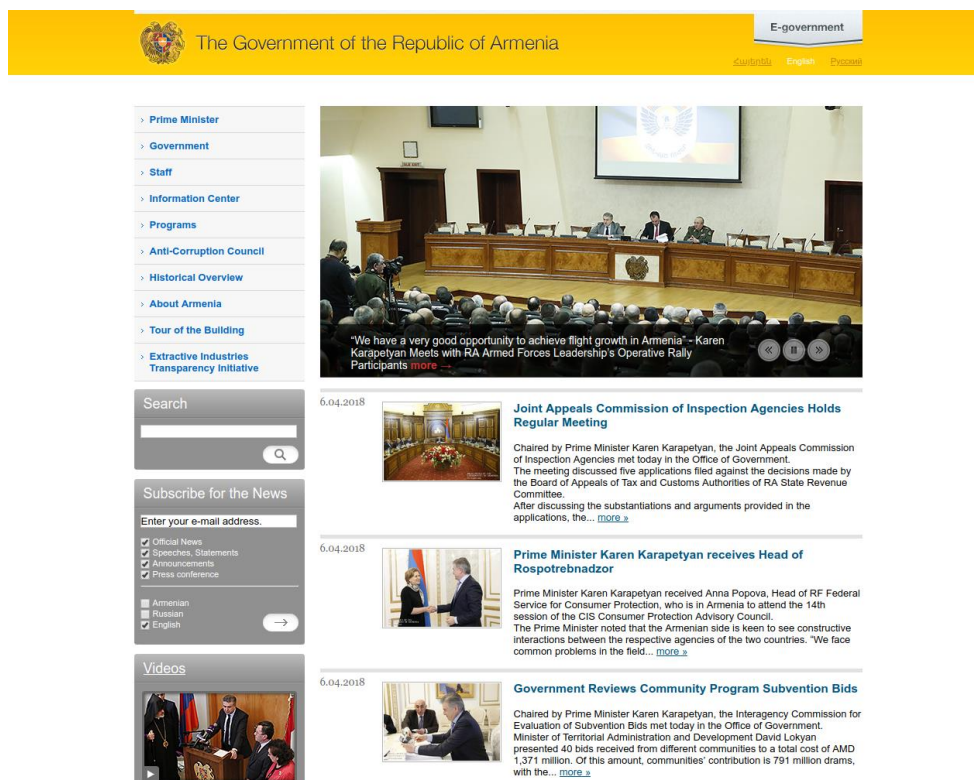


Figure 2: Armenian Government official website (<http://www.gov.am/en/>)

3. Cycling infrastructure

3.1 Technical standards

Document	No data
Length	—
Mandatory / recommended	—
English summary	Not found
Design	—
Building	—
Maintenance	—
Combined transport	—

Table 5: Technical standards in Armenia

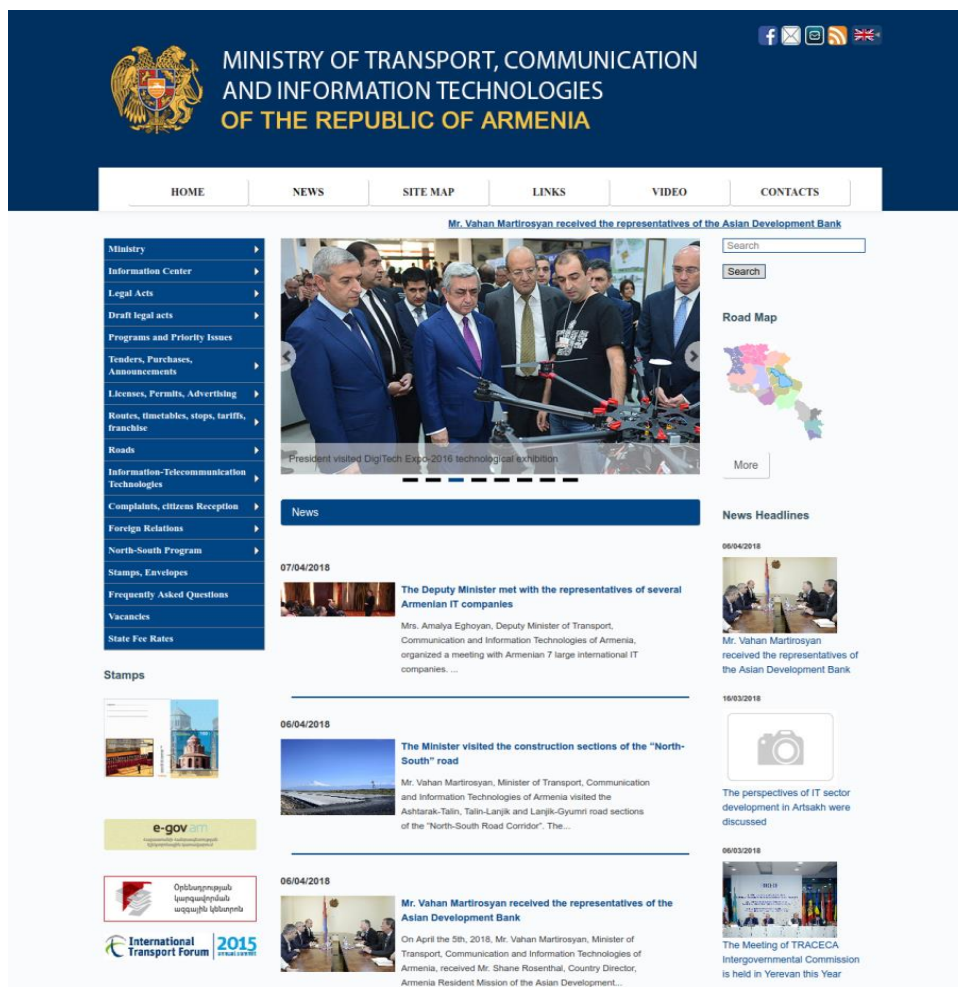


Figure 3: Armenian Ministry of Transport, Communication and Information Technologies official website (<http://mtcit.am/?lang=3#.WmzcWajibIU>)

3.2 EuroVelo network

No EuroVelo routes.

3.3 National network

Existence of a national network of cycle routes	Not found
Coherence with eurovelo	—
Total Length	—
% finished	—
Number of routes	—

Table 6: Armenian national network - main data

4. Policies / best practices

No data.

5. Capital

Name	Yerevan
Population	1 075 800 inhabitants
Area	223 km ²
Density	4 824 inhabitants / km ²
Cycling network length	No data
EuroVelo	None
Strategy	—

Table 7: Main facts about Armenian capital

Sources:

1. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
2. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
3. EuroVelo - the European cycle routes network (eurovelo.com)
4. Ministry of Transport, Communication and Information Technologies (<http://mtcit.am/?lang=3#.WmzcWajibIU>)

AUSTRIA

1. Introduction



Figure 4: Austria location

Country name	Austria
Capital	Vienna
Top 5 most populated cities	Vienna, Graz, Linz, Salzburg, Innsbruck
Population	8 823 054 inhabitants
Area	83 879 km ²
Density	104 inhabitants / km ²
Roads length	107 262 km
Road density	1.28 km / km ²
GDP per capita	46 436 USD

Table 8: Main facts about Austria

Modal share of bicycle (year)	7% (2015)
Total length of cycling infrastructure	13 707 km (source: COWI)
Bike sales total / per 1000 capita	397 000 / 45
Ebike sales total / per 1000 capita	87 000 / 9.8
Share of ebike in bike sales	21.9%
Average price of a bicycle	660 EUR

Table 9: Modal share and bicycle market in Austria

2. National bicycle strategy

2.1 Main data

Name of the strategy	CYCLING MASTER PLAN 2015–2025
Year of adoption	2015
Website or link	https://www.bmnt.gv.at/dam/jcr:9829acb0-0928-401a-ae82-3a67aff817fd/43_MP_Radfahren_de.pdf
Was it the first strategy?	No
Is there any English translation or summary	Translation (https://www.bmnt.gv.at/dam/jcr:31c55ed8-0ca1-4e48-a255-040444c1c399/43_MP-Radfahren_englisch_web.pdf)

Table 10: Austrian bicycle strategy - main data

2.2 Funding

Total budget	210 million EUR
Period	2007 - 2014
Average budget per year	26 million EUR
Details on funding	Regional projects cofinanced by the Government “klimaaktiv mobil” project

Table 11: Austrian bicycle strategy - funding

2.2 Main principles and assumptions



Figure 5: Austrian Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	http://www.lpi.at/.cm4all/iproc.php/Highlights_der_neuen_Richtlinie_fuer_den_Radverkehr.pdf?cdp=a
Length	35 pages
Mandatory / recommended	Recommended
English summary	Not found
Design	Probably yes (the document is written in German)
Building	Probably yes (in German)

Maintenance	Probably yes (in German)
Combined transport	Probably no (in German)

Table 12: Technical standards in Austria



Figure 6: Technical standards in Austria

3.2 EuroVelo network

EuroVelo coordinator	http://www.radlobby.at
EuroVelo nodes	7

Table 13: EuroVelo in Austria - main data

	Route	Main cities crossed
EV 6		Vienna, Linz
EV 7		Linz, Salzburg
EV 9		Vienna
EV 13		None

Table 14: EuroVelo routes

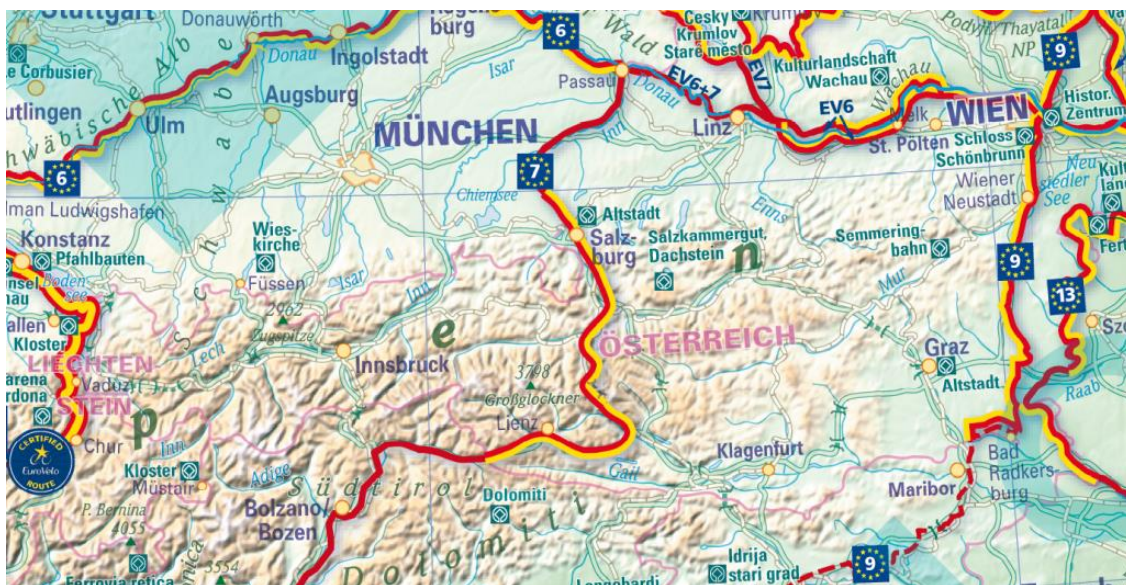


Figure 7: EuroVelo routes in Austria

Details on EV 6

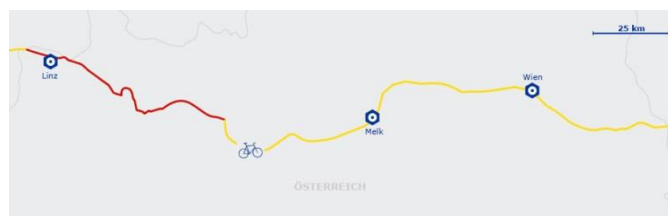


Figure 8: EV 6 in Austria

Route	EV 6 in Austria
Length	434 km
Length finished	434 km
Length certified	0 km
Main cities	Vienna, Linz
Neighbouring countries	Slovakia, Germany

Details on EV 7



Figure 5: EV 7 in Austria

Route	EV 7 in Austria
Length	553 km
Length finished	553 km
Length certified	0 km
Main cities	Linz, Salzburg
Neighbouring countries	Germany, Italy

Details on EV 9



Figure 5: EV 9 in Austria

Route	EV 9 in Austria
Length	418 km
Length finished	418 km
Length certified	0 km
Main cities	Vienna
Neighbouring countries	Slovenia, Czech Republic

Details on EV 13

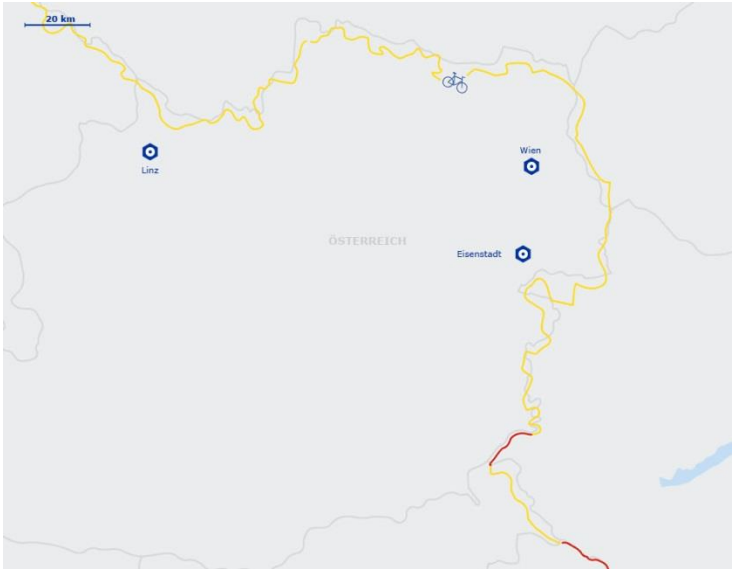


Figure 5: EV 13 in Austria

Route	EV 13 in Austria
Length	No data
Length finished	100%
Length certified	0 km
Main cities	None
Neighbouring countries	Slovenia, Germany

3.3 National network

Existence of a national network of cycle routes	No
Coherence with eurovelo	—
Total Length	—
% finished	—
Number of routes	—

Table 15: Austrian national network - main data

4. Policies / best practices

5. Capital

Name	Vienna
Population	1 889 083 inhabitants
Area	414.65 km ²
Density	4 326 inhabitants / km ²
Cycling network length	1 300 km
EuroVelo	EV 6, EV 9
Strategy	https://www.wien.gv.at/stadtentwicklung/projekte/verkehrsplanung/radwege/

Table 10: Main facts about Austrian capital



Figure 8: Vienna Strategy

Sources:

5. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
6. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
7. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
8. EuroVelo - the European cycle routes network (eurovelo.com)
9. Radlobby Österreich (<https://www.radlobby.at>)
10. Ministry for Transport, Innovation and Technology (<https://www.bmvit.gv.at>)

BELGIUM

1. Introduction



Figure 9: Belgium location

Country name	Belgium
Capital	Brussels
Top 5 most populated cities	Brussels, Antwerp, Ghent, Charleroi, Liège
Population	11 358 357 inhabitants
Area	30 528 km ²
Density	372.06 inhabitants / km ²
Roads length	118 414 km
Road density	3.88 km / km ²
GDP per capita	41 491 USD

Table 16: Main facts about Belgium

Modal share of bicycle (year)	9% (2014)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	540 000 / 47.5
Ebike sales total / per 1000 capita	168 000 / 14.8
Share of ebike in bike sales	31%
Average price of a bicycle	628 EUR

Table 17: Modal share and bicycle market in Belgium

2. National bicycle strategy

2.1 Main data

	Flanders	Wallonia
Name of the strategy	Gearing cycling up: a targeted Flemish bicycle policy plan	Cycling Wallonia Plan
Year of adoption	2016	2010
Website or link	http://www.mobielvlaanderen.be/docs/beleidsplannen/2016-04-28-fietsbeleidplan.pdf	http://mobilite.wallonie.be/home/politiques-de-mobilite/wallonie-cyclable/le-plan---gouvernance.html
Was it the first strategy?	Yes	Yes
Is there any English translation or summary	Not found	Not found

Table 18: Belgian bicycle strategy - main data

2.2 Funding

	Flanders	Wallonia
Total budget	300 million EUR	32 million EUR
Period	2017-2019	2016-2019
Average budget per year	100 million EUR	8 million EUR
Details on funding	Cycling network expansion	Cycling network expansion

Table 19: Belgian bicycle strategy - funding

2.3 Main principles and assumptions

Flemish Cycling Plan:

- Implementing Cycling and Multimodal transport policy
- Cooperation with different partners and stakeholders
- Research and training
- Comprehensive and efficient network
- Comfortable network
- Road safety
- Financial commitment from the Flemish government

Wallonian Cycling Plan:

- Launching Cycling Municipalities Association
- Promoting bicycle usage in urban areas and between them
- Improving cycling infrastructure for commuters
- Providing offer for parking a bicycle safely
- Promoting intermodal transport (bicycle + public transportation)
- Educating students and promote cycling to schools
- Promoting cycling among professionals
- Developing and promoting bicycle touring
- Promoting cycling culture among citizens
- Provide tools for implement, coordinate, bolster and evaluate cycling policies

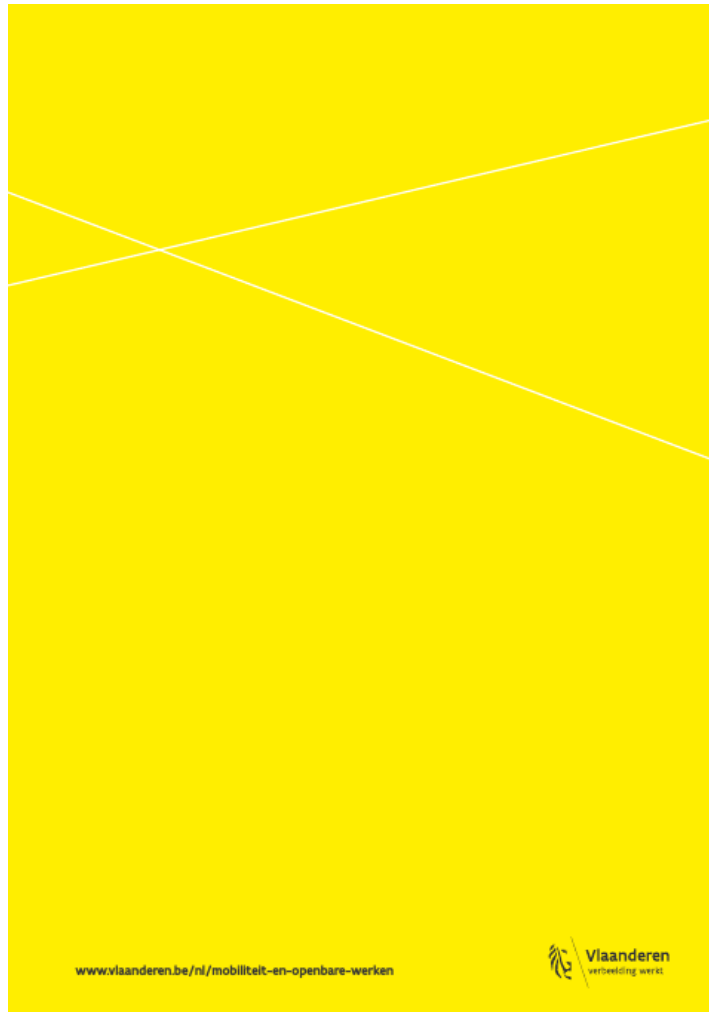


Figure 10a: Flanders Strategy

Plan Wallonie cyclable - Tableau d'actions									
Qui (Personne)	Qua (Administration)	Service / Fonctionnaire	Qua (Autre)	Quand (Echéance)	Budget indicatif	Indicateurs	Remarque ou précision		
Finalité du plan Améliorer fortement les conditions de la pratique du vélo et augmenter significativement son utilisation en Wallonie d'ici 2020									
Objectif stratégique 1 Développer des "Communes Wallonie cyclable"									
Objectif opérationnel 1.1 Encadrer quelques Communes pilotes "Wallonie cyclable"									
Action 1.1.1		PH	MVR DGO2 + DGO1	DGO2 - DPM - Charlotte O et Céline F.	Communes - ICEDO/GRACQ / PROVELO - TEC - SNCB - BSR -	2010/11			
Action 1.1.2		PH, CD, PF	MVR DGO2 + DGO1	DGO2 - DPM - Charlotte O et Céline F.		2011-2015	Annuellement - pri: 3,7 millions + PF: 0,8 millions CD: 1 million	fait / en cours	
Objectif stratégique 2 Favoriser l'usage du vélo dans dans les zones urbanisées et entre elles									
Objectif opérationnel 2.1 Intégrer le vélo dans les outils de développement du territoire									
Action 2.1.1		PH	DGO2	DGO2 - DPM / Philippe Lenoir		2012		en cours	Cela sera effectué dans le cadre de l'évaluation externe des PCM en cours
Action 2.1.2		PH	DGO2			2012		à faire	Ce canevas sera appliqué dans tous les outils de planification et programmation (PCM, SSC, PCDR, PCC)
Action 2.1.3		PH	DGO1 - DGO2			2013			
Objectif stratégique 3 Améliorer la qualité de l'infrastructure cyclable quotidienne									
Objectif Opérationnel 3.1 Réduire le nombre de points noirs vélo.									
Action 3.1.1		CD, PH	MVR - DGO1	DGO1.71 - Elodie Blyat	GRACQ - Communes concernées	2012		en cours	Il sera en particulier pris en compte les points noirs vélo identifiés par le Gracq en 2008
Action 3.1.2		CD, PH	MVR - DGO1	DGO1.71 et DGO1 DT		2012			
Action 3.1.3		CD, PH	DGO1	DGO1.71 et DGO1 DT		2012 et années suivantes		nombre de points noirs répartis	Sur voirie régionale et dans les Communes pilotes Wallonie cyclable
Objectif Opérationnel 3.2 Diffuser les outils cartographiques cyclables.									
Action 3.2.1		PH, CD, PF	MVR - DGO1	DGO1.71 - François Lenoir		2012		en cours	
Action 3.2.2		CD, PH	MVR - DGO1	DGO1.71 - François Lenoir		2012-2013		nb de SDOT actualisés / nb de SDOT diffusés	
Action 3.2.3		PH	DGO1			2013		nb de réseaux communaux diffusés	Concernes les Communes pilotes Wallonie cyclable
Action 3.2.4		PH	DGO1					nb de circuits vélo diffusés	
Objectif Opérationnel 3.3 Développer une méthodologie relative à la cyclabilité.									
Action 3.3.1		PH, CD, PF	MVR - DGO1	DGO1.71	DGO2 - GRACQ, PRO VELO	2012		nb d'outils intégrant les critères de cyclabilité	
Action 3.3.2		CD, PH, PF	DGO1-DGO2	DGO1.71 - Isabelle Dufreit	BRSR - ARDIC - GRACQ	2012 et années suivantes		3 publications sont en cours	publications existantes: Marquage et signalisation dans les communes cyclables / Publications élaborées: Bandes cyclables agréées, Pistes cyclables marquées, choix du type d'aménagements / publications à élaborer: Pistes cyclables séparées, aménagements cyclables en giratoire, partage de la voirie (vélo et transports en commun).

7/96/12

Figure 2b: Wallonia Strategy

3. Cycling infrastructure

3.1 Technical standards

	Flanders	Wallonia
Document	http://www.mobielvlaanderen.be/vademecums/vademecumfiets01.php	http://ravel.wallonie.be/home/en-savoir-plus/documentation-technique/amenagements-cyclables.html
Length	229 pages	12 different documents
Mandatory / recommended	Probably recommended	Probably recommended
English summary	Not found	Not found
Design	Probably yes (the document is written in Flemish)	Probably yes (the document is written in French)
Building	Probably yes (in Flemish)	Probably yes (in French)
Maintenance	Probably yes (in Flemish)	Probably yes (in French)
Combined transport	Probably yes (in Flemish)	Probably no (in French)

Table 20: Technical standards in Belgium

HOOFDSTUK 1 FIETSEN KAN WEER

1.1

DE FIETS: SCHAKEL IN MOBILITEITSBELEID

Binnen het huidige mobiliteitsbeleid is de fiets steevast bezig met het terugwinnen van de rol waarvoor hij uiteindelijk geschapen werd: een functioneel vervoermiddel voor korte verplaatsingen (< 10 km). De fiets is het duurzame vervoermiddel bij uitstek en dient dan ook een hoofdrol te spelen binnen een duurzaam mobiliteitsbeleid.

Fiets als duurzaam vervoermiddel

- **De fiets: mijn vrijheid**
De fiets is een congestie-ongevoelig vervoermiddel dat enkel gebruik maakt van de spierkracht van de mens. Dit maakt de fiets onafhankelijk van plaats en tijdstip.
- **De fiets: democratisch vervoermiddel**
De aanschaf van een fiets ligt binnen ieders beurs. De fiets heeft daarbij zeer beperkte variabele kosten (weinig onderhoud, geen brandstof) en is een vervoermiddel met een zeer lange levensduur.
- **De fiets: klein maar fijn**
De fiets is absoluut niet ruimteverslindend. Zo kunnen op een parkeerplaats van één wagen 12 fietsen gestald worden. Een rijdende auto vraagt 20 tot 30 keer zoveel ruimte als een rijdende fiets. De fiets springt dan ook verantwoord om met de schaarse ruimte.
- **De fiets: het perpetuum mobile benaderd**¹
De fiets is het meest efficiënte vervoermiddel wat betreft het energieverbruik. Zo verbruikt een fietser slechts 1/5^{de} van de energie die een wandelaar nodig heeft om een afstand van 1 km te overbruggen.
- **De fietser: zachte weggebruiker**
De fiets is door zijn geringe gewicht, zijn beperkte snelheid en zijn grote wendbaarheid vrijwel ongevaarlijk voor andere weggebruikers.
- **De fiets: de stille kracht**
Verkeerslawaai is de grootste bron van ergernis bij verkeershinder. De nagenoeg geruisloze fiets valt hier duidelijk in de prijzen.
- **De fiets: mobiele luchtververser**
De fiets vervuult niet en sloot geen schadelijke gassen uit. Het gebruik van de fiets als alternatief vervoermiddel remt daarom een verdere toename van de luchtvervuiling, de verzuring en het broeikas-effect. In dichtbevolkte stedelijke gebieden kan de fiets zelfs een belangrijke bijdrage leveren in de vermindering van de luchtverontreiniging.
- **De fiets: het renderende gezondheidsvoorschrift**
De regelmatige fietser houdt zowel de fysieke als psychische conditie op peil. Meer mensen op de fiets scheelt dus in de uitgaven van de ziekteverzekering.
- **De fiets: perfecte kosten-batenanalyse**
Investerings in fietsvoorzieningen zijn verwaarloosbaar in vergelijking met investeringen in openbaar vervoer, auto- en vrachtverkeer. Een vergelijking van deze kosten ten opzichte van het aandeel gebruikers van fietsinfrastructuur pleit zeker in het voordeel van de fiets.

Bron: Fietsen Kan, Langzaam Verkeer.

¹ Perpetuum mobile: eeuwig voortdurende beweging, zonder toevoeging van energie

Figure 3a: Technical standards in Flanders

Aménagements cyclables

Guides méthodologiques et fiches techniques

La Direction des Déplacements doux, en collaboration avec l'IBSR et plus récemment avec le bureau Espaces-concernant les aménagements cyclables en Wallonie.

Ces documents sont des guides de recommandations pratiques destinés principalement aux gestionnaires de vo projets.

Guides méthodologiques :

- ❑ Quel aménagement choisir ? (pdf)
- ❑ Pistes cyclables marquées (pdf)
- ❑ Bandes cyclables suggérées (pdf)
- ❑ Marquage et la signalisation dans les contresens cyclables (pdf)
- ❑ Les sites partagés Bus-Vélo (pdf)

Fiches techniques :

- ❑ Recommandations pour le dimensionnement des aménagements cyclables (pdf)
- ❑ Les chemins réservés en milieu urbain et périurbain (pdf)
- ❑ Les points d'attention dans les aménagements cyclables (pdf)
- ❑ Les voies centrales banalisées (pdf)
- ❑ La rue cyclable (pdf)
- ❑ L'utilisation de la couleur dans les aménagements cyclables (pdf)
- ❑ Le stationnement vélo en et hors voirie : règles et bonnes pratiques (pdf)
- ❑ La signalisation directionnelle et le balisage des itinéraires cyclables (pdf) **Remarque :** La fiche sur le balisa 2016).- Voir également ici.
- ❑ Les vélos électriques (pdf) **Remarque :** faisant suite à la modification de la réglementation routière entrée en actualisée (version novembre 2016).

https://www.walloniamobility.be/files/pdf/Documentation/Aménagements_cyclables/Memo_contresens_cyc.pdf

Figure 3b: Technical standards in Wallonia

3.2 EuroVelo network

EuroVelo coordinator	https://www.provelo.org/en
EuroVelo nodes	2

Table 21: EuroVelo in Belgium - main data

Route	Main cities crossed
EV 3	Liège, Namur, Charleroi
EV 4	Oostende
EV 5	Brussels, Namur
EV 12	Oostende

Table 22: EuroVelo routes in Belgium

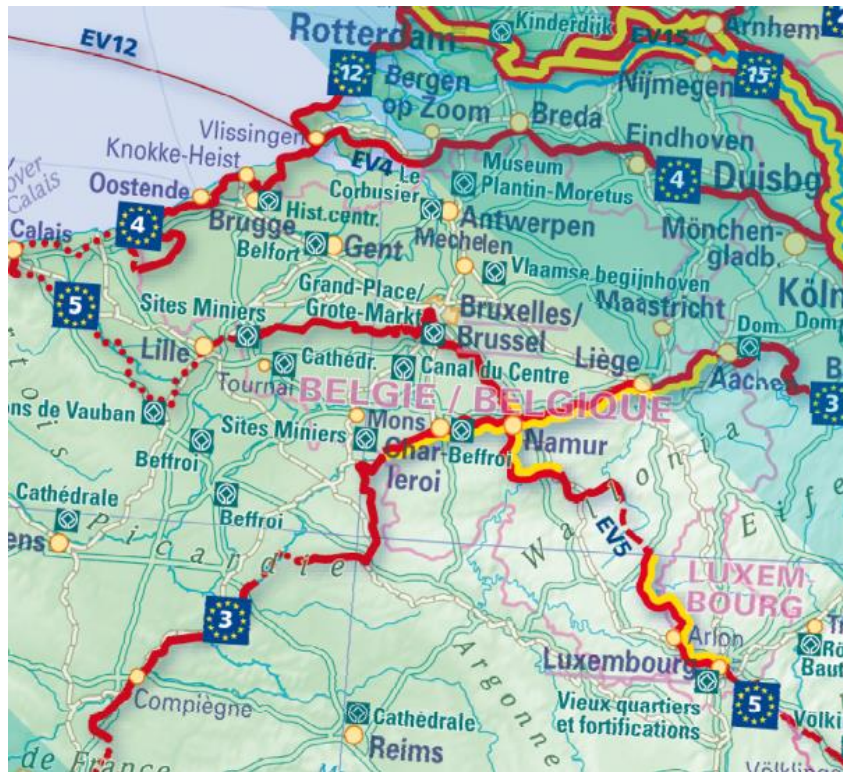


Figure 4: EuroVelo network in Belgium

Details on EV 3

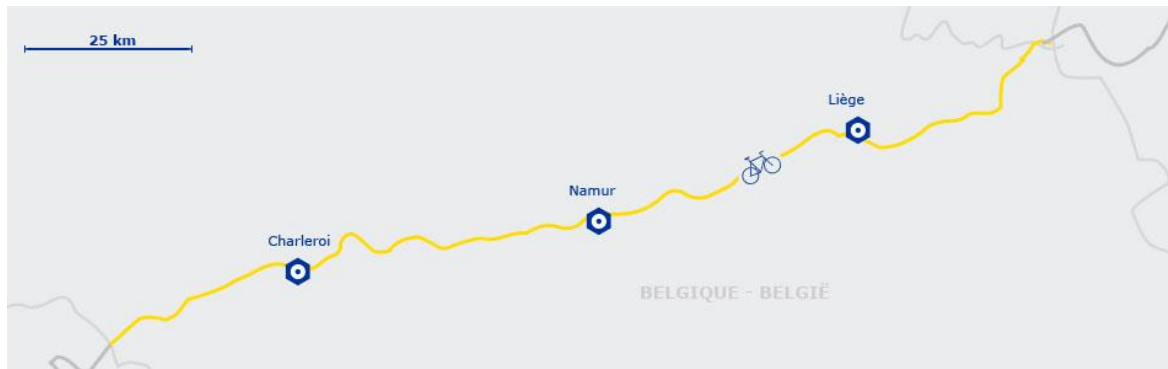


Figure 5a: EV 3 in Belgium

Route	EV 3 in Belgium
Length	210 km
Length finished	210 km
Length certified	0 km
Main cities	Liège, Namur, Charleroi
Neighbouring countries	France, Germany

Details on EV 4

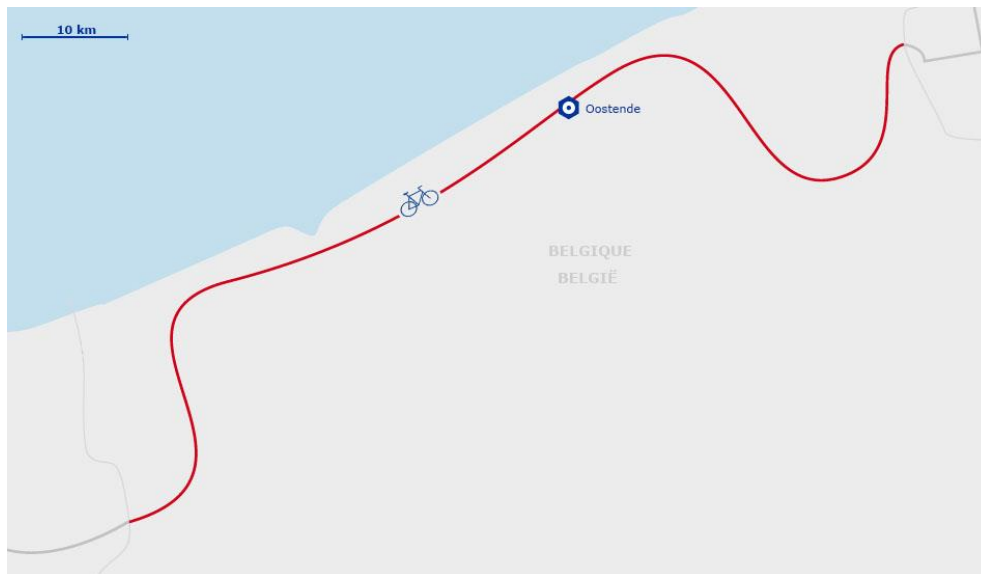


Figure 5b: EV 4 in Belgium

Route	EV 4 in Belgium
Length	150 km
Length finished	150 km
Length certified	0 km
Main cities	Oostende
Neighbouring countries	France, The Netherlands

Details on EV 5

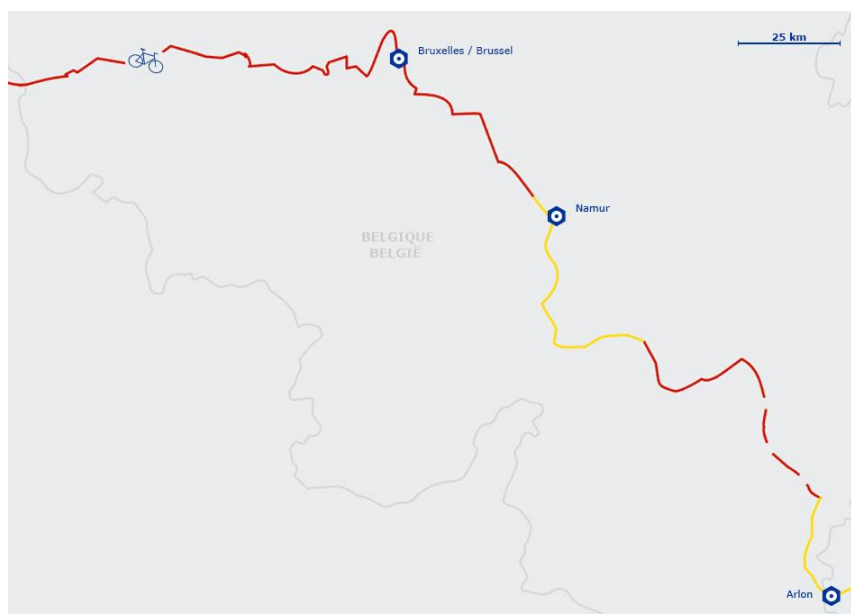


Figure 5c: EV 5 in Belgium

Route	EV 5 in Belgium
Length	410 km
Length finished	360 km
Length certified	0 km
Main cities	Brussels, Namur
Neighbouring countries	Luxembourg, France

Details on EV 12



Figure 5d: EV 12 in Belgium

Route	EV 12 in Belgium
Length	150 km
Length finished	150 km
Length certified	0 km
Main cities	Oostende
Neighbouring countries	United Kingdom, The Netherlands

3.3 National network

	Flanders	Wallonia
Existence of a national network of cycle routes	Regional network	Regional network
Coherence with eurovelo	Yes	Yes
Total Length	800 km	2 000 km
% finished	100%	will be completed in 2019
Number of routes	10	14

Table 23: Belgian national network - main data



Figure 6a: Flemish national network

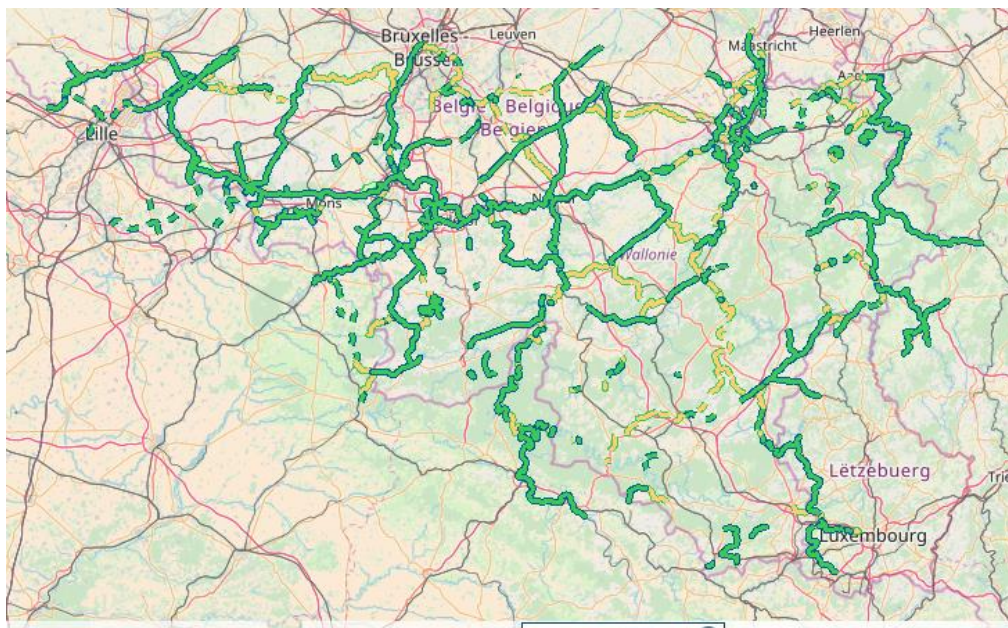


Figure 6b: Wallonian national network

Table of Flemish regional routes (format varies depending on available data)

Name / number	LF1 North Sea Route
Length (planned)	150 km
Length (already finished)	150 km
Main cities	Damme
Intersections	No data
International connexions?	France, The Netherlands
Name / number	LF Flanders Cycle Route
Length (planned)	600 km
Length (already finished)	600 km
Main cities	Koksijde
Intersections	No data
International connexions?	No data
Name / number	LF2 Cities Route
Length (planned)	150 km
Length (already finished)	150 km
Main cities	Essen
Intersections	No data
International connexions?	The Netherlands
Name / number	LF30
Length (planned)	101 km
Length (already finished)	101 km
Main cities	Wachtebeke
Intersections	No data
International connexions?	The Netherlands
Name / number	LF38
Length (planned)	96 km
Length (already finished)	96 km
Main cities	Sint-Gillis-Waas
Intersections	No data

International connexions? No data

Name / number	LF5 Flanders Cycle Route
Length (planned)	300 km
Length (already finished)	300 km
Main cities	Bruges
Intersections	No data
International connexions?	None

Name / number	LF51
Length (planned)	220 km
Length (already finished)	220 km
Main cities	Antwerpen
Intersections	No data
International connexions?	No data

Name / number	LF51
Length (planned)	110 km
Length (already finished)	110 km
Main cities	Mol
Intersections	No data
International connexions?	No data

Name / number	LF6 Flanders Cycle Route
Length (planned)	360 km
Length (already finished)	360 km
Main cities	Kanne
Intersections	No data
International connexions?	France

Name / number	LF7 Flanders Cycle Route
Length (planned)	50 km
Length (already finished)	50 km
Main cities	Maaseik
Intersections	No data
International connexions?	Luxembourg

Table 24: Flemish regional cycle routes

Table of Wallonian regional routes (format varies depending on available data)

Name / number	W1
Length (planned)	71 km
Length (already finished)	No data
Main cities	None
Intersections	W4
International connexions?	France
Name / number	W2
Length (planned)	177 km
Length (already finished)	No data
Main cities	Liege, Waterloo
Intersections	EV 3, W5, W6, W7
International connexions?	Germany
Name / number	W3
Length (planned)	111 km
Length (already finished)	No data
Main cities	Chimay
Intersections	EV 3, W4, W6
International connexions?	None
Name / number	W4
Length (planned)	188 km
Length (already finished)	No data
Main cities	Mons, Charleroi
Intersections	W1, W3
International connexions?	France
Name / number	W5
Length (planned)	91 km
Length (already finished)	no data
Main cities	None

Intersections	W 2, W4, W5, W6
International connexions?	None
Name / number	W6
Length (planned)	164 km
Length (already finished)	No data
Main cities	Charleroi, Liege
Intersections	EV3, EV5, W2, W3, W4, W5, W7
International connexions?	France
Name / number	W7
Length (planned)	207 km
Length (already finished)	No data
Main cities	Liege
Intersections	EV3, EV5, W2, W6
International connexions?	The Netherlands, France
Name / number	W9
Length (planned)	157 km
Length (already finished)	No data
Main cities	None
Intersections	None
International connexions?	Germany, Luxembourg

Table 9: Wallonian regional cycle routes

4. Policies / best practices

4.1 Brussels: detailed technical standards

3.2.1.2 Structure

Si la portance du sol est suffisante (valeur CBR de 6 à 10 ou module de compression de 17 MPA, mesuré à l'aide de l'essai à la plaque), le revêtement en béton peut être posé directement sur celui-ci. Si le sol n'est pas assez portant, il faut poser une couche d'empierrement d'au moins 20 cm ou recourir à des techniques d'amélioration des sols.

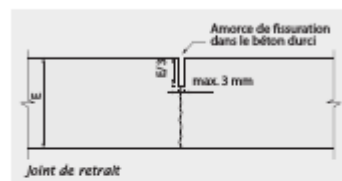
Le revêtement en béton a une épaisseur minimale de 16 cm. Pour éviter la formation de fissures aléatoires dues au retrait du béton, on applique des joints de retrait tous les 4 m.

3.2.1.3 Joints

On distingue trois types de joints : les joints de retrait, les joints de dilatation et les joints de construction.

Joints de retrait

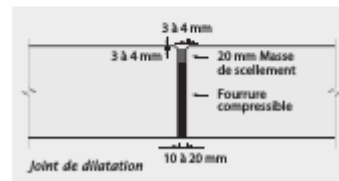
Les joints de retrait sont sciés dans les 5 à 24 h après le bétonnage perpendiculairement à l'axe de la route et ont une profondeur égale à au moins 1/3 de la dalle de béton. Leur largeur est de 3 mm au maximum. Pour garantir le confort du cycliste, ils ne sont généralement pas scellés.



Le schéma d'implantation des joints détermine grandement la durabilité du revêtement. Il faut prêter une attention particulière aux points singuliers, virages, raccords, etc. Lors de la mise en œuvre des joints, on évitera les angles aigus. Si on ne peut absolument pas faire autrement, ces zones seront renforcées par une armature dans la moitié supérieure du béton, afin de garantir une résistance suffisante.

Joints de dilatation

Le béton peut se dilater sous l'influence des augmentations de température. Pour compenser les conséquences de cette dilatation, on réalise des joints de dilatation. Une tranche de 10 à 20 mm de large est sciée dans le revêtement à l'emplacement d'un joint de retrait à l'aide d'un double disque sur toute l'épaisseur et sur toute la largeur du revêtement. Le joint est rempli d'une matière compressible, chanfreiné et scellé. Pour les aménagements cyclables, il n'est pas nécessaire d'utiliser des goujons.



Les joints de dilatation sont placés dans les tournants d'un rayon inférieur à 250 m (au début et à la fin de la courbe) ou pour séparer le revêtement en béton d'éléments fixes comme des bâtiments, des ouvrages d'art (entre l'avant-dernière et la dernière dalle), etc.

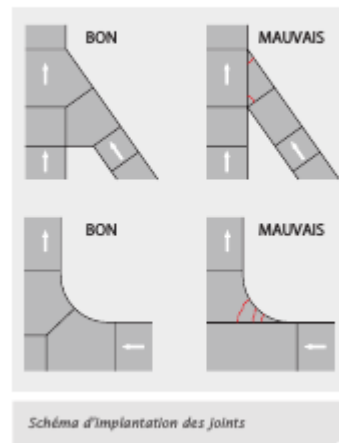


Figure 7: Brussels technical standards - guidelines for surface design on curves

5. Capital

Name	Brussels
Population	1 175 173 inhabitants
Area	161.38 km ²
Density	7 025 inhabitants / km ²
Cycling network length	160 km
EuroVelo	EV 5
Strategy	https://mobilite-mobiliteit.brussels/sites/default/files/fietsplan-fr-def-web_.pdf

Table 25: Main facts about Belgian capital



Figure 11: Brussels Strategy

Sources:

11. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
12. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
13. European Cyclists' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
14. EuroVelo - the European cycle routes network (eurovelo.com)
15. Mobile Flanders (<http://www.mobielvlaanderen.be/>)
16. Flemish cycle routes network (<http://fietsroute.org/>)
17. Wallonian cycle routes network (<http://ravel.wallonie.be>)

BOSNIA AND HERZEGOVINA

1. Introduction



Figure 12: Bosnia and Herzegovina location

Country name	Bosnia and Herzegovina
Capital	Sarajevo
Top 5 most populated cities	Sarajevo, Banja Luka, Tuzla, Zenica, Bijeljina
Population	3 531 159 inhabitants
Area	51 129 km ²
Density	68.97 inhabitants / km ²
Roads length	21 846 km
Road density	0.42 km/km ²

GDP per capita	5 256 USD
----------------	-----------

Table 26: Main facts about Bosnia and Herzegovina

Modal share of bicycle (year)	No data
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	No data
Ebike sales total / per 1000 capita	No data
Share of ebike in bike sales	No data
Average price of a bicycle	No data

Table 27: Modal share and bicycle market in Bosnia and Herzegovina

2. National bicycle strategy

2.1 Main data

Name of the strategy	Not found
Year of adoption	—
Website or link	—
Was it the first strategy?	—
Is there any English translation or summary	—

Table 28: Bosnian bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	—
Average budget per year	—
Details on funding	—

Table 29: Bosnian bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	No dedicated document. Some issues included in general road guidelines (http://jpcfbih.ba/assets/files/1-1-4_funkc_elementi_i_povrsine_puta.pdf)
Length	50 pages
Mandatory / recommended	Probably mandatory (the document is written in Bosnian)
English summary	Not found
Design	Probably yes (the document is written in Bosnian)
Building	Probably yes (in Bosnian)
Maintenance	Probably no (in Bosnian)
Combined transport	Probably no (in Bosnian)

Table 30: Technical standards in Bosnia and Herzegovina

3.2 EuroVelo network

EuroVelo coordinator	No data
EuroVelo nodes	0

Table 31: EuroVelo in Bosnia and Herzegovina - main data

	Route	Main cities crossed
EV 8		Neum

Table 32: EuroVelo routes



Figure 13: EuroVelo network in Bosnia and Herzegovina

Details on EV 8

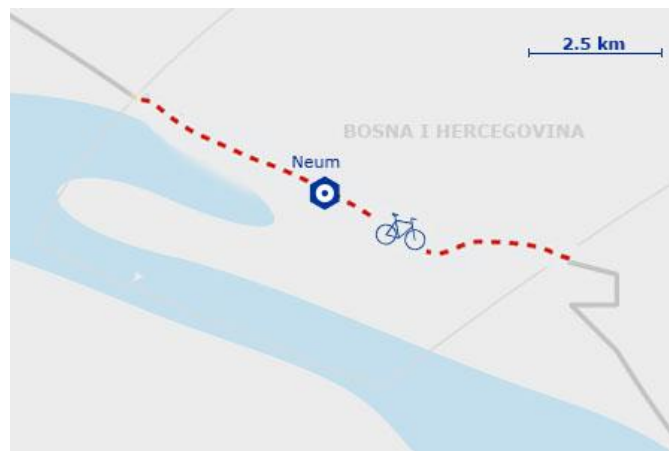


Figure 14: EV 8 in Bosnia and Herzegovina

Route	EV 8 in Bosnia and Herzegovina
Length	14 km
Length finished	0 km
Length certified	0 km
Main cities	Neum
Neighbouring countries	Croatia (on both sides)

3.3 National network

Existence of a national network of cycle routes	Not found
Coherence with eurovelo	—
Total Length	—
% finished	—
Number of routes	—

Table 33: Bosnian national network - main data

4. Policies / best practices

No data.

5. Capital

Name	Sarajevo
Population	275 524 inhabitants
Area	141.5 km ²
Density	1 900 inhabitants / km ²
Cycling network length	14 km
EuroVelo	None
Strategy	Not found

Table 34: Main facts about Bosnian capital

Sources:

18. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
19. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
20. EuroVelo - the European cycle routes network (eurovelo.com)
21. Federal Ministry of Transport and Communications (<http://fmpik.gov.ba/bh>)

SWITZERLAND

2. Introduction



Figure 15: Switzerland location

Country name	Switzerland
Capital	Bern
Top 5 most populated cities	Zürich, Geneva, Basel, Lausanne, Bern
Population	8 482 200 inhabitants
Area	41 285 km ²
Density	202 inhabitants / km ²
Roads length	71 345 km
Road density	1.73 km / km ²

GDP per capita	80 837 USD
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Table 35: Main facts about Switzerland

Modal share of bicycle (year)	5% (2015)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	330 000 / 38.7
Ebike sales total / per 1000 capita	90 000 / 9.0
Share of ebike in bike sales	26.0%
Average price of a bicycle	No data

Table 36: Modal share and bicycle market in Switzerland

2. National bicycle strategy

2.1 Main data

Name of the strategy	Action plan for non-motorised transport - a part of the Sustainable Development Strategy 2016-2019
Year of adoption	2016 for the Strategy and probably 2018 for the Action Plan (still in development)
Website or link	https://www.are.admin.ch/dam/are/fr/dokumente/nachhaltige_entwicklung/publikationen/strategie_nachhaltigeentwicklung2016-2019.pdf.download.pdf/strategie_pour_ledeveloppementdurable2016-2019.pdf
Was it the first strategy?	No data
Is there any English translation or summary	Summary (https://www.bundespublikationen.admin.ch/cshop_mimes_bbl/8C/8CDCD4590EE41ED688B4E97876A4EEEC.pdf)

Table 37: Swiss bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	—
Average budget per year	—

Details on funding

—

Table 38: Swiss bicycle strategy - funding

2.3 Main principles and assumptions

The action plan is still in development. Its main goal is described in the Strategy:

Increasing the proportion of total traffic accounted for by non-motorised transport is a major factor in managing current and future travel needs as efficiently and ecologically as possible, both as an independent means of transport and in combination with other forms ('combined mobility'). The action plan for non-motorised transport will improve the operating conditions for these types of travel options in order to ensure a safe, easily accessible and attractive transport network.

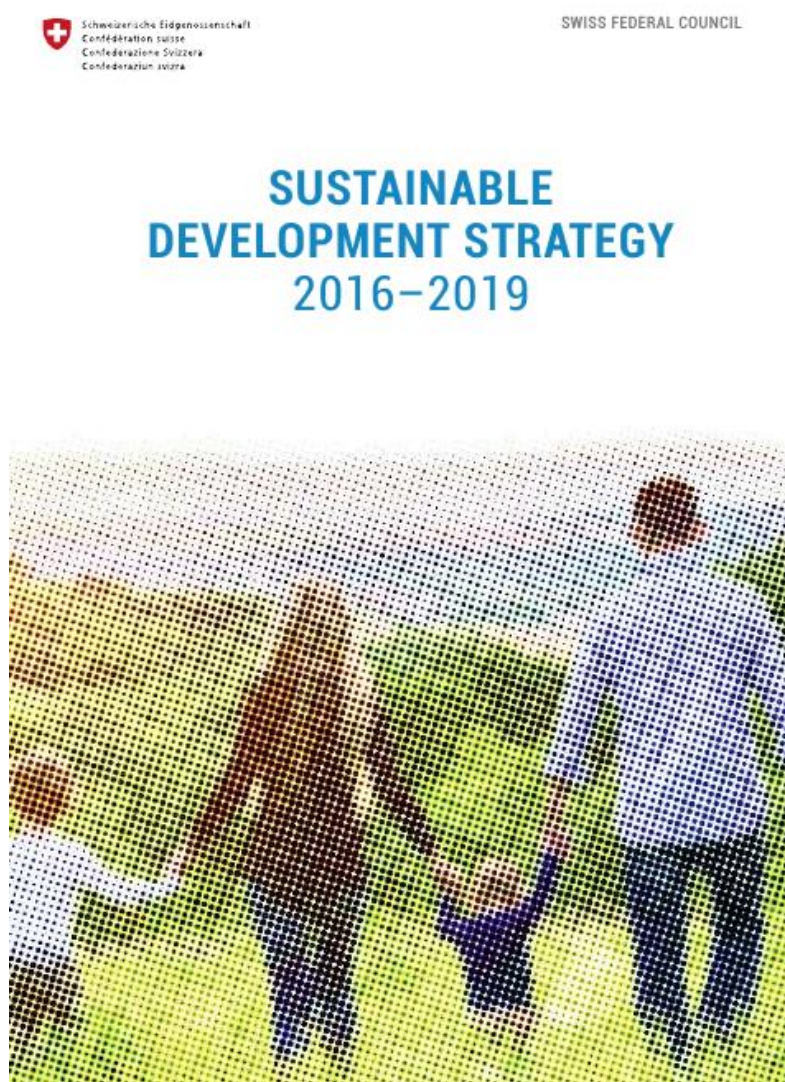


Figure 16: Swiss Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.astra.admin.ch/dam/astra/fr/dokumente/langsamverkehr/lv_v05_planung_vonvelorouten-handbuch2008.pdf.download.pdf/md_g05_conceptionitinerairescyclables-manuel2008.pdf
Length	96 pages
Mandatory / recommended	Recommended
English summary	Not found
Design	Yes (the document is written in French)
Building	No (in French)
Maintenance	No (in French)
Combined transport	No (in French)
Document	SN 640 060; «Leichter Zweiradverkehr – Grundlagen»
Length	15 pages
Mandatory / recommended	Recommended
English summary	No english summary
Design	Yes
Building	No
Maintenance	No
Combined transport	No
Document	SN 640 252; «Knoten – Führung des Veloverkehrs»
Length	36 pages
Mandatory / recommended	Recommended
English summary	No
Design	Yes
Building	No
Maintenance	No

Combined transport	No
Document	SN 640 829; «Strassensignale – Signalisation» Langsamverkehr
Length	55 pages
Mandatory / recommended	Recommended
English summary	No
Design	Yes
Building	No
Maintenance	No
Combined transport	No

Table 39: Technical standards in Switzerland



Schweizerischer Verband der Strassen- und Verkehrsschleute
 Association suisse des professionnels de la route et des transports
 Associazione svizzera dei professionisti della strada e dei trasporti
 Swiss Association of Road and Transportation Experts

Schweizer Norm
 Norme Suisse
 Norme Svizzera
 Swiss Standard



640 829a

ENDETRAGLICHE NORM DER SCHWEIZERISCHEN NORMEN-VEREINIGUNG SN NORME ENTRETRÉE DE L'ASSOCIATION SUISSE DE NORMALISATION

Strassensignale

Signaux routiers

Signalisation Langsamverkehr

Signalisation du trafic lent

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7.8.2	Signalisation	5	7.8.2	Signalisation	5
7.9	Bergwanderweg	5	7.9	Chemin de randonnée de montagne	5
7.9.1	Anforderungen an die Benützer	5	7.9.1	Exigences posées aux usagers	5
7.9.2	Signalisation	5	7.9.2	Signalisation	5
7.10	Alpinwanderweg	6	7.10	Chemin de randonnée alpine	6
7.10.1	Anforderungen an die Benützer	6	7.10.1	Exigences posées aux usagers	6
7.10.2	Signalisation	6	7.10.2	Signalisation	6
7.11	Veloweg	6	7.11	Chemin cyclable	6
7.11.1	Anforderungen an die Benützer	6	7.11.1	Exigences posées aux usagers	6
7.11.2	Signalisation	6	7.11.2	Signalisation	6
7.12	Mountainbikeweg	6	7.12	Chemin pour vélos tout terrain	6
7.12.1	Anforderungen an die Benützer	6	7.12.1	Exigences posées aux usagers	6
7.12.2	Signalisation	6	7.12.2	Signalisation	6

Herausgeber:
 Schweizerischer Verband der
 Strassen- und Verkehrsschleute VSS
 Seefeldstrasse 9, 8008 Zürich
 Diese Norm gilt als Weisung des UVEK im Sinne von Art. 116
 Abs. 1 SSV, sobald dieses die entsprechende Verordnung erlas-
 sen hat (SR 741.211.5), davon ausgenommen ist die Ziffer 10.
 Die Norm gilt auch als Richtlinie des ASTRA gemäss Art. 4 Abs. 2
 der FWV (SR 704.1).
Bearbeitung:
 VSS-Fachkommission 3, Verkehrstechnik,
 VSS-Expertenkommission 3.01, Signalisation, HLB-Wegweisung
Genehmigt: Dezember 2005
 Ersetzt: SN 640 828 vom Juni 1997 sowie die Kapitel 2, 3, 6...10
 und 14 der BUWAL-Richtlinien für die Markierung der Wander-
 wege von 1992.
 Gültig ab: 1. Februar 2006

Éditeur:
 Association suisse des professionnels
 de la route et des transports VSS
 Seefeldstrasse 9, 8008 Zürich
 Cette norme a valeur d'instruction du DETEC au sens de l'art.
 115, al. 1, OSR, dès que le Département a arrêté l'ordonnance
 à cet effet (RS 741.211.5), à l'exception du chiffre 10.
 La norme a également valeur de directive de l'OFROU selon
 l'art. 4, al. 2 de l'OCPR (RS 704.1).
Élaboration:
 Commission technique VSS 3, Technique de la circulation,
 Commission technique VSS 3.01, Signalisation, RGD indication
 de direction
Adoptée: décembre 2005
 Remplace: SN 640 828 de juin 1997, ainsi que les chapitres 2, 3,
 6...10 et 14 des directives de l'OFEPF pour le balisage des
 chemins de randonnée pédestre de 1992.
 Valable dès: 1^{er} février 2006

© 2006, VSS Zürich

Figure 17: Technical standards in Switzerland

3.2 EuroVelo network

EuroVelo coordinator

<https://www.schweizmobil.ch>

EuroVelo nodes

3

Table 40: EuroVelo in Switzerland - main data

Route	Main cities crossed
EV 5	Basel, Luzern, Andermatt
EV 6	Basel, Schaffhausen, Chur, Andermatt
EV 15	Basel, Schaffhausen
EV 17	Geneva, Lausanne, Montreux

Table 41: EuroVelo routes in Switzerland

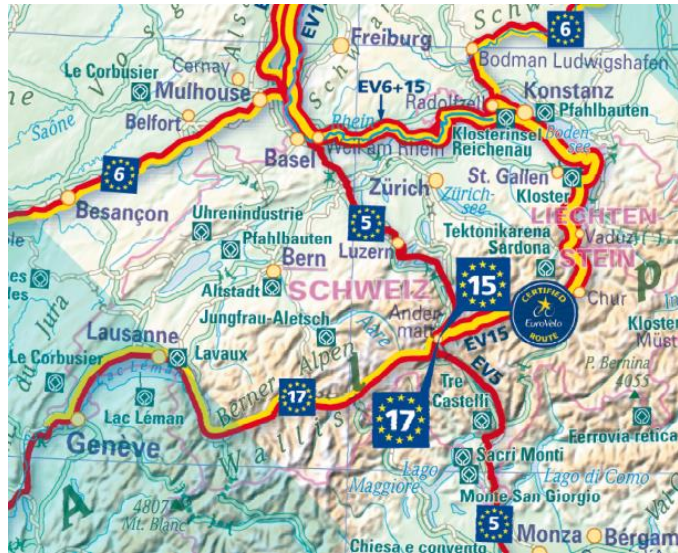


Figure 18: EuroVelo network in Switzerland

Details on EV 5



Figure 19a: EV 5 in Switzerland

Route

EV 5 in Switzerland

Length	365 km
Length finished	365 km
Length certified	0 km
Main cities	Basel, Luzern, Andermatt
Neighbouring countries	France, Germany, Italy

Details on EV 6



Figure 5b: EV 6 in Switzerland

Route	EV 6 in Switzerland
Length	180 km
Length finished	180 km
Length certified	0 km
Main cities	Basel, Schaffhausen
Neighbouring countries	France, Germany

Details on EV 15



Figure 5c: EV 15 in Switzerland

Route	EV 15 in Switzerland
Length	430 km
Length finished	430 km
Length certified	430 km
Main cities	Basel, Schaffhausen, Chur, Andermatt
Neighbouring countries	France, Germany, Liechtenstein

Details on EV 17

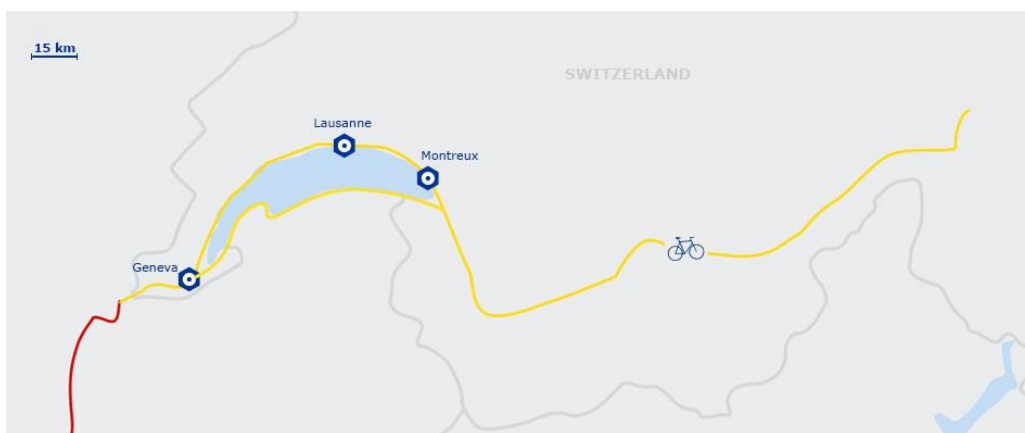


Figure 5d: EV 17 in Switzerland

Route	EV 17 in Switzerland
Length	350 km
Length finished	350 km
Length certified	0 km
Main cities	Geneva, Lausanne, Montreux
Neighbouring countries	France

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Yes
Total Length	3 300 km
% finished	100%
Number of routes	9

Table 42: Swiss national network - main data

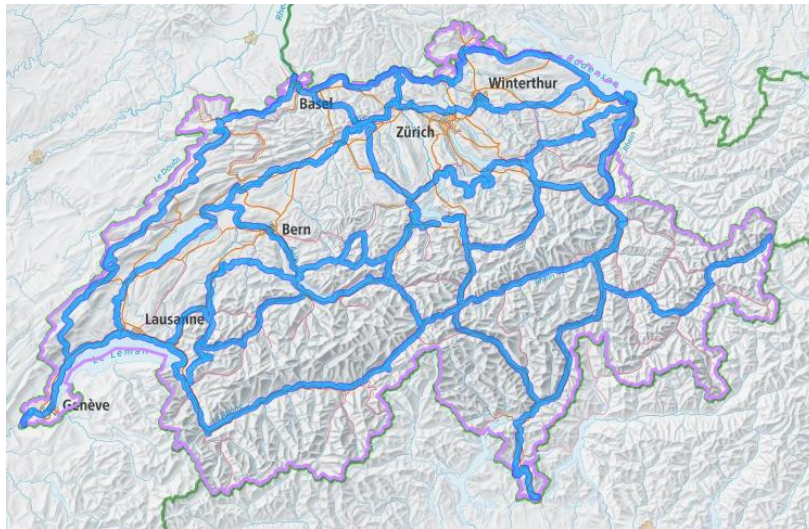


Figure 6: Swiss national network

Table of national routes (format varies depending on available data)

Name / number	1
Length (planned)	350 km
Length (already finished)	350 km
Main cities	Geneva, Lausanne, Montreux, Brig, Andermatt
Intersections	3, 4, 5, 7, 8, 9
International connexions?	France
Name / number	2
Length (planned)	430 km
Length (already finished)	430 km
Main cities	Andermatt, Chur, Schaffhausen
Intersections	1, 3, 4, 5, 6, 7, 8, 9

International connexions? Liechtenstein, Germany, France

Name / number 3

Length (planned) 365 km
Length (already finished) 365 km
Main cities Basel, Luzern, Andermatt, Lugano
Intersections 1, 2, 4, 5, 6, 7, 8, 9
International connexions? France, Germany, Italy

Name / number 4

Length (planned) 485 km
Length (already finished) 485 km
Main cities Fribourg
Intersections 1, 2, 3, 8, 9
International connexions? Austria

Name / number 5

Length (planned) 370 km
Length (already finished) 370 km
Main cities Winterthur, Biel/Bienne, Lausanne
Intersections 1, 2, 3, 8
International connexions? none

Name / number 6

Length (planned) 152 km
Length (already finished) 152 km
Main cities Chur, Bellinzona
Intersections 2, 3
International connexions? none

Name / number 7

Length (planned) 280 km
Length (already finished) 280 km
Main cities Basel, Neuchatel
Intersections 1, 2, 3
International connexions? France, Germany

Name / number	8
Length (planned)	305 km
Length (already finished)	305 km
Main cities	Biel/Bienne, Bern, Thun
Intersections	1, 2, 3, 4, 5, 9
International connexions?	none
Name / number	9
Length (planned)	505 km
Length (already finished)	505 km
Main cities	Luzern, Spiex, Bulle, Montreux
Intersections	1, 2, 3, 4, 8
International connexions?	Austria

Table 43: Swiss national cycle routes

4. Policies / best practices

4.1 Bicycle rental systems popularity

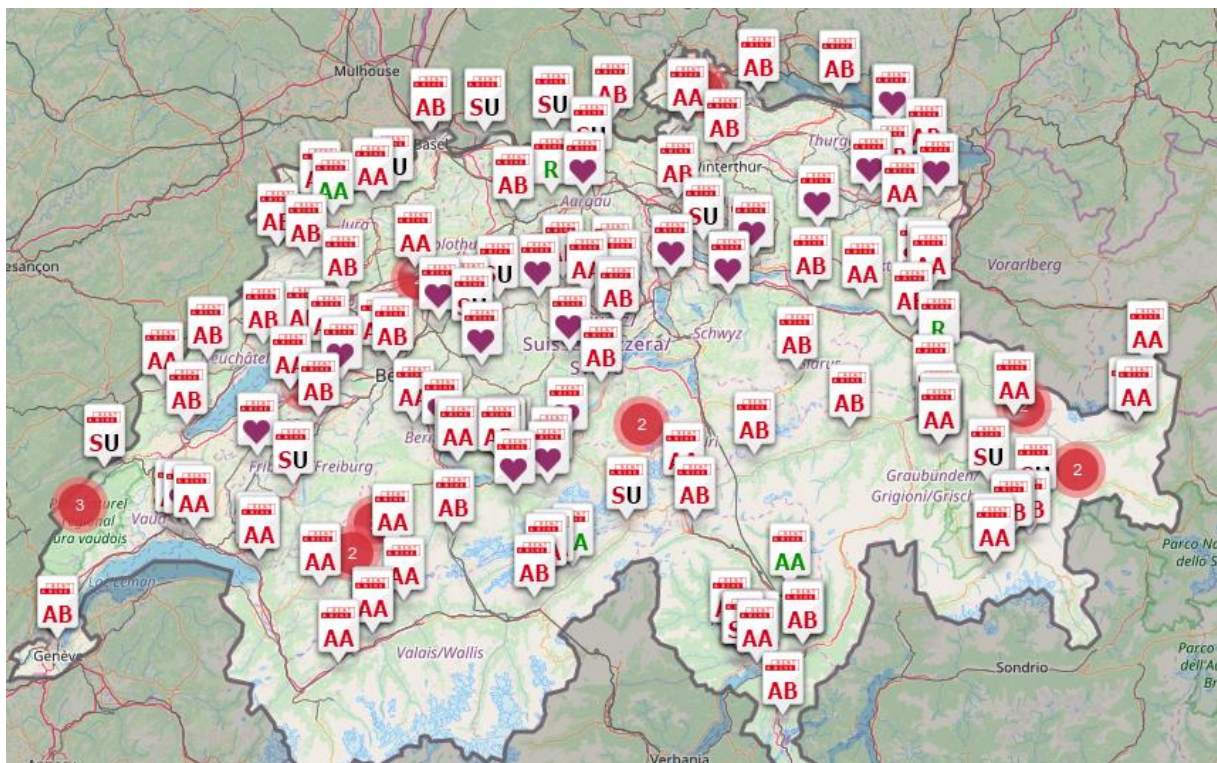


Figure 7: Rent a Bike system covering more than 100 railway stations (Source: www.rentabike.ch)

5. Capital

Name	Bern
Population	141 660 inhabitants
Area	51.23 km ²
Density	2 700 / km ²
Cycling network length	No data
EuroVelo	None
Strategy	Strategy: “Velo-Offensive”, http://www.bern.ch/velohauptstadt/velo-offensive/ziel/velo-offensive-allgemeine/bericht-die-velo-offensive-gesamtubersicht.pdf

Table 44: Main facts about Bern



Figure 8: Zurich Strategy

Sources:

- Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
- European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
- EuroVelo - the European cycle routes network (eurovelo.com)
- Federal Department of the Environment, Transport, Energy and Communications (<https://www.uvek.admin.ch/uvek/en/home.html>)

CZECH REPUBLIC

1. Introduction



Figure 20: Czech Republic location

Country name	Czech Republic
Capital	Prague
Top 5 most populated cities	Brno, Ostrava, Plzen, Liberec, Olomouc
Population	10 610 947 inhabitants
Area	78 866 km ²
Density	134 inhabitants / km ²
Roads length	55 653 km
Road density	0,70 km per km ²

GDP per capita	22 468 USD
----------------	------------

Table 45: Main facts about Czech Republic

Modal Share of bicycle (year)	7%
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	350 000 / 33
Ebike sales total / per 1000 capita	15 000 / 1,41
Share of ebike in bike sales	4%
Average price of a bicycle	250€

Table 46: Modal share and bicycle market in Czech Republic

2. National bicycle strategy

2.1 Main data

Name of the strategy	Cyclostrategie
Year of adoption	2013
Website or link	http://www.cyklostrategie.cz/
Was it the first strategy ?	No
Is there any English translation or summary	https://en.dobramesta.cz/cycling-strategy
Contact point for Ministry of Transportation	Anna Batulková, MD – www.mdcr.cz
National cycling coordinator	Jaroslav Martinek, Association Cities for Cyclists – www.cyklomesta.cz , www.dobramesta.cz

Table 47: Czech Republic bicycle strategy - main data

2.2 Funding

Total budget	64 million of €
Period	2013-2020
Average budget per year	10 million of €
Details on funding	Support for: <ul style="list-style-type: none"> • construction of cycling infrastructure (State Fund for Transport Infrastructure, regional and local authorities)

	<ul style="list-style-type: none"> • cycling campaigns, urban mobility campaigns (Ministry of the Environment in the CR) • bike sharing (Ministry of the Environment in the CR) • bike tourism – "Česko jede" campaign (the Czech Ministry of Regional Development and CzechTourism) • education (the Czech Ministry of Transport and Association of Cities for Cyclists) • coordination of the Czech Cycling Strategy (the Czech Ministry of Transport and Association of Cities for Cyclists)
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Table 48: Czech Republic bicycle strategy - funding

2.3 Main principles and assumptions



Figure 21: Czech Cycling Strategy

The document focuses on various cycling-related areas such as development of infrastructure, road safety, education, communication and cycling services, and it also calls for a better coordination among the government, city and municipal authorities. The strategy sets an objective to reach a cycling modal share of 10% by 2020. This target is at the same time a part of the 'Vision 25' which declares that cycling, walking, public transport and private cars should have by 2025 the same modal share of 25% for trips up to 5 km*.

In documents we can find: Strategic visions, Global objectives, Action plans (20 priorities, 95 measures + financial plan and monitoring, Time schedule)

The **Czech Cycling Strategy** comes from common work of the Czech Transport Ministry and [the Czech Association of Cities for Cyclists](#) which was established for better cooperation on the National Cycling Strategy. Cycling is approached in a comprehensive way, as a part of urban mobility. Therefore, the Association also focuses on raising awareness of the SUMP (Sustainable Urban Mobility Plan) development and implementation.

3. Cycling infrastructure

3.1 Cycling infrastructure promotion based on the City with Short Distances concept

There are two levels how to support construction of cycling infrastructure:

- 1) Measures for cyclists provided within urban mobility. In addition to usual cycle paths we can mention cycle lanes, zones or two-way streets for cyclists, or traffic calming in general. We have a concept called City with Short Distances where bicycle is an excellent means of transport up to 5km. We also have introduced a term Street Design as well as support for cycling infrastructure which interconnects smaller towns with large cities.
- 2) Support for constructing problematic sections on long-distance cycle routes, implemented in cooperation with regional authorities.

Note: Problematic sections on EuroVelo network are addressed together with other long-distance cycling networks.

Cycling infrastructure should be supported in favour of users, i.e. local residents in the first place who will have the greatest benefit and will use it most often. It's just an added value when a certain section is a part of a long-distance cycling network.

A total amount of 3,240 km of cycling routes and paths has been registered in the Czech Republic.

3.2 Technical standards and Urban Mobility Academy

Document	http://www.pjpk.cz/data/USR_001_2_8_TP/TP_179_2017.pdf
Length	139 pages
Mandatory / recommended	No data
English summary	Unavailable
Design	Probably yes
Building	Probably yes
Maintenance	Probably yes
Combined transport	Probably yes

Table 49: Technical standards in Czech Republic



Figure 4: Technical standards in Czech Republic

Approval of Technical Conditions (TC) 179 is only a partial success because as experience shows, more public space still has been allocating to car traffic and parking, unfortunately at the expense of infrastructure for cyclists. Therefore, the adopted TC 179 must be followed with seminars that would explain importance of mobility in public space. More than supporting car use we need to enhance active mobility - cycling and walking. Public space is not inflatable and our decisions whether to set up a cycle lane or car parking must be deliberate.

With the aim to share this knowledge, we have established a training programme in 2014 called Bicycle Academy. In 2016 the programme content was extended to urban mobility in general (<http://en.dobramesta.cz/>). What we want - streets designed in accordance with not only technical regulations and decrees, but also with principles of promoting sustainable urban mobility.

3.3 National Network of cycling routes

Existence of a national network of cycle routes	Under construction
Coherence with eurovelo	Yes
Total Length	5300 km
% finished	3200 km
Number of routes	20

Table 6: Czech Republic national network – main data



Figure 5: Czech Republic national network

Since 2017, national and regional authorities have been negotiating the issue of problematic sections on long-distance cycle routes; the subsequent construction which is based on regional cycling strategies depends on how active the regional authority is. Here are three examples from three different regions:

Usti Region

Regional Cycling Strategy approved in 2013.



Figure 6: Usti Region network

The first long-distance cycle routes in the Czech Republic were constructed in the Usti Region, namely 30km of cycling trails as parts of the Elbe Trail - Cycle Route 2.

Four more sections are in the course of construction in these days (completed by the end of 2019).

- Elbe Trail - Stage 3, Section Dobříň – Račice: € 0.8 mil
- Elbe Trail - Stage 3, Section Nučnice, roadside café – Nučnice: € 0.4 mil
- Elbe Trail - Stage 3, Section Račice – Hněvice: € 1.1 mil
- Elbe Trail No. 2 - Stage 3, Section Třeboutice – Nučnice: € 2.0 mil

South Moravian Region

Regional Cycling Strategy approved in 2015. Area management has developed first documentation; the first phase of implementation expected by the end of 2020.

- Long-distance cycle route No. 1
- Cycle trail Brno – Jinačovice – Kuřim. Estimated costs CZK 76 mil
- Long-distance cycle route No. 5
- Blansko - NovýHrad – part of the EuroVelo9 international cycle trail. Estimated costs CZK 100 mil
- Cycle trail running alongside the road I/52 on the side where the central reservoir NovéMlýny. Estimated costs CZK 50 mil

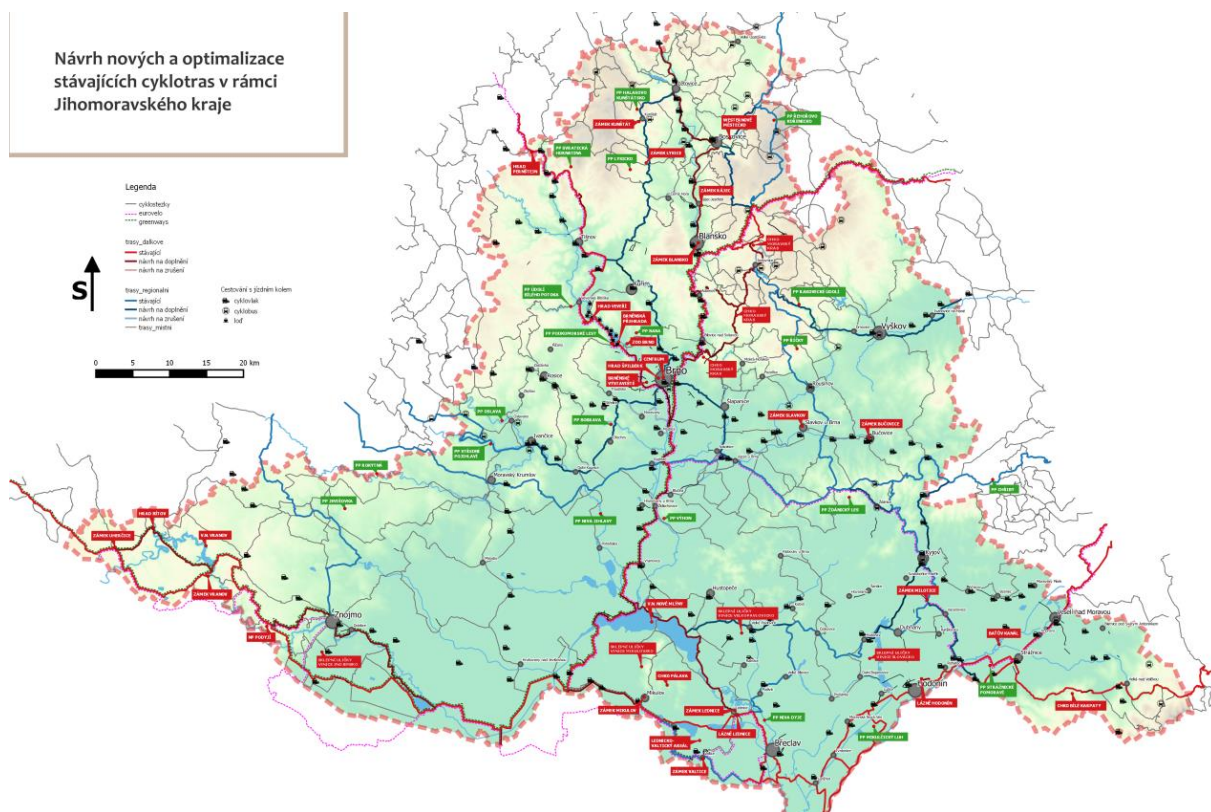


Figure 7: South Moravian Region network

Olomouc Region

Regional Cycling Strategy approved in 2018. Problematic sections were selected on every cycle trail (e.g. there are 20 on the Moravian Cycle Trail); projects will be developed one by one, with the first project implementation expected by the end of 2023. :

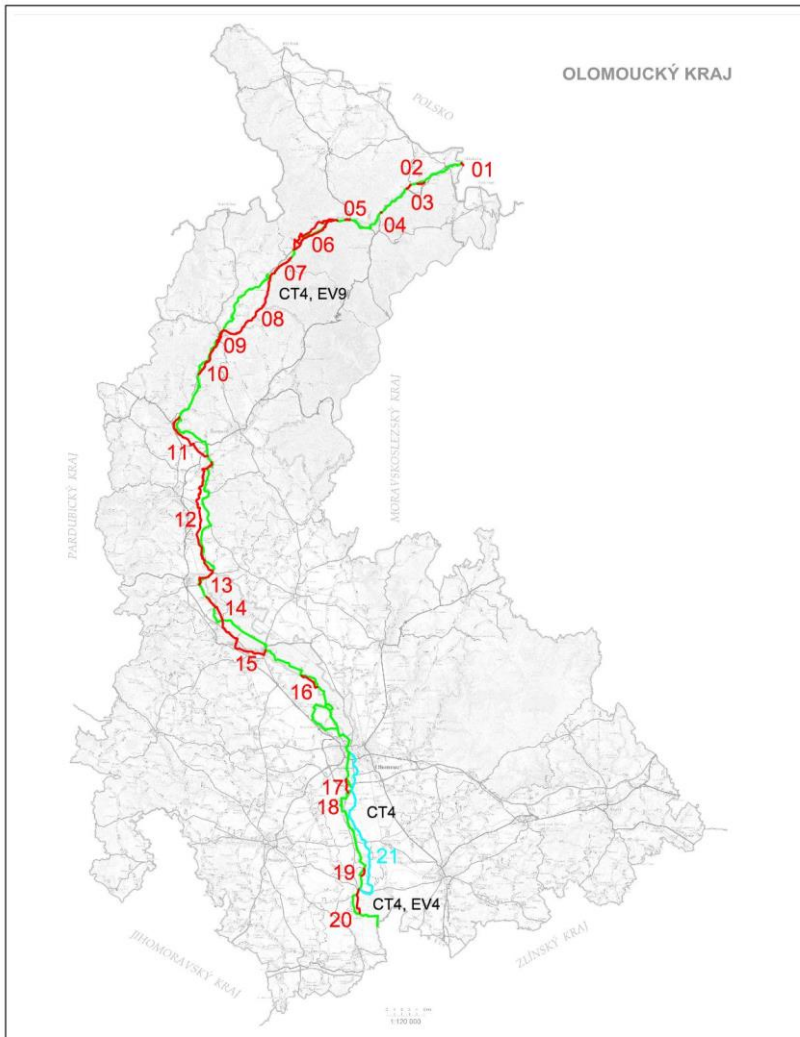


Figure 8: Overview of problematic sections on the Moravian Cycle Trail, Olomouc Region

coordinators	Jaroslav Martinek, The Association of Cities for Cyclists
	Daniel Mourek, Nadace Partnerství

Table 7: Coordinators Czech Republic - main data

Name / number	Labska stezka / 2
Length (planned)	370 km
Length (already finished)	120 km
Main cities	Decin, Litomerice, Hradec Kralove, Pardubice
Intersections	6, 7, 14, 15, 17, 22, 23, 210
International connexions?	Germany
Web:	www.labskastezka.cz/ and www.labska-stezka.cz/
Name / number	Moravska stezka / 4
Length (planned)	280 km
Length (already finished)	120 km
Main cities	Břeclav, Hodonin, Kromeriz, Olomouc, Jeseník
Intersections	5, 14, 46, 50
International connexions?	Poland, Slovakia
Web:	http://www.moravska-stezka.cz/
International connexions?	Poland, Austria
Name / number	Cyklostezka Ohre / 6
Length (planned)	272 km
Length (already finished)	70 km
Main cities	Litomerice, Karlovy Vary, Cheb
Intersections	2, 23, 25, 35
International connexions?	Germany
Web:	www.cykloohre.cz/
Name / number	7
Length (planned)	No data
Length (already finished)	No data
Main cities	Melnik, Praha, Ceske Budejovice
Intersections	1, 2, 12, 17, 31, 34

International connexions?	No
Web:	www.vltavska-cyklostezka.cz/ and http://www.greenways.cz/Greenways-v-CR/Vltavska-cyklisticka-cesta.aspx?lang=en-US

Table 8: The best Czech Republic national routes – with marketing

Name / number	3
Length (planned)	No data
Length (already finished)	No data
Main cities	Rokycany, Plzen, Domalice, Praha
Intersections	7, 17, 21, 27, 35,
International connexions?	No
Name / number	5
Length (planned)	No data
Length (already finished)	No data
Main cities	Brno, Mikulov, Olomouc, Ostrava
Intersections	1, 4, 24, 41, 30, 32, 50
Name / number	8
Length (planned)	230 km
Length (already finished)	50 km
Main cities	Krnov, Opava, Ostrava
Intersections	4, 5, 32
International connexions?	Poland

Table 9: Czech Republic national routes—other examples

The main national cycle routes are complement with 72 regional cycle routes.

3.5 Eurovelo

Eurovelo coordinator - marketing	Daniel Mourek, Nadace Partnerstvi, contact for ECF
Eurovelo coordinator – Infrastructure	Jaroslav Martinek Czech Association of Cities for Cyclists
Eurovelo coordinator – Signing	Regions

Eurovelo nodes	Prague (EV4/EV7), Brno (EV4/EV9)
----------------	----------------------------------

Table 10: EuroVelo in Czech Republic - main data

Route	Main cities
EV4	Karlovy Vary, Praha, Brno, Ostrava
EV7	Usti n.Lab., Praha, Ceske Budejovice
EV9	Olomouc, Brno
EV13	Cheb, Znojmo

Table 11: EuroVelo routes in Czech Republic

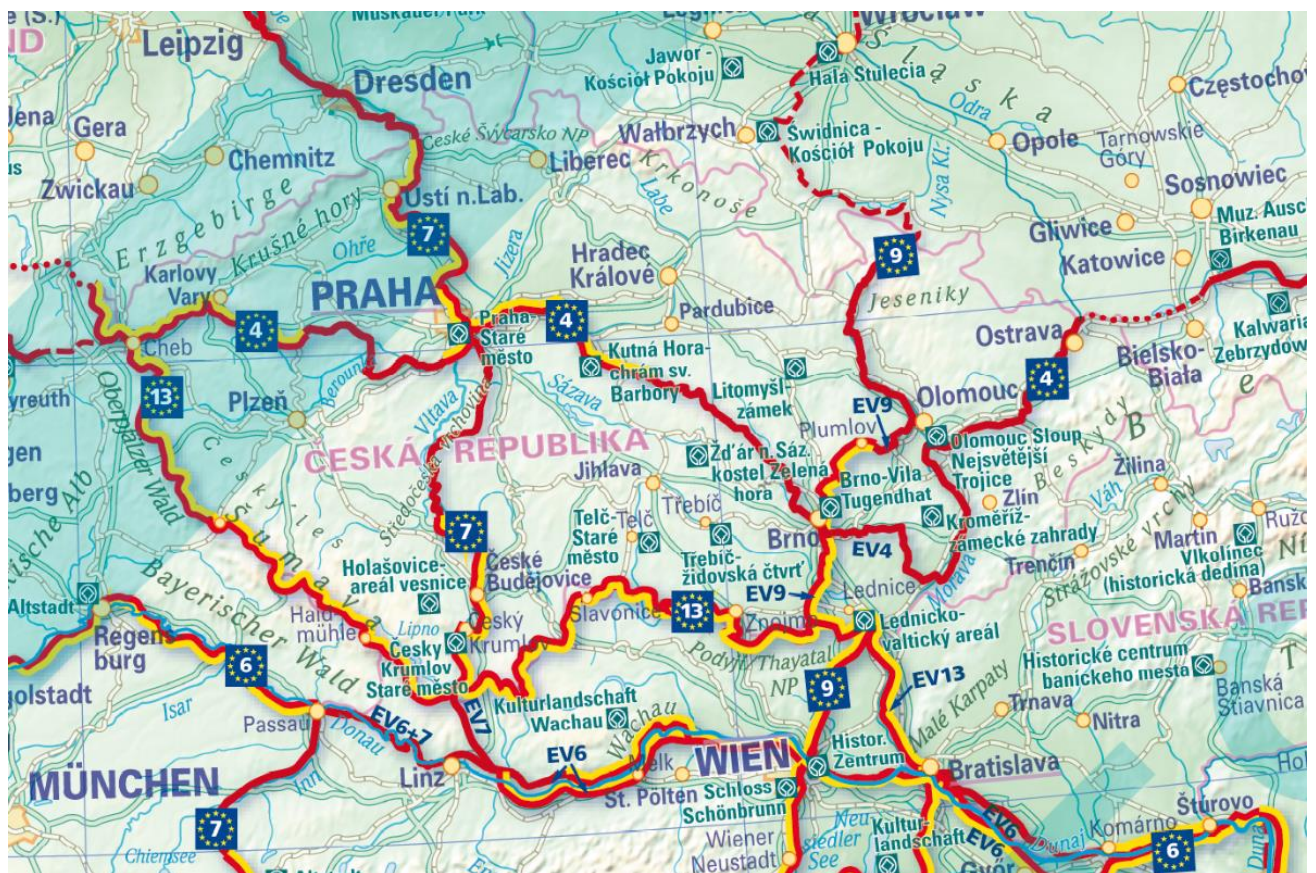


Figure 9: Eurovelo routes in Czech Republic

Details on EV4



Figure 10: EV4 in Czech Republic

Route	EV4 in Czech Republic
Length	918 km out of 4000 km
Length finished	unknown
Length certificated	0 km
Main cities	Karlovy Vary, Praha, Brno, Ostrava
Neighbouring countries	Germany, Poland

Table 12: EV4 in Czech Republic

Details on EV7



Figure 11: EV7 in Czech Republic

Route	EV7 in Czech Republic
Length	462 km out of 7409 km
Length finished	unknown
Length certificated	0 km
Main cities	Usti n.Lab., Praha, Ceske Budejovice
Neighbouring countries	Germany, Austria

Table 13: EV7 in Czech Republic

Details on EV9

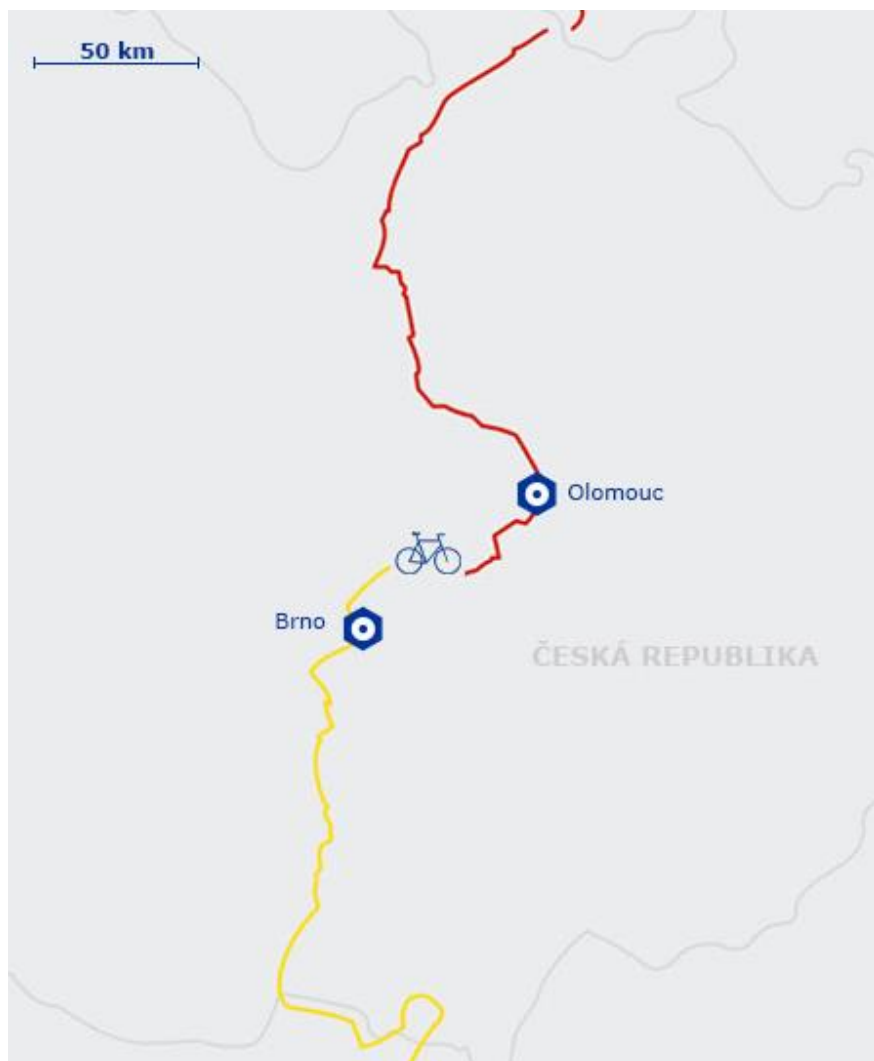


Figure 12: EV4 in Czech Republic

Route	EV9 in Czech Republic
Length	343 km out of 1930 km
Length finished	unknown
Length certificated	0 km
Main cities	Olomouc, Brno
Neighbouring countries	Poland, Austria

Table 14: EV9 in Czech Republic

Details on EV13



Figure 13: EV13 in Czech Republic

Route	EV13 in Czech Republic
Length	879 km out of more than 10000 km
Length finished	unknown
Length certificated	0 km
Main cities	Cheb, Znojmo
Neighbouring countries	Germany, Asutria

Table 15: EV13 in Czech Republic

1. Policies / best practices

4.1 Wider context of the Czech Cycling Strategy

The Czech Transport Ministry and [the Czech Association of Cities for Cyclists](#) focuses on the topic of [active modes of transport and public space](#), as defined by the European Urban Agenda (1.1 Infrastructure for Active Mobility & Design street & Public space and 1.2 Active Modes Behaviour Change & Urban road safety). We know well that without changing the approach to urban mobility planning there will be no changes in urban cycling.

The Association of Cities for Cyclists was established to support not only cycling as both transport and leisure activity, but the sustainable urban mobility in general. Although the concept of SUMP originally seemed to be a great promise for cycling promotion as well, soon turned out to a great misunderstanding because the Czech planners and local authorities put strong emphasis on an analytical phase, on preparation steps and defining of goals, while the question of fact, the substantive part of the plans, remains suppressed. If our aim is to approximate the way of approaching urban mobility plans in the Czech Republic to developed European countries.

We aim to change the way of viewing mobility in Czech towns and cities, and to overcome barriers that hinder elaboration and implementation of mobility plans in the Czech Republic.

This website <https://en.dobramesta.cz/> was created to present various activities and measures in the SUMP process, carried out in the CR, at international level.

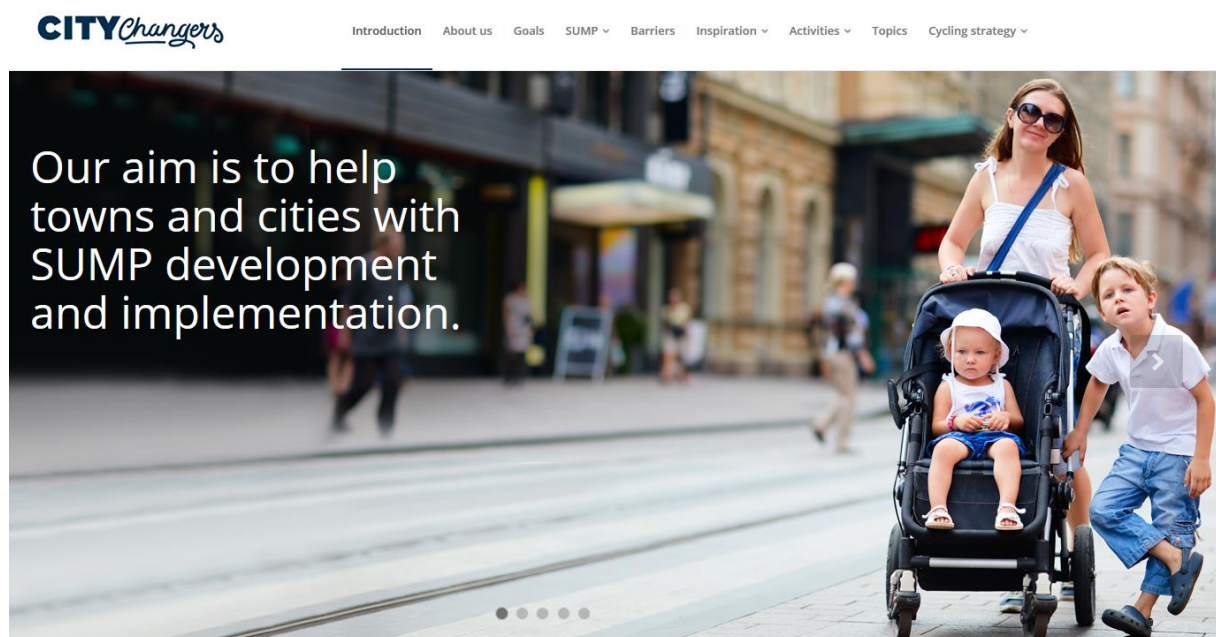


Figure 13: website <https://en.dobramesta.cz/>

Mobility plans have been misunderstood in the Czech Republic. Traditional transport planning uses not exactly ideal way to approach SUMP: General Transport Plans have been renamed to Sustainable Urban Mobility Plans and enhanced public participation is the only innovation. In fact, nothing has changed and we still have transport plans with car traffic prioritization. The original purpose of SUMP has been suppressed.

4.2 Long distance cycle routes

High quality long distance cycle routes along Labe and Moravia rivers.



Figure 4: Good cycling route along Labe river (LabskaSteзка)

4.3 Bike Towers

Safe parking facilities near train station in Hradec Kralove nad almost then another cities.



Figure 15: Bike Tower in Hradec Kralove

4.4 Urban Mobility Academy

Urban Mobility Academy is a systematic educational programme designed to educate professionals who will introduce the principles of an equal approach to every transport mode in the Czech urban life. It aims not only to the project architects, but to every person involved in the process, beginning from the strategic planning through designing and implementing specific measures and ending with media coverage. **Urban Mobility Academy** includes training courses, field trips, workshops and other events. Ultimately, it is focused to increase willingness of the key personnel to approve pro-cycling measures (often inexpensive and effective solutions such as contra-flow cycling, cycle lanes, etc.). Educational programmes are primarily focused on the towns and cities that claimed their membership in the Association of Cities for Cyclists.



Figure 16: Urban Mobility Academy

5. Capital

Main Goal of The concept of development of city cycle transport and recreational cycling in the Capital City of Prague up to the year 2020 to increase transport of people travelling on bike in Prague to 5-7% of total transport capacity in summer and to 2-3% of total transport capacity in winter.

Name	Prague
Population	1 280 508
Area	496 km ²
Density	2408 inhabitants / km ²
Cycle network length	198 km (2012 year)
Eurovelo	EV4, EV7

Table 50: Main facts about Czech Republic capital

Sources:

26. Urban Mobility Academy - <https://en.dobramesta.cz/>
27. The Czech Cycling Strategy - <https://en.dobramesta.cz/cycling-strategy>
28. Národnístrategierozvojecyklistickédopravy pro léta 2013-2020 (2013), p. 18:
29. <http://www.cyklodoprava.cz/file/cyklostrategie-2013-final/>
30. <http://www.ceskojede.cz>
31. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
32. Support study on data collection and analysis of active modes use and infrastructure
in Europe (EC/COWI, 2017)
33. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
34. EuroVelo - the European cycle routes network (eurovelo.com)
35. <https://www.east-bohemia.info>
36. http://bicy.it/docs/35/Prague_strategy_WP4_1_.pdf

GERMANY

3. Introduction



Figure 22: Germany location

Country name	Germany
Capital	Berlin
Top 5 most populated cities	Berlin, Hamburg, Munchen, Koln, Frankfurt
Population	82 800 000 inhabitants
Area	357,168 km ²
Density	232 inhabitants / km ²
Roads length	644 480 km
Road density	1,8 km ²
GDP per capita	50 206 USD

Table 51: Main facts about Germany

Modal Share of bicycle (year)	10% (2008 year)
Total length of cycling infrastructure	60 000
Bike sales total / per 1000 capita	4 050 000 / 49
Ebike sales total / per 1000 capita	605 000 / 7
Share of ebike in bike sales	14,90%
Average price of a bicycle	643€

Table 52: Modal share and bicycle market in Germany

2. National bicycle strategy

2.1 Main data

Name of the strategy	Nationaler radverkehrsplan 2020
Year of adoption	2013
Website or link	https://nationaler-radverkehrsplan.de/de/bund/nationaler-radverkehrsplan-nrvp-2020
Was it the first strategy ?	No
Is there any English translation or summary	No

Table 53: Germany bicycle strategy - main data

2.2 Funding

Total budget	3,2 mln euro
Period	2013-2020
Average budget per year	No data
Details on funding	3,2 mln euro it is federal funds for model projects only

Table 54: Germany bicycle strategy - funding

2.3 Main principles and assumptions

The aim of the National Cycling Plan is to make cycling more attractive and safer and to strengthen the so-called environmental network of public transport, pedestrian and bicycle traffic as a whole. On the basis of nine fields of action (bicycle traffic planning and conception, infrastructure, traffic safety, communication, cycle tourism, electromobility, linking with other means of transport, mobility and traffic education, creating and securing qualities), the NRVP points out which essential action requirements exist for the further development of cycling and explains or recommends - within the respective areas of responsibility - the concrete steps and measures of the federal government, federal states and local authorities.

Nationaler Radverkehrsplan 2020

Den Radverkehr gemeinsam weiterentwickeln



Figure 23: German Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	http://www.fgsv-verlag.de/catalog/_pdf-files/284.i.pdf
Length	94
Mandatory or just advisory	No data
English summary	No
Design	Probably yes (in german)
Building	Probably yes (in german)
Maintanance	Probably yes (in german)
Combined transport	Probably yes (in german)

Table 55: Technical standards in Germany

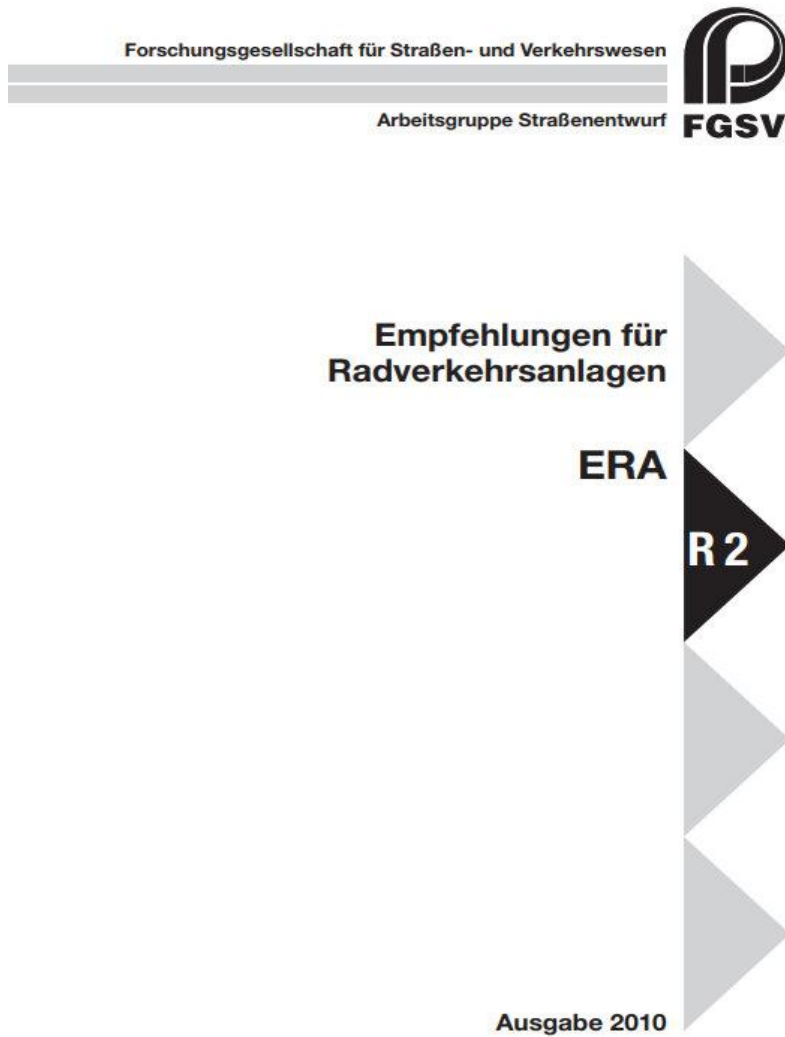


Figure 24: Technical standards in Germany

3.2 EuroVelo

Eurovelo coordinator	Allgemeiner Deutscher Fahrrad-Club
Eurovelo nodes	Berlin (EV2, EV7), Flensburg (EV3, EV10), Hamburg (EV3, EV12), Munster (EV2, EV3), Cheb (EV4, EV13), Konstanz (EV6, EV15), Passau (EV6, EV7), Stralsund (EV10, EV13)

Table 56: EuroVelo in Germany - main data

Route	Main cities crossed
EV2	Munster, Dessau, Berlin
EV3	Hamburg, Bremen, Munster, Koln, Bonn
EV4	Dusseldorf, Koln, Frankfurt
EV5	Saarbrucken
EV6	Ulm, Regensburg, Passau
EV7	Rostock, Berlin, Potsdam, Dresden
EV10	Kiel, Lubeck, Rostock
EV12	Bremerhaven, Hamburg
EV13	Rostock, Lubeck, Eisenach
EV15	Kleve, Duisburg, Koln, Bonn, Bingen, Mannheim, Karlsruhe

Table 57: EuroVelo routes in Czech Republic



Figure 25: Eurovelo routes in Germany

Details on EV2



Figure 26: EV2 in Germany

Route	EV2 in Germany
Length	960 km
Length finished	960 km
Length certificated	0 km
Main cities	Munster, Dessau, Berlin
Neighbouring countries	The Netherlands, Poland

Table 58: EV2 in Germany

Details on EV3

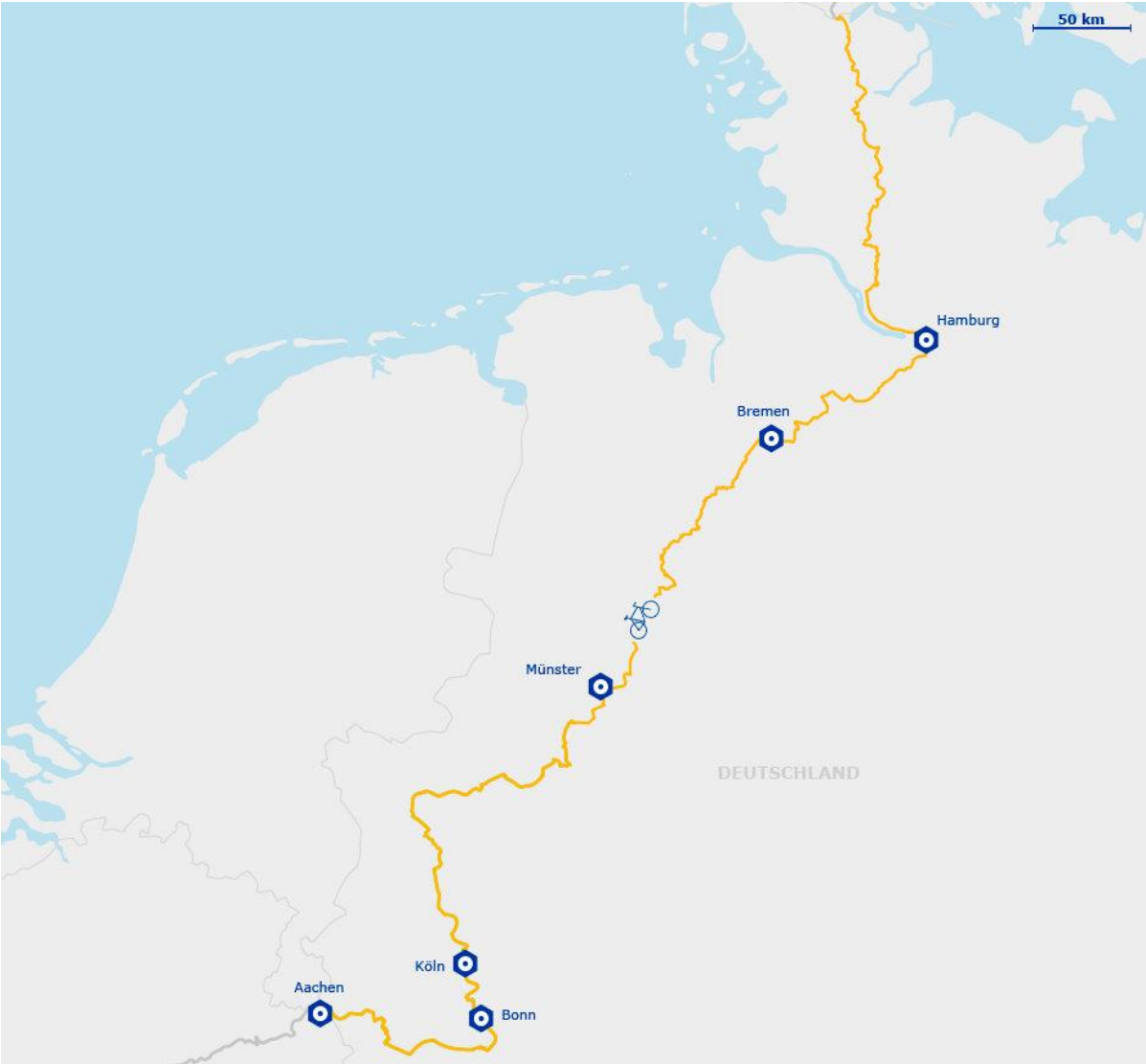


Figure 27: EV3 in Germany

Route	EV3 in Germany
Length	892 km
Length finished	892 km with EV signs
Length certificated	0 km
Main cities	Hamburg, Bremen, Munster, Koln, Bonn
Neighbouring countries	Denmark, Belgium

Table 59: EV3 in Germany

Details on EV4



Figure 28: EV4 in Germany

Route	EV4 in Germany
Length	1 221 km
Length finished	No data
Length certificated	0 km
Main cities	Dusseldorf, Koln, Franfurkt
Neighbouring countries	The Netherlands, Czech Republic

Table 60: EV4 in Germany

Details on EV5

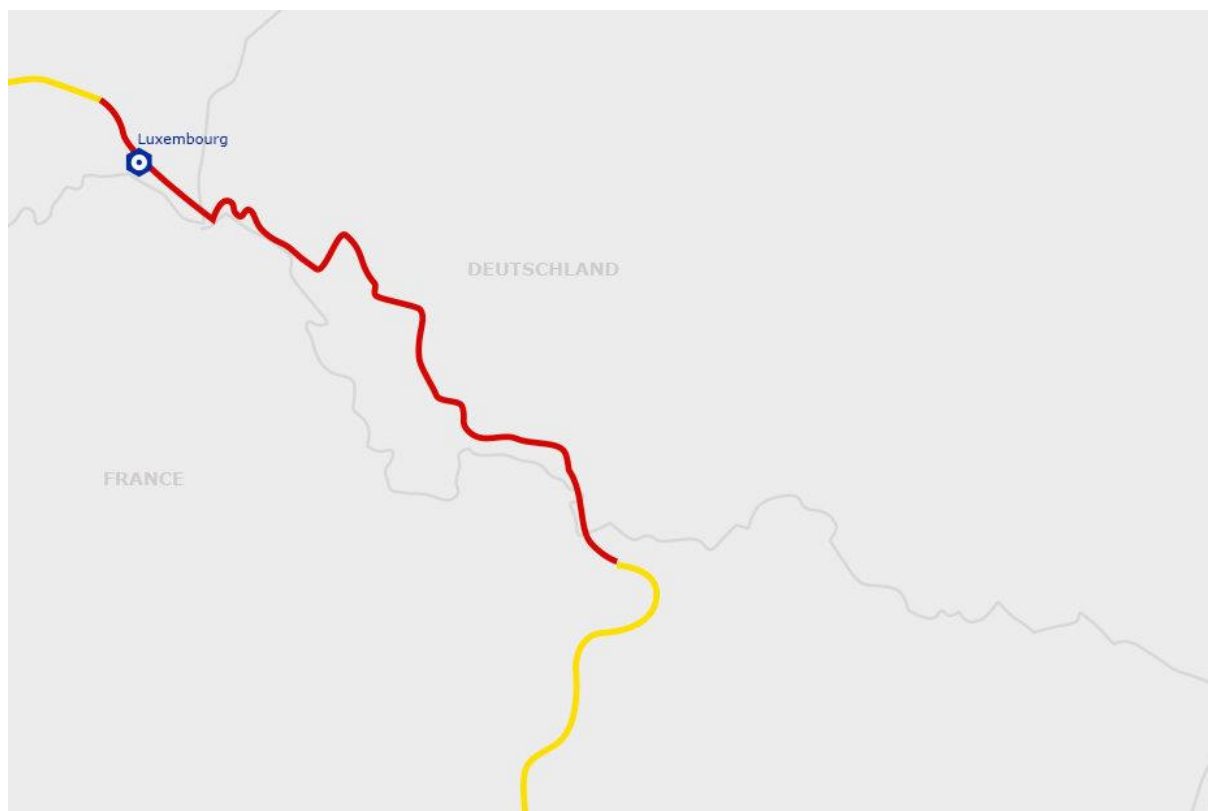


Figure 29: EV5 in Germany

Route	EV5 in Germany
Length	80 km
Length finished	80 km
Length certificated	0 km
Main cities	Sarbrucken
Neighbouring countries	Luxemburg, Switzerland

Table 61: EV5 in Germany

Details on EV6



Figure 30: EV6 in Germany

Route	EV6 in Germany
Length	No data
Length finished	all section already build with EV signs
Length certificated	0 km
Main cities	Ulm, Regensburg, Passau
Neighbouring countries	Switzerland, Austria

Table 62: EV6 in Germany

Details on EV7



Figure 31: EV7 in Germany

Route	EV7 in Germany
Length	960 km
Length finished	960 km

Length certificated	0 km
Main cities	Rostock, Berlin, Potsdam, Dresden
Neighbouring countries	Denmark, Czech Republic

Table 63: EV7 in Germany

[Details on EV10](#)



Figure 32: EV10 in Germany

Route	EV10 in Germany
Length	806 km
Length finished	806 km
Length certificated	0 km
Main cities	Kiel, Lübeck, Rostock
Neighbouring countries	Poland, Denmark

Table 64: EV10 in Germany

Details on EV12

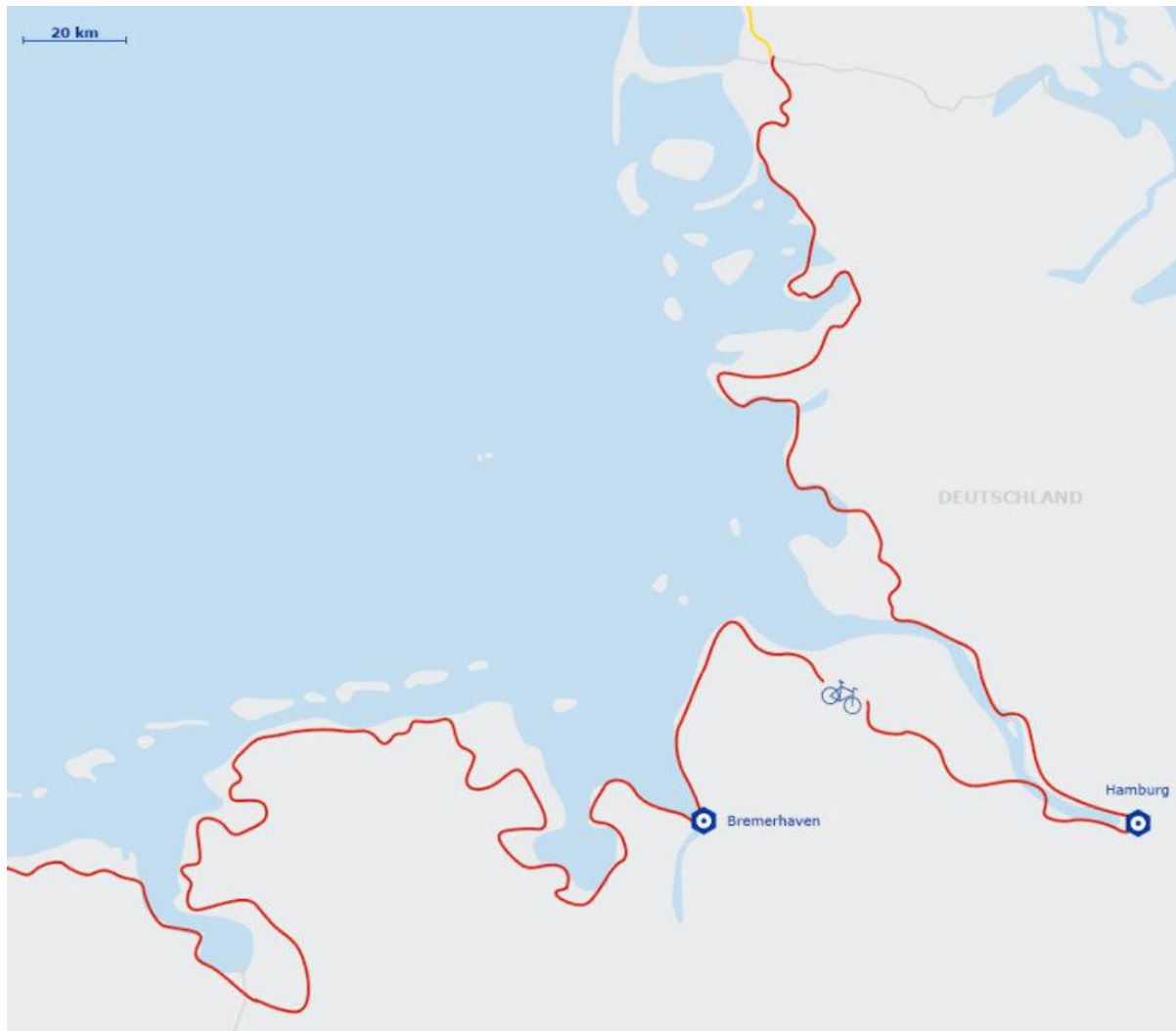


Figure 33: EV12 in Germany

Route	EV12 in Germany
Length	931 km
Length finished	931 km
Length certificated	0 km
Main cities	Bremerhaven, Hamburg
Neighbouring countries	Denmark, The Netherlands

Table 65: EV12 in Germany

Details on EV13



Figure 34: EV13 in Germany

Route	EV13 in Germany
-------	-----------------

Length	1511 km
Length finished	No data
Length certificated	0 km
Main cities	Rostock, Lubeck, Eisenach
Neighbouring countries	Poland, Czech Republic

Table 66: EV13 in Germany

[Details on EV15](#)



Figure 35: EV15 in Germany

Route	EV15 in Germany
Length	929 km
Length finished	No data
Length certificated	No data
Main cities	Kleve, Duisburg, Koln, Bonn, Bingen, Mannheim, Karlsruhe
Neighbouring countries	Switzerland, France

Table 67: EV15 in Germany

3.3 National network of cycle routes

The German Cycling Network currently have 12 long-distance cycling routes, called D-Routes (the "D" stands for "Deutschland" i.e. Germany) criss-crossing the German nation and these were established mainly to promote bicycle tourism.

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Partly
Total Length	2000 km
% finished	No data
Number of routes	12 D-Routes

Table 68: German national network - main data



Figure 36: German national network - main data

Table of national routes

Name / number	North Sea Coast Route / 1
Length (planned)	907 km
Length (already finished)	No data
Main cities	Hamburg, Bremerhaven
Intersections	7, 9, 10
International connexions?	Denmark, The Netherlands
Name / number	Baltic Sea Coast Route / 2
Length (planned)	1055 km
Length (already finished)	No data

Main cities	Flensburg, Kiel, Rostock
Intersections	11, 12
International connexions?	Denmark, Poland
Name / number	Europe Route / 3
Length (planned)	960 km
Length (already finished)	No data
Main cities	Munster, Dessau, Berlin
Intersections	7, 9, 10, 11, 12
International connexions?	The Netherlands, Poland
Name / number	Central States Route / 4
Length (planned)	1045 km
Length (already finished)	No data
Main cities	Bonn, Siegen, Erfurt, Chemnitz, Dresden, Zittau
Intersections	7, 9, 10, 11, 12
International connexions?	Belgium, Poland
Name / number	The Saar-Mosel-Main Route / 5
Length (planned)	1021
Length (already finished)	No data
Main cities	Trier, Mainz, Frankfurt am Main, Wurzburg
Intersections	8, 9, 11,
International connexions?	France, Czech Republic
Name / number	Danube Route / 6
Length (planned)	733 km
Length (already finished)	No data
Main cities	Ulm, Regensburg, Passau
Intersections	8, 9, 11,
International connexions?	Switzerland, Austria
Name / number	Pilgrim's Route / 7
Length (planned)	1189 km
Length (already finished)	No data
Main cities	Dusseldorf, Duisburg, Munster, Osnabruck, Bremen, Hamburg
Intersections	1, 2, 3, 4, 8, 9, 10
International connexions?	France, Denmark
Name / number	Rhine Route / 8
Length (planned)	1019 km

Length (already finished)	No data
Main cities	Karlsruhe, Mannheim, Mainz, Wiesbaden, Dusseldorf
Intersections	4, 5, 6, 7
International connexions?	The Netherlands, Austria
Name / number	Weser – Romantic RoadRoute / 9
Lenght (planned)	1197 km
Length (already finished)	No data
Main cities	Bremen, Kssel, Funda
Intersections	1, 3, 4, 5, 6, 7
International connexions?	Austria
Name / number	River Elbe Route / 10
Lenght (planned)	1328
Length (already finished)	No data
Main cities	Dresden, Magdeburg, Hamburg
Intersections	1, 3, 4, 7
International connexions?	Czech Republic
Name / number	Baltic Sea to Upper Bavaria Route / 11
Lenght (planned)	1697 km
Length (already finished)	No data
Main cities	Berlin, Hof, Nuryenberg, Munchen
Intersections	2, 3, 4, 5, 6
International connexions?	Austria
Name / number	Rivers Oder & Neisse Route / 12
Lenght (planned)	630 km
Length (already finished)	No data
Main cities	Franfurkt am Oder
Intersections	2, 3, 4,
International connexions?	Czech Republic, Poland

Table 69: German national routes

4. Policies / best practices

4.1 Fast cycling routes (radschnellwege) - North-Rhine Westfalia – Ruhr RS1

The Radschnellege (Fast cycle route in German) links a series of towns in the largest urban agglomeration in Germany: the Ruhr (in North-Rhine Westphalia region). The 100-km fast cycling

route will connect 10 major cities of the region, including Dortmund, Essen and Duisburg which have all more than 500,000 inhabitants.

This linear fast cycling route is expected to attract daily between 1,000 and 4,000 cyclists on each section. As a consequence, the Radschnellweg Ruhr could have a strong congestion-easing impact in the region. It has been estimated that 50,000 cars could be taken off the regional roads thanks to this single cycle route.

- Name: Radschnellweg Ruhr RS1
- Length: 100 km
- Place: Ruhr area (North-Rhine Westphalia – Germany)
- Major cities: Dortmund (pop. 580,000), Essen (pop. 575,000), Duisburg (pop. 500,000), Bochum (pop. 385,000)
- Date of completion: 2020
- State of progress: under construction
- Estimated cost: €183.7 million – €1.8 million per kilometer
- Funding: North-Rhine Westphalia region (80%) and local governments (20%)



Figure 37: Fast cycling route

4.2 Cycle streets (Fahrrad strasse)

A cycle street is a road intended for cycling, but as a rule its carriageway. It should increase the attractiveness of cycling and create advantages over the motor vehicle traffic.

Frequently, the traffic of other vehicles is only permitted for residents or only in one direction of travel (one-way street). The maximum speed is 30 km / h for all vehicles. Motorists may need to reduce their speed to avoid obstruction or danger to cyclists.

Legal basis is number 23 for character 244.1 in Annex 2 of the Highway Code:

"I. Cycle roads come into consideration when cycling is the predominant mode of transport or this is expected soon. II. Vehicle traffic other than bicycle traffic may only be exceptionally permitted by the arrangement of corresponding additional signs (eg local traffic). Therefore, the needs of motor vehicle traffic must be sufficiently taken into account before the arrangement (alternative traffic guidance). "

In the summer of 2014, there were more than 140 bicycle roads in Germany, of which there are 3 in Kassel, 7 in Hannover, [8] 16 in Münster, [9] 17 in Berlin, [10] 18 in Kiel, [11] 30 in Essen [12] and 58 in Munich.



Figure 38

Source: <http://www.verkehrswende-darmstadt.de>

4.3 Green lights faster for cyclists than for car drivers

On many traffic crossing green light for cyclists start a little bit before green light for cars. This three second gap increas safety especially in case of right turning problem.

5. Capital

Name	Berlin
Population	3 469 849 inhabitants
Area	891,85 km ²
Density	3834 inhabitants / km ²
Cycle network length	1433 km
Eurovelo	EV2 and EV7

Table 70: Main facts about German capital

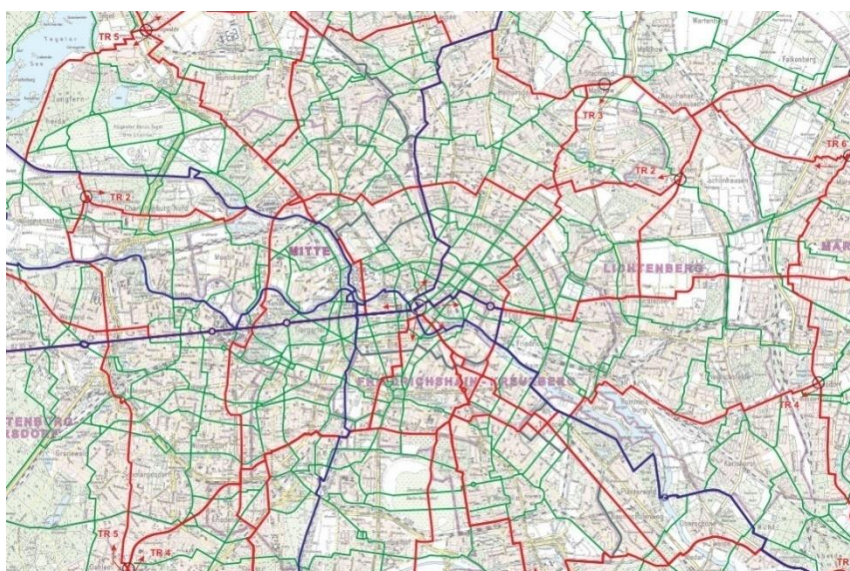


Figure 39: Berlin cycling map

Senate Department for Urban Development
and the Environment



NEW CYCLING STRATEGY FOR BERLIN

Figure 40: New cycling strategy for Berlin

Cycling's share of the overall number of local journeys undertaken by the inhabitants of Berlin in 2008 was 13%. Every day approximately 1.5 million journeys are undertaken using the bicycle as the main means of transport. Given the current structure of the journeys a further 0.6 to 0.9 million of the journeys undertaken by car at the time the survey was conducted could be transferred to the bicycle. The cycling strategy sets itself the goal of activating this potential by 2025. This would mean that cycling's share of journeys undertaken would rise to 18-20% (in addition to journeys combining bicycle and public transport). To achieve this goal, cycling's share of journeys undertaken would have to increase by 3-4% annually. The traffic counts of recent years show that such growth rates are realistic.

Sources:

37. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
38. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
39. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
40. EuroVelo - the European cycle routes network (eurovelo.com)
41. <http://www.conebi.eu/facts-and-figures/>
42. https://nationaler-radverkehrsplan.de/sites/default/files/forschung_radverkehr/cye-a-01.pdf/
43. <https://ecf.com/what-we-do/urban-mobility/fast-cycling-routes>
44. <https://stadtplanberlin360.de>

DENMARK

1. Introduction



Figure 41: Denmark location

Country name	Denmark
Capital	Copenhagen
Top 5 most populated cities	Copenhagen, Aarhus, Odense, Aalborg, Esbjerg
Population	5 748 769 inhabitants
Area	42 931 km ²
Density	133,9 inhabitants / km ²
Roads length	77 732 km
Road density	0,55 km per km ²
GDP per capita	49 613 USD

Table 71: Main facts about Denmark

Table 2

Modal Share of bicycle (year)	20% - 2015
Total length of cycling infrastructure	>12 000 km
Bike sales total / per 1000 capita	456 000 / 80
Ebike sales total / per 1000 capita	45 000 / 8
Share of ebike in bike sales	10%
Average price of a bicycle	700€

Table 72: Modal share and bicycle market in Denmark

2. National bicycle strategy

2.1 Main data

Name of the strategy	Denmark – on your bike!
Year of adoption	2014
Website or link	http://www.fietsberaad.nl/library/repository/bestanden/Engelsk-cykelstrategi-Til-web-1.pdf
Was it the first strategy ?	No
Is there any English translation or summary	English document

Table 73: Denmark bicycle strategy - main data

2.2 Funding

Total budget	61 233 165 €
Period	No data
Average budget per year	No data
Details on funding	Government founding: - 180 mln DKK for Cycle Superhighways - 175 mln DKK for state and local roads - 50 mln DKK for new cycling solution - 21 mln DKK for right turning accidents

Table 74: Denmark bicycle strategy - founding

2.3 Main principles and assumptions



Figure 42: Denmark strategy

The new national bicycle strategy was launched to encourage more people to cycle, to make them consider whether the bicycle could be an option next time they are heading out the door. And for people to leave their car keys and bus passes at home occasionally and experience the joys of cycling instead.

The national bicycle strategy is built on three pillars, each containing a number of specific initiatives to support and increase the use of bicycles as a means of transport for the benefit of mobility, the environment and public health:

- Everyday cycling
- Active holidays and recreation
- New and safe cyclists

Specific initiatives to encourage **everyday cycling**:

- The Ministry of Transport is establishing many more safe and attractive parking facilities for cyclists at train stations and at other hubs
- The Ministry of Transport has set up an expert monitoring group to explore ways to reduce the number of bicycle thefts at stations, including a design competition
- The Ministry of Transport will also set up a task force to focus on parking conditions for cyclists when constructing new stations

- The Ministry of Transport supports Cycle Superhighways for improved accessibility in more cities
- The Ministry of Transport supports Cycling Cities that invest in promoting cycling through holistic solutions
- The Ministry of Transport is working to allow bicycles to turn right at suitable intersections when the lights are red. This is intended to make commuting easier for cyclists.

Other recommendations:

- Improved opportunities for combining cycling with public transport
- Increased focus on cycling by employers, with new bicycle solutions, commuter bicycles and mobility schemes.

Specific initiatives for more **recreational cycling**:

- The Ministry of Transport is working on improving signposting on the national cycle routes.
- The Ministry of Transport is setting up a group of experts to develop cycling tourism and award the Cycle Tourist Solution of the Year.

Other recommendations:

- More recreational cycling routes
- A well-connected network of bicycle routes with good accessibility, also in relation to cycling tourists.

Specific initiatives to **increase safety for cyclists**:

- The Ministry of Transport supports the development of bicycle paths at schools and near leisure activities.
- The Ministry of Transport is working to achieve School Cycling Cities with coherent road safety solutions at schools.
- The Ministry of Transport is tackling risk zones, including with measures to combat right-turn accidents and achieve safer railway level crossings

Other recommendations:

- Further development of tools for teaching better cycling culture

3. Cycling infrastructure

3.1 Technical standards

Document	http://www.celis.dk/Haandbog_i_Cykeltrafik_Web_High.pdf
Length	420
Mandatory / recommended	No data
English summary	No data
Design	Probably yes
Building	Probably yes
Maintenance	Probably yes
Combined transport	Probably yes

Table 75: Technical standards in Denmark

HÅNDBOG I CYKELTRAFIK

EN SAMLING AF DE DANSKE VEJREGLER PÅ CYKELOMRÅDET
MAJ 2014



Figure 43: Technical standards in Denmark

3.2 EuroVelo

Eurovelo coordinator	Mr Jesper Pørksen, Danish Cycling Turism
Eurovelo nodes	Copenhagen

Table 76: EuroVelo in Denmark- main data

Route	Main cities crossed
EV3	Aalborg
EV7	Copenhagen
EV10	Copenhagen
EV12	Fredrikshavn, Esbjerg

Table 77: EuroVelo routes in Denmark

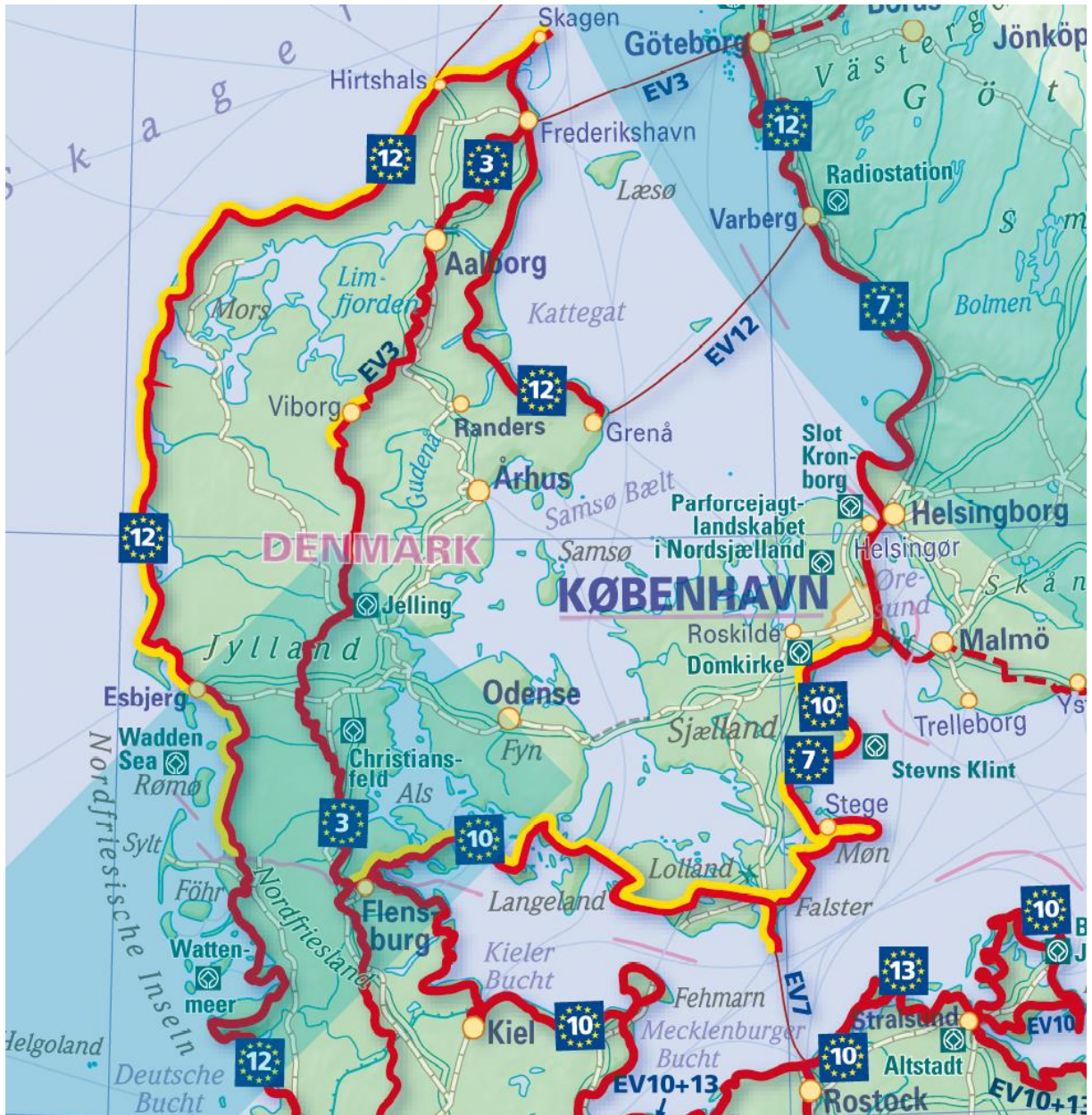


Figure 44: Eurovelo routes in Denmark

Details on EV3



Figure 45: EV3 in Denmark

Route	EV3 in Denmark
Length	450 km
Length finished	No data
Length certificated	0%
Main cities	Aalborg
Neighbouring countries	Germany, Sweden

Table 78: EV3 in Denmark

Details on EV7



Figure 46: EV7 in Denmark

Route	EV7 in Denmark
Length	no data
Length finished	No data
Length certificated	0%
Main cities	Copenhaguen
Neighbouring countries	Germany, Sweden

Table 79: EV7 in Denmark

Details on EV10

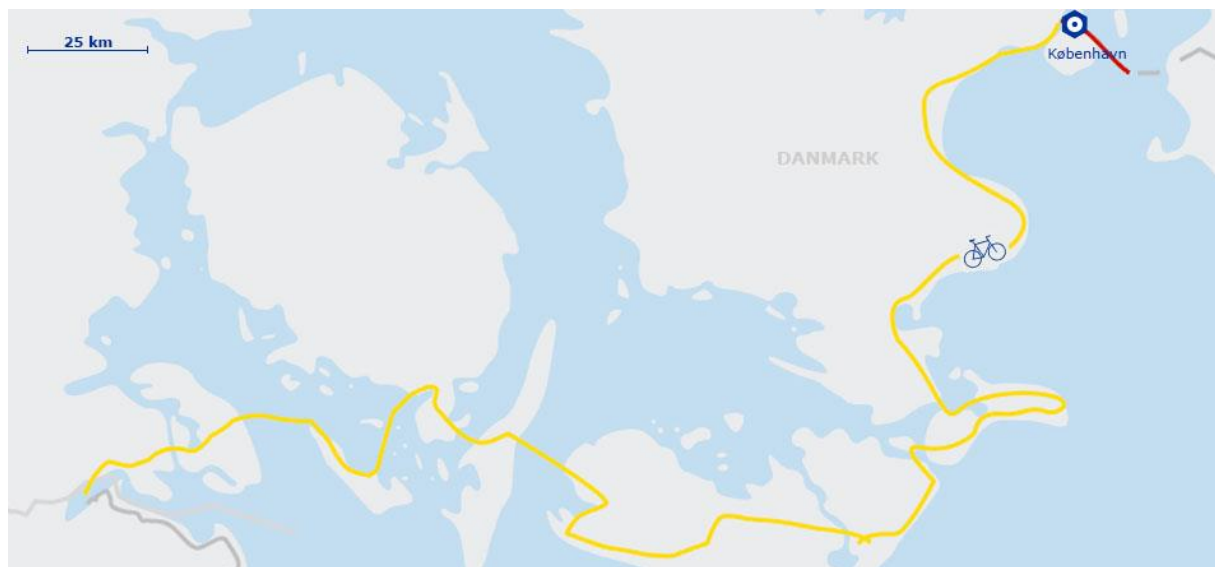


Figure 47: EV10 in Denmark

Route	EV10 in Denmark
Length	no data
Length finished	No data
Length certificated	0%
Main cities	Copenhaguen
Neighbouring countries	Germany, Sweden

Table 80: EV10 in Denmark

Details on EV12



Figure 48: EV12 in Denmark

Route	EV12 in Denmark
Length	no data
Length finished	No data
Length certificated	0%
Main cities	Fredrikshavn, Esbjerg
Neighbouring countries	Germany, Sweden

Table 81: EV12 in Denmark

3.3 National network of cycle routes

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Yes (short part no)
Total Length	4233 km
% finished	No data
Number of routes	11

Table 82: Denmark national network - main data

DE 11 NATIONALE CYKELRUTER



Figure 49: Denmark national network

Table of national routes

Name / number	Vestkysttruten / 1
Length (planned)	560 km
Length (already finished)	No data
Main cities	Skagen, Klitmøller, Esbjerg
International connexion	Part of EV12 - leads to Germany
Name / number	Hanstholm – København / 2
Length (planned)	420 km

Length (already finished)	No data
Main cities	Copenhagen, Randers, Viborg, Hanstholm
Name / number	Hærvejsruten / 3
Length (planned)	450 km
Length (already finished)	No data
Main cities	Skagen, Viborg, Vejen, Froslev
International connexions?	leads to Germany
Name / number	Søndervig – København / 4
Length (planned)	310 km
Length (already finished)	No data
Main cities	Copenhaga, Aarhus, Skjern,
International connexions?	Leads to Sweden
Name / number	Østkystruten / 5
Length (planned)	650 km
Length (already finished)	No data
Main cities	Skagen, Aarhus, Horsens, Sonderborg
International connexions?	Leads to Germany
Name / number	Esbjerg – København / 6
Length (planned)	3300 km
Length (already finished)	No data
Main cities	Copenhagen, Slagelse, Nyborg
International connexions?	Leads to Sweden
Name / number	Sjællands Odde – Rødbyhavn / 7
Length (planned)	240 km
Length (already finished)	No data
Main cities	Rodbyhavn, Naestved, Sjællands Odde
International connexions?	Leads to Germany
Name / number	Sydhavsruten / 8
Length (planned)	360 km
Length (already finished)	No data
Main cities	Tonder, Sonderborg, Svendborg, Møn
Name / number	Helsingør – Gedser / 9
Length (planned)	290 km
Length (already finished)	No data

Main cities	Helsingør, Copenhagen, Gedser
International connexions?	leads to Germany
Name / number	Bornholm rundt / 10
Length (planned)	105 km
Length (already finished)	No data
Main cities	Nexo, Ronne, Hasle, Gudhjem
Intersections	No
Name / number	Limfjordsruten / 11
Length (planned)	610 km
Length (already finished)	No data
Main cities	Aalborg, Skive, Thisted

Table 83: Denmark national routes

4. Policies / best practices

4.1 Taking cyclists' feedback into consideration

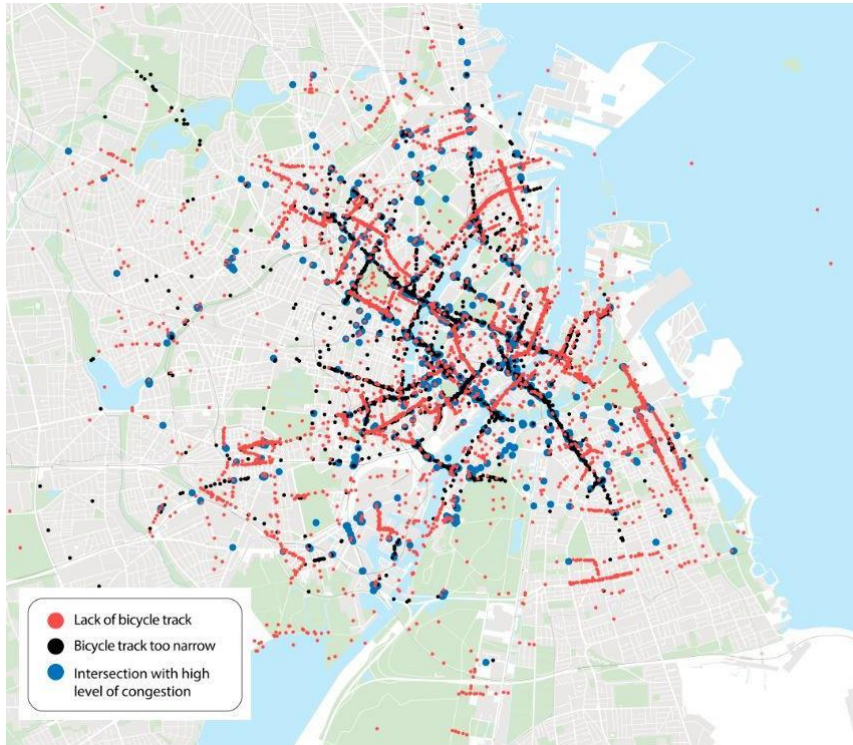


Figure 50: Map of cycling feedback

4.2 Snow removal: priority for core cycle network

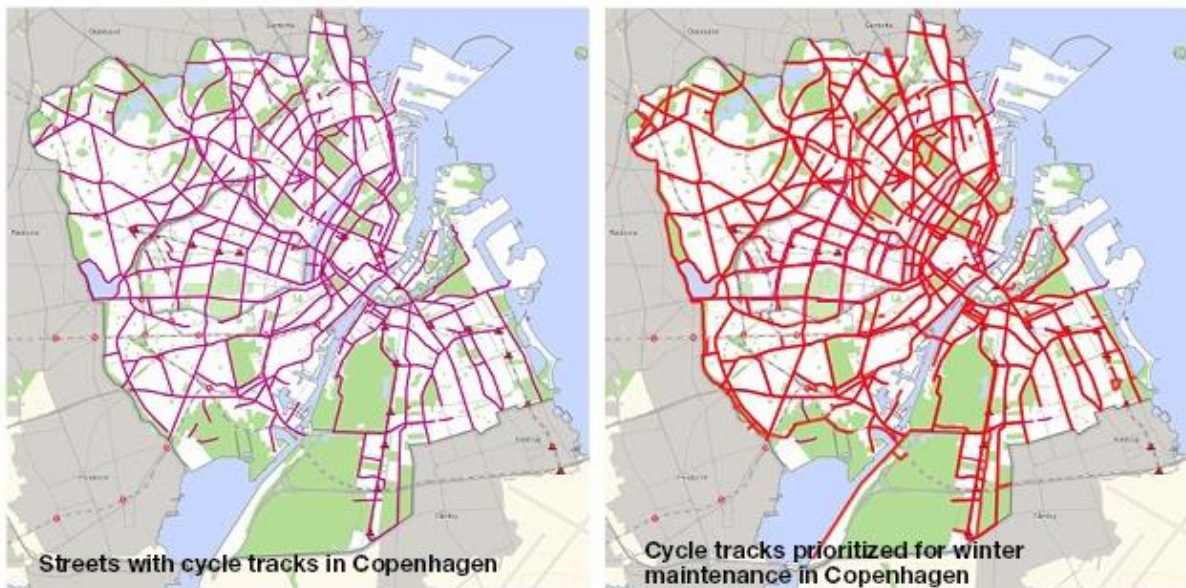


Figure 51: Snow removal priority

4.3 Bike education starts in kindergarten

cycling to kindergarten

Cycling is such an ingrained part of Danish culture that we hardly think about it. Most children can cycle by the time they start school. But innovative thinking is still needed – even in a cycling country like Denmark.

By Lotte Ruby, Danish Cyclists Federation and Camilla Liv Andersen, The Danish Cancer Society



When people from abroad visit Denmark, they are often very surprised by our bicycle culture. How come you cycle so much? they ask. The short answer is: we start early.

Figure 52: Cycling to childhood campaign

4.4 Denmark „exports” its knowledge with a so-called ‘cycling embassy’



Secretary for The Cycling Embassy Of Denmark
Romsbodgade 5 1363 - Kopenhagen K
Phone (+45) 40 70 83 62
Email - info@cycling-embassy.org

A screenshot of the Cycling Embassy of Denmark website. The top navigation bar is red with white text: "Danish Cycling Know-how", "Meet the Members", "News & Press", "About the CED", "Our Services", and a search bar. Below the navigation, there are several content blocks. On the left, under "Bicycle Parking", there is an article titled "Danish-Dutch team of architects to expand Amsterdam traffic hub" with a "CONTINUE READING" button. Below that is an article titled "Scooters before bicycles – Velo-City2016 in Taiwan experience from the danish delegation" also with a "CONTINUE READING" button. On the right, there is a "Follow us" section with social media icons for Twitter, LinkedIn, Instagram, Facebook, and Email. Below that is a "Book us" section with icons of a person on a bicycle and a person walking, listing services like "Lectures & guided bike tours", "Study tours", "Bikeable City Masterclass", and "Keynote speakers and more". At the bottom right, there is a red banner with white text: "For every km travelled by bicycle instead of by car society gains approx. 1€ in terms of health benefits" with a Euro coin icon. Below the banner is a "Virtual Reality Tour" section with a small video player.

Figure 53: Cycling Embassy of Denmark

4.5 Intermodality: massive parking facilities



Figure 54: Train with cycling parking facilities



Figure 55: Parking facilities near railway station

5. Capital

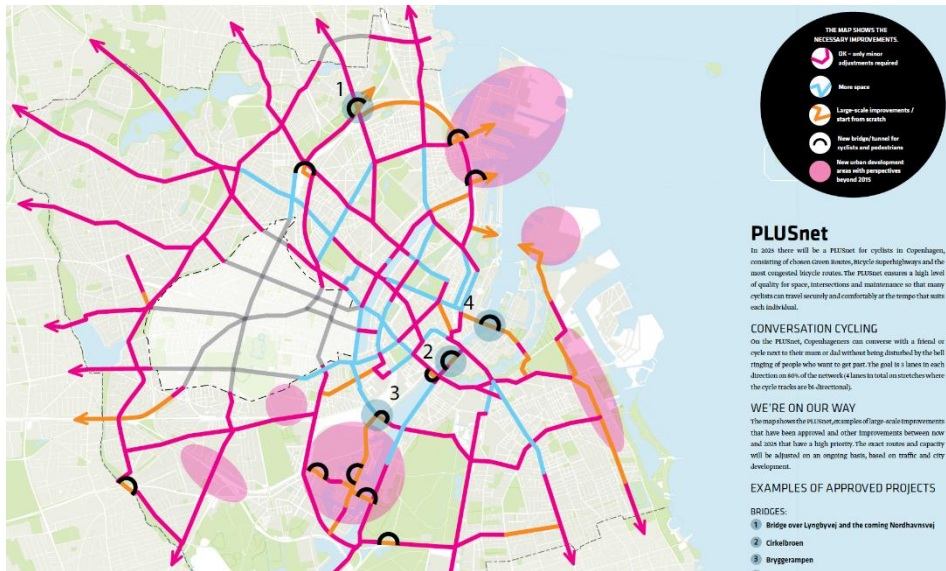


Figure 56: Copenhagen Cycle map

Name	Copenhagen
Population	518 574 inhabitants
Area	88,25 km ²
Density	5876,2 inhabitants / km ²
Cycle network length	>12 000 km
Eurovelo	EV7 and EV10

Table 84: Main facts about Denmark capital



Figure 57: Copenhagen bicycle strategy 2011-2025

Sources:

45. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
46. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
47. European Cyclist' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
48. EuroVelo - the European cycle routes network (eurovelo.com)
49. www.road.cc
50. www.copenhageniza.com
51. www.denmark.dk
52. Bicycle strategy 2011-2025

FINLAND

4. Introduction



Figure 58: Finland location

Country name	Finland
Capital	Helsinki
Top 5 most populated cities	Helsinki, Espoo, Tampere, Vantaa, Oulu
Population	5 509 717 inhabitants
Area	338 424 km ²
Density	16 inhabitants / km ²
Roads length	104 161 km
Road density	0.31 km / km ²

GDP per capita	49 207 USD
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Table 85: Main facts about Finland

Modal share of bicycle (year)	8% (2011)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	300 000 / 54.4
Ebike sales total / per 1000 capita	20 000 / 3.6
Share of ebike in bike sales	6.7%
Average price of a bicycle	350 EUR

Table 86: Modal share and bicycle market in Finland

2. National bicycle strategy

2.1 Main data

Name of the strategy	Kävelyn ja pyöräilyn edistämishjelma (Programme for the promotion of walking and cycling)
Year of adoption	2018
Website or link	http://julkaisut.valtioneuvosto.fi/bitstream/handle/10024/160720/LVM_5_2018.pdf?sequence=1&isAllowed=y
Was it the first strategy?	No
Is there any English translation or summary	Summary

Table 87: Finnish bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	2018
Average budget per year	34.5 million EUR
Details on funding	Yearly since 2018

Table 88: Finnish bicycle strategy - funding

2.3 Main principles and assumptions

The programme for the promotion of walking and cycling seeks to enhance the requirements necessary for walking and cycling in Finland's municipalities, support the reduction of greenhouse gas emissions in traffic and promote public health. The target set for walking and cycling in 2030 is a 30% increase in walking and cycling trips. This target is identical with the one set for the national energy and climate strategy.

An increase of 30% would mean 450 million new walks and journeys by bicycle in 2030, and, with regard to the means of travel, a proportion of 35–38% for walking and cycling instead of the current 30%. Despite an increase in the amount of travel, safety in walking and cycling must improve. From the perspective of the national economy, the target is the so-called "plus vision": a reduction in traffic emissions and road casualties, coupled with an improvement in public health, seeks to achieve savings for society in the billions of euros.

The promotion programme identifies 31 different measures for the promotion of walking and cycling. Key measures include the development of infrastructure and land use, allocating funds for the promotion of walking and cycling and shaping public opinion regarding people's patterns of physical activity. Furthermore, the development of economic direction and legislation and collaboration between the various actors are regarded as important objectives.

Kävelyn ja pyöräilyn edistämishjelma



Figure 59: Finnish Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	https://julkaisut.liikennevirasto.fi/pdf8/lo_2014-11_jalankulku_pyorailyvaylien_web.pdf
Length	192 pages
Mandatory / recommended	recommended
English summary	Not found
Design	Yes (the document is written in Finnish)
Building	Yes (in Finnish)

Maintenance

Yes (in Finnish)

Combined transport

No (in Finnish)

Table 89: Technical standards in Finland



Jalankulku- ja pyöräilyväylien suunnittelu



Kuntaliitto
Kommunförbundet

Figure 60: Technical standards in Finland

3.2 EuroVelo network

EuroVelo coordinator

No data

EuroVelo nodes

4

Table 90: EuroVelo in Finland - main data

Route	Main cities crossed
EV 7	None

EV 10	Helsinki, Turku, Oulu
EV 11	Helsinki, Vantaa, Oulu
EV 13	None

Table 91: EuroVelo routes in Finland



Figure 61: EuroVelo network in Finland

Details on EV 7

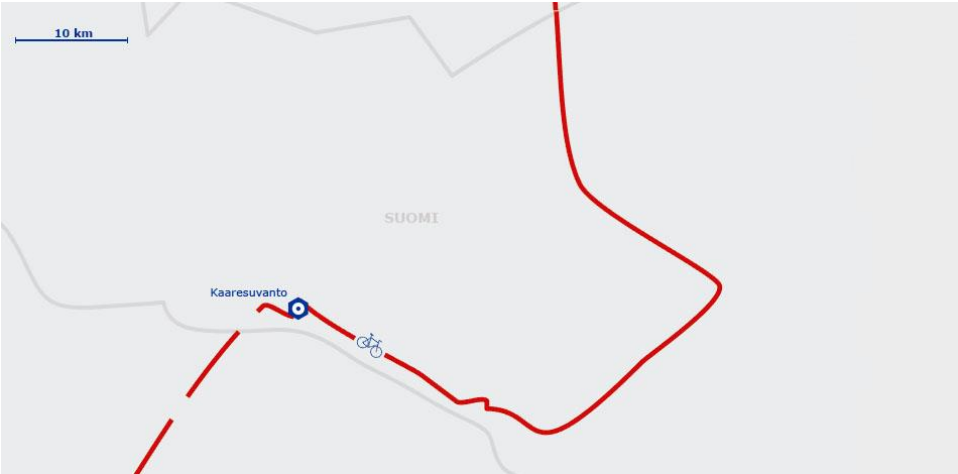


Figure 62: EV 7 in Finland

Route	EV 7 in Finland
Length	100 km
Length finished	100 km
Length certified	0 km
Main cities	None
Neighbouring countries	Norway, Sweden

Details on EV 10



Figure 5: EV 10 in Finland

Route	EV 10 in Finland
Length	1700 km
Length finished	0 km
Length certified	0 km
Main cities	Helsinki, Turku, Oulu
Neighbouring countries	Russia, Sweden

Details on EV 11



Figure 5: EV 11 in Finland

Route	EV 11 in Finland
Length	1600 km
Length finished	0 km
Length certified	0 km
Main cities	Helsinki, Vantaa, Oulu
Neighbouring countries	Estonia, Norway

Details on EV 13

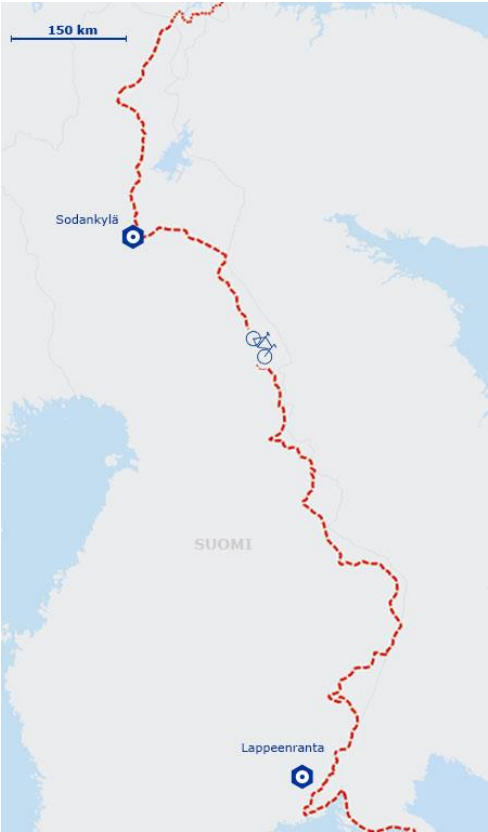


Figure 5: EV 13 in Finland

Route	EV 13 in Finland
Length	1700 kmkm
Length finished	0 km
Length certified	0 km
Main cities	None
Neighbouring countries	Russia

3.3 National network

Existence of a national network of cycle routes	Not found
Coherence with eurovelo	—
Total Length	—
% finished	—
Number of routes	—

Table 92: Finnish national network - main data

4. Policies / best practices

4.1 Winter maintenance



Figure 7: Winter maintenance best practice study
(www.tut.fi/verne/aineisto/Pykalall_winter_maintenance_FINAL.pdf)

4.2 Winter cycling to work campaign

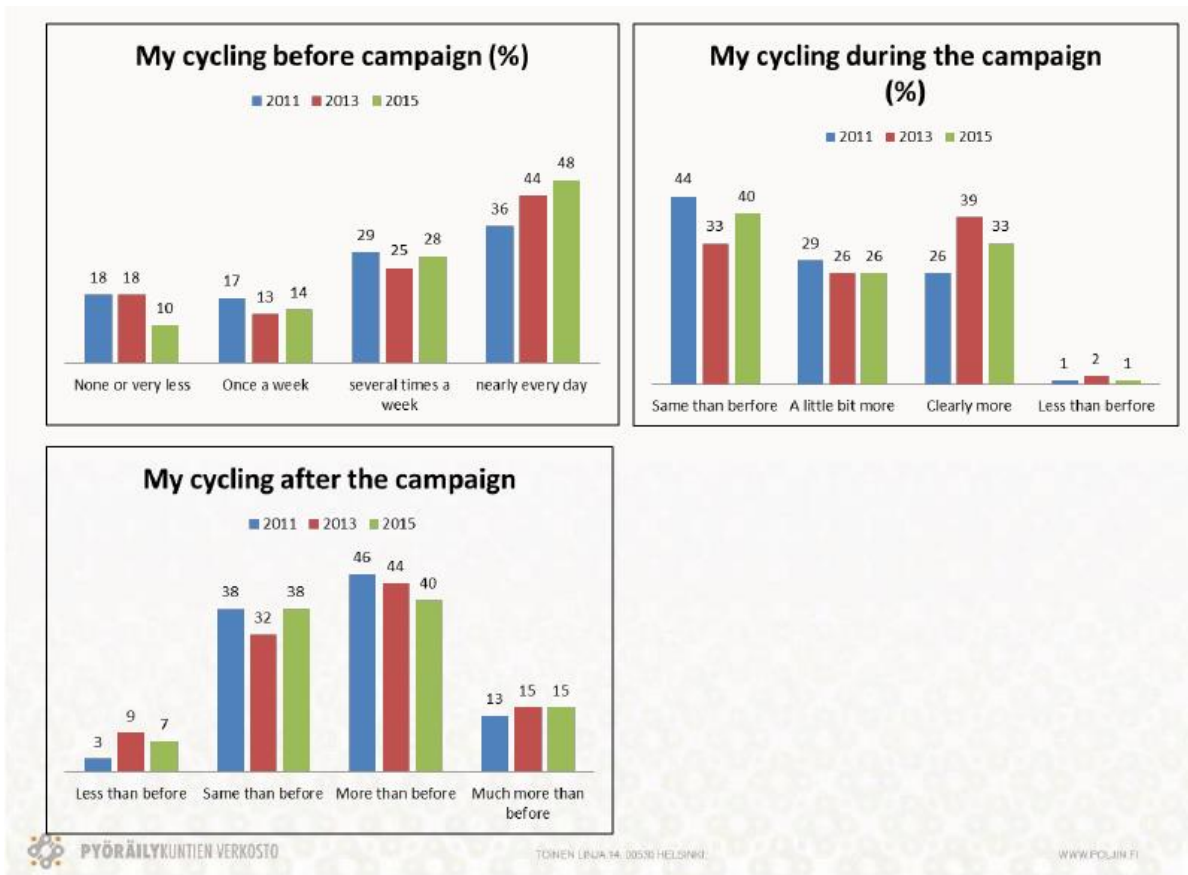


Figure 7: Winter cycling campaign (<http://wintercyclingcongress2016.org>)

4.3 Oulu: high percentage of all-year-round cyclists

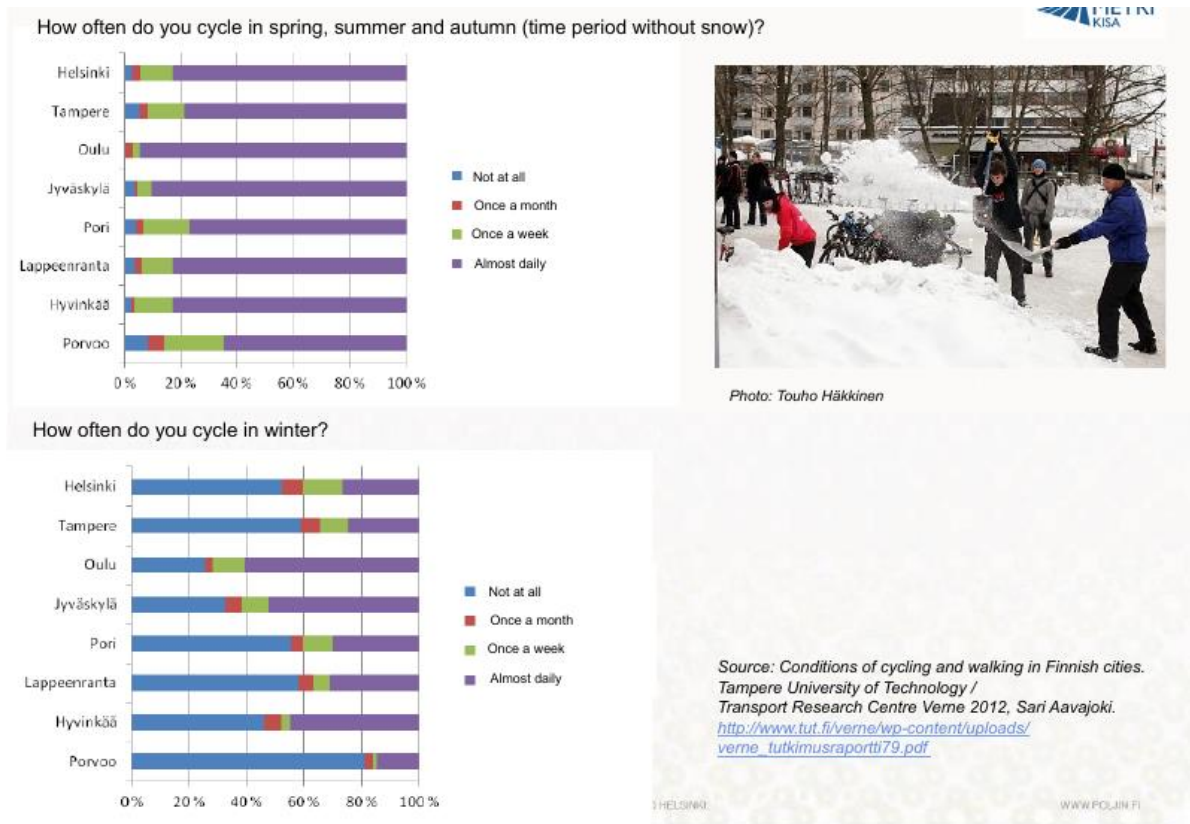


Figure 63: Winter cycling in Finnish cities (<http://wintercyclingcongress2016.org>)

5. Capital

Name	Helsinki
Population	642 045 inhabitants
Area	213.75 km ²
Density	3 003 inhabitants / km ²
Cycling network length	1 200 km
EuroVelo	EV 7, EV 10, EV 11, EV 13
Strategy	https://www.hel.fi/hel2/ksv/julkaisut/los_2014-4.pdf

Table 93: Main facts about Finnish capital



Figure 8: Helsinki Strategy

Sources:

53. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
54. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
55. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
56. EuroVelo - the European cycle routes network (eurovelo.com)
57. Ministry of Transport and Communications (<https://www.lvm.fi/etusivu>)
58. Finnish Cyclists' Federation (<http://www.pyoraliitto.fi>)

FRANCE

1. Introduction

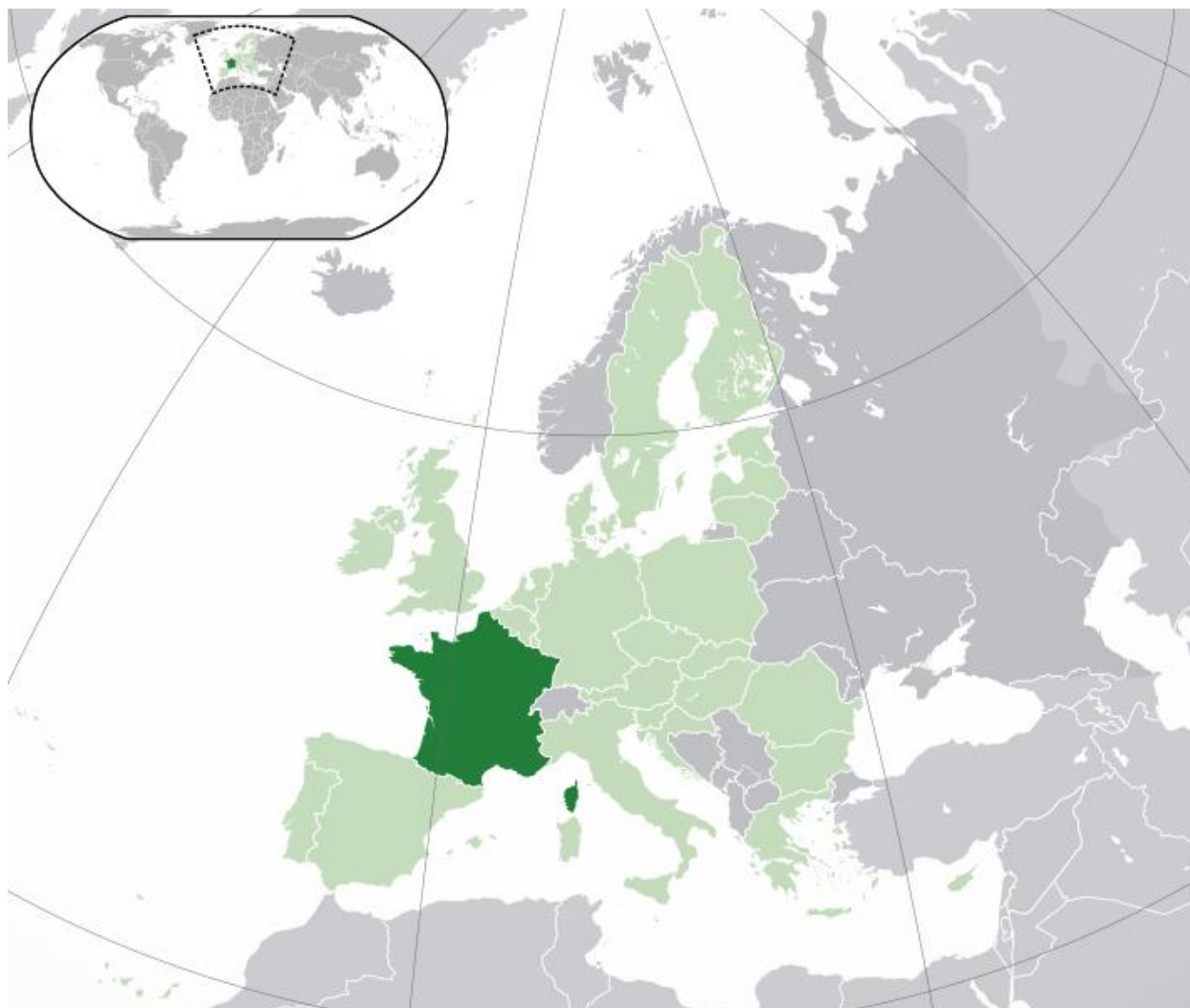


Figure 64: France location

Country name	France
Capital	Paris
Top 5 most populated cities	Paris, Marseille, Lyon, Toulouse, Nice
Population	67 201 000 inhabitants
Area	640 679 km ²
Density	116 inhabitants / km ²
Roads length	1 027 183 km
Road density	1.53 km / km ²
GDP per capita	39 673 USD

Table 94: Main facts about France

Modal share of bicycle (year)	3% (2012)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	3 035 000 / 45.2
Ebike sales total / per 1000 capita	134 000 / 2.0
Share of ebike in bike sales	4.4%
Average price of a bicycle	337 EUR

Table 95: Modal share and bicycle market in France

2. National bicycle strategy

2.1 Main data

Name of the strategy	Active Mobility Action Plan
Year of adoption	2015
Website or link	https://www.cerema.fr/fr/centre-ressources/boutique/plan-actions-mobilites-actives-pama
Was it the first strategy?	No
Is there any English translation or summary	Not found

Table 96: French bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	—
Average budget per year	—
Details on funding	—

Table 97: French bicycle strategy - funding

2.3 Main principles and assumptions

The Action Plan consists of 19 documents, each focused on different topic, e.g.:

- Contraflow development coherence
- Preventing mopeds from using advanced stop lines
- Improving cyclists' and pedestrians' safety by better cycling conditions on road

- Cyclists allowed turning on red light
- Bike crossing adjacent to pedestrian crossing and equipped with traffic lights
- “Bicycle road” legalized in urban areas
- Better enforcement of pavements and cycling infrastructure
- Crossing of solid centre line marking allowed while overtaking cyclists



Plan d'action mobilités actives (PAMA)

Réunion du comité de pilotage

Mercredi 5 mars 2014

Projet de relevé de décisions

Figure 65: French Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	Active Mobility Action Plan - technical guides
Length	19 separate documents
Mandatory / recommended	Recommended
English summary	https://www.cerema.fr/fr/centre-ressources/boutique/action-plan-active-mobility-pama-factsheet-ndeg-10
Design	Probably yes (the document is written in French)
Building	Probably yes (in French)

Maintenance	Probably yes (in French)
Combined transport	Probably yes (in French)

Table 98: Technical standards in France

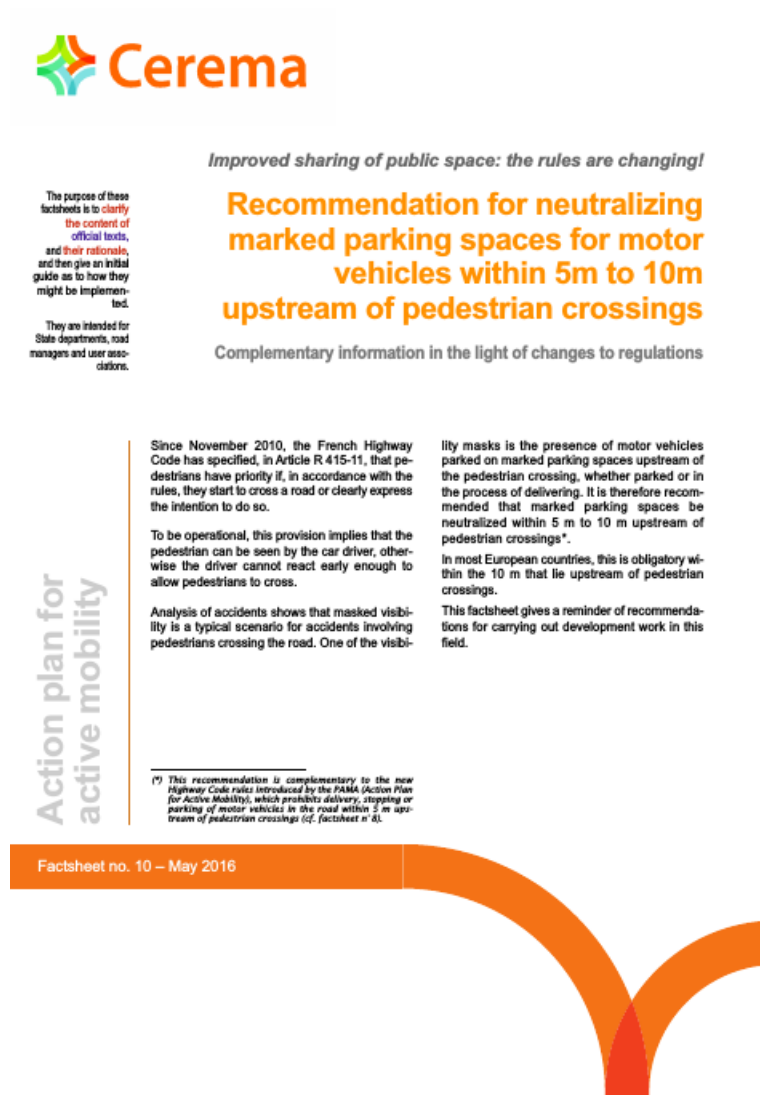


Figure 66: Technical standards in France

3.2 EuroVelo network

EuroVelo coordinator

<https://www.departements-regions-cyclables.org>

EuroVelo nodes

Calais, Roscoff, Strasbourg, Mulhouse, Gien, Tours, Nantes, Avignon

Table 99: EuroVelo in France - main data

Route	Main cities crossed
EV 1	Nantes, La Rochelle, Bordeaux
EV 3	Paris, Orleans, Tours, Bordeaux
EV 4	Le Havre, Dieppe, Calais
EV 5	Calais, Lille, Strasbourg, Mulhouse
EV 6	Nantes, Tours, Erleans, Chalon-sur-Saone, Besancon
EV 8	Perpignan, Montpellier, Nice
EV 15	Strasbourg
EV 17	Lyon, Valence, Avignon, Montpellier

Table 100: EuroVelo routes in France



Figure 67: EuroVelo network in France

Details on EV 1

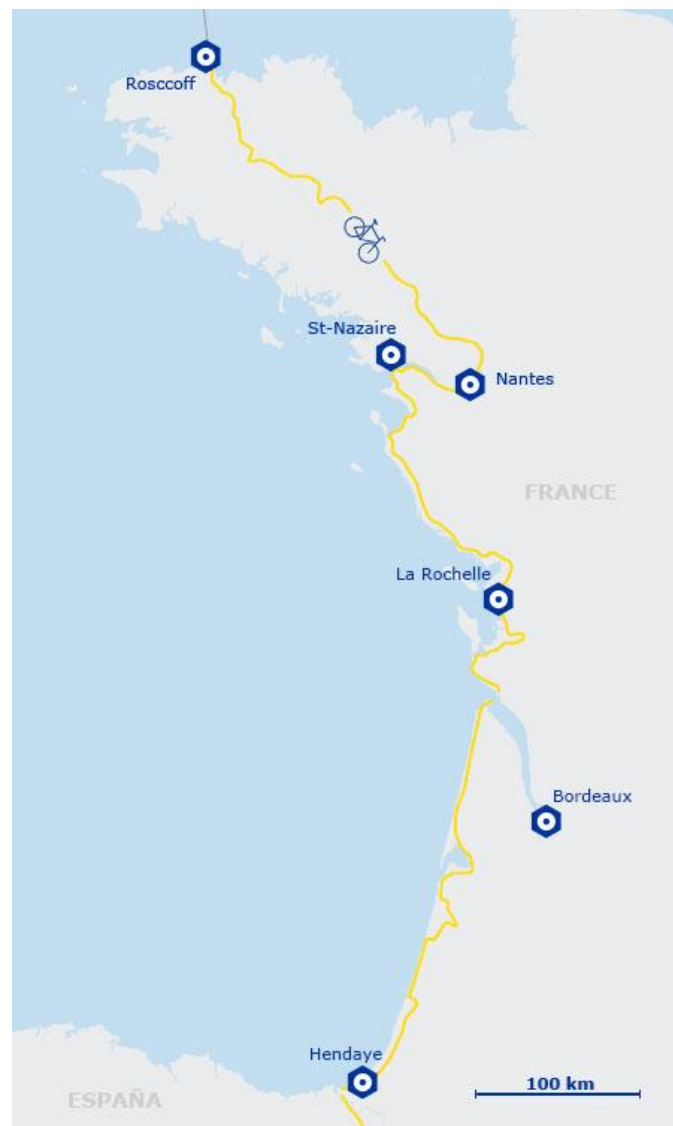


Figure 68a: EV 1 in France

Route	EV 1 in France
Length	1 340 km
Length finished	1 320 km
Length certified	0 km
Main cities	Nantes, La Rochelle, Bordeaux
Neighbouring countries	United Kingdom, Spain

Details on EV 3

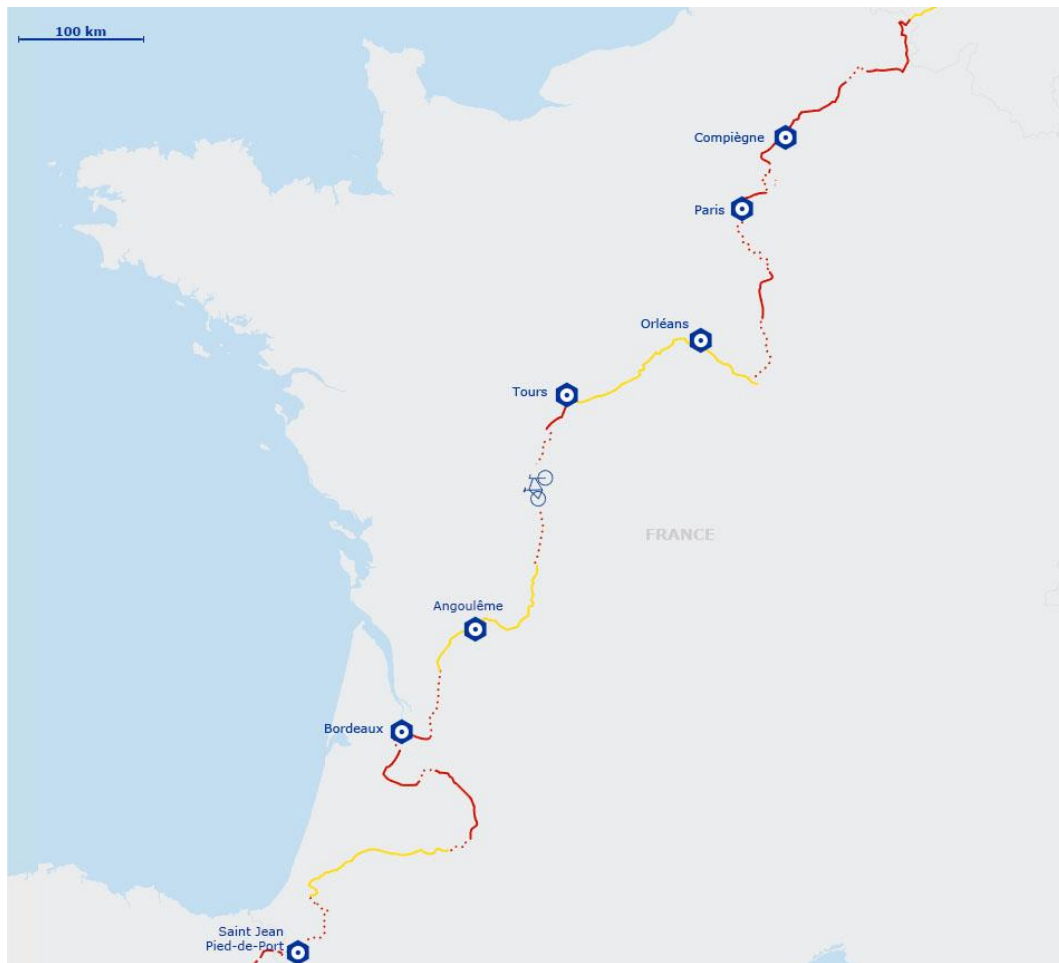


Figure 5b: EV 3 in France

Route	EV 3 in France
Length	1 790 km
Length finished	1 300 km
Length certified	0 km
Main cities	Paris, Orleans, Tours, Bordeaux
Neighbouring countries	Belgium, Spain

Details on EV 4



Figure 5c: EV 4 in France

Route	EV 4 in France
Length	1 600 km
Length finished	1 230 km
Length certified	0 km
Main cities	Le Havre, Dieppe, Calais
Neighbouring countries	Belgium

Details on EV 5

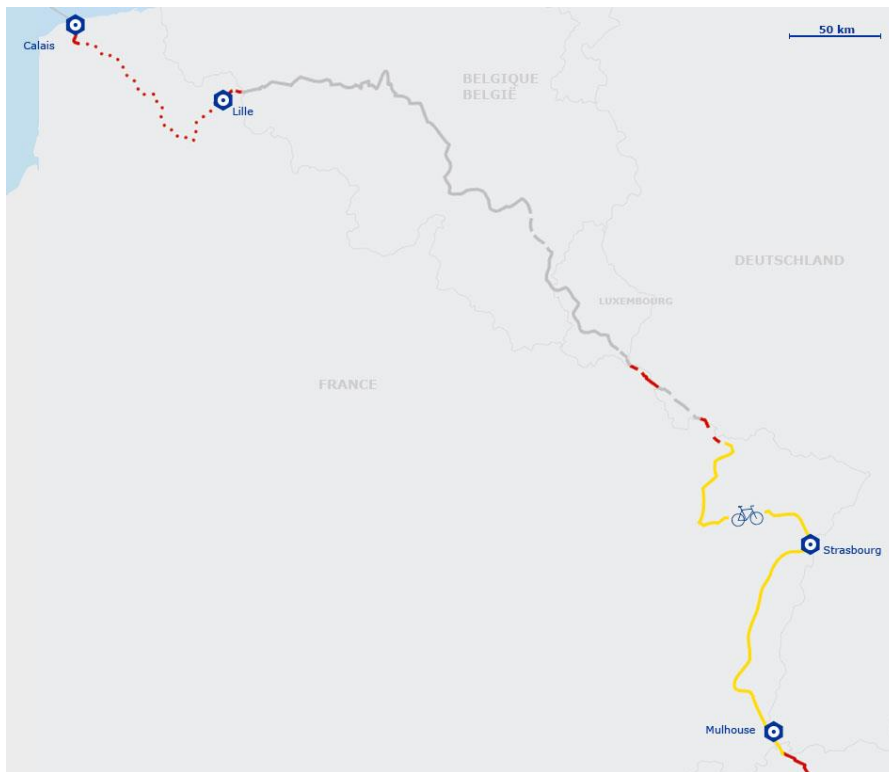


Figure 5d: EV 5 in France

Route	EV 5 in France
Length	650 km
Length finished	470 km
Length certified	0 km
Main cities	Calais, Lille, Strasbourg, Mulhouse
Neighbouring countries	United Kingdom, Belgium, Luxembourg, Germany, Switzerland

Details on EV 6



Figure 5e: EV 6 in France

Route	EV 6 in France
Length	1 430 km
Length finished	1 400 km
Length certified	0 km
Main cities	Nantes, Tours, Erleans, Chalonsur-Saone, Besancon
Neighbouring countries	Germany, Switzerland

Details on EV 8



Figure 5f: EV 8 in France

Route	EV 8 in France
Length	940 km
Length finished	490 km
Length certified	0 km
Main cities	Perpignan, Montpellier, Nice
Neighbouring countries	Italy, Spain



Figure 5g: EV 15 in France

Route	EV 15 in France
Length	200 km
Length finished	200 km
Length certified	200 km
Main cities	Strasbourg
Neighbouring countries	Germany, Switzerland

Details on EV 17



Figure 69: EV 17 in France

Route	EV 17 in France
Length	960 km
Length finished	760 km
Length certified	0 km
Main cities	Lyon, Valence, Avignon, Montpellier
Neighbouring countries	Switzerland

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Yes
Total Length	9 334 km
% finished	61 %
Number of routes	46

Table 101: French national network - main data



Figure 6: French national network

Table of national routes (format varies depending on available data)

Name / number	V16
Length (planned)	1150 km
Length (already finished)	812 km
Ending points	Dieppe, Paris
Intersections	No data

International connexions? Germany

Name / number **V31**

Length (planned) 141 km
Length (already finished) 57 km
Ending points Lens, Jeumont
Intersections No data
International connexions? None

Name / number **V32**

Length (planned) 441 km
Length (already finished) 316 km
Ending points Paris, Lille
Intersections No data
International connexions? None

Name / number **V33**

Length (planned) 525 km
Length (already finished) 319 km
Ending points Paris, Le Havre
Intersections No data
International connexions? None

Name / number **V34**

Length (planned) 106 km
Length (already finished) 0 km
Ending points Berry-au-Bac, Dom-le-Mesnil
Intersections No data
International connexions? None

Name / number **V40**

Length (planned) 515 km
Length (already finished) 491 km
Ending points Paris, Le Mt-St-Michel
Intersections No data
International connexions? None

Name / number	V41
Length (planned)	382 km
Length (already finished)	299 km
Ending points	Tours, Poses
Intersections	No data
International connexions?	None
Name / number	V42
Length (planned)	231 km
Length (already finished)	101 km
Ending points	St-Malo, Arzal
Intersections	No data
International connexions?	None
Name / number	V43
Length (planned)	732 km
Length (already finished)	709 km
Ending points	Ouistreham, La Rochelle
Intersections	No data
International connexions?	None
Name / number	V44
Length (planned)	258 km
Length (already finished)	232 km
Ending points	Alençon, Saumur
Intersections	No data
International connexions?	None
Name / number	V45
Length (planned)	1030 km
Length (already finished)	686 km
Ending points	Roscoff, Nantes
Intersections	No data
International connexions?	None
Name / number	V46

Length (planned)	313 km
Length (already finished)	40 km
Ending points	Tours, Bennegon
Intersections	No data
International connexions?	None

Name / number	V47
----------------------	------------

Length (planned)	99 km
Length (already finished)	99 km
Ending points	Château-du-Loir, Lavardin
Intersections	No data
International connexions?	None

Name / number	V48
----------------------	------------

Length (planned)	149 km
Length (already finished)	25 km
Ending points	Chalette-sur-Loing, Bourges
Intersections	No data
International connexions?	None

Name / number	V50
----------------------	------------

Length (planned)	1113 km
Length (already finished)	940 km
Ending points	Apach, Lyon
Intersections	No data
International connexions?	Germany, Luxembourg

Name / number	V51
----------------------	------------

Length (planned)	841 km
Length (already finished)	744 km
Ending points	Dijon, Dijon
Intersections	No data
International connexions?	None

Name / number	V52
----------------------	------------

Length (planned)	581 km
------------------	--------

Length (already finished)	302 km
Ending points	Paris , Strasbourg
Intersections	No data
International connexions?	Germany

Name / number	V53
----------------------	------------

Length (planned)	292 km
Length (already finished)	252 km
Ending points	Vitry-le-François, Dijon
Intersections	No data
International connexions?	Belgium

Name / number	V54
----------------------	------------

Length (planned)	372 km
Length (already finished)	342 km
Ending points	Givet, Ambly-sur-Meuse
Intersections	No data
International connexions?	None

Name / number	V55
----------------------	------------

Length (planned)	90 km
Length (already finished)	0 km
Ending points	Montereau-Fault-Yonne, Montereau-Fault-Yonne
Intersections	No data
International connexions?	None

Name / number	V56
----------------------	------------

Length (planned)	194 km
Length (already finished)	64 km
Ending points	St-Julien-les-Villas, La Chapelle-Montlinard
Intersections	No data
International connexions?	None

Name / number	V61
----------------------	------------

Length (planned)	154 km
Length (already finished)	84 km

Ending points Gaillard , Vallorcine

Intersections No data

International connexions? None

Name / number V62

Length (planned) 156 km

Length (already finished) 78 km

Ending points Chessenaz, Montmélian

Intersections No data

International connexions? Switzerland

Name / number V63

Length (planned) 218 km

Length (already finished) 218 km

Ending points Chateauneuf-sur-Isère, Chanaz

Intersections No data

International connexions? None

Name / number V64

Length (planned) 336 km

Length (already finished) 28 km

Ending points St-Egrève, Marseille

Intersections No data

International connexions? None

Name / number V65

Length (planned) 486 km

Length (already finished) 175 km

Ending points Port-St-Louis-du-Rhône, Fréjus

Intersections No data

International connexions? None

Name / number V66

Length (planned) 64 km

Length (already finished) 25 km

Ending points Sommières, Comps

Intersections No data
International connexions? None

Name / number V70

Length (planned) 622 km
Length (already finished) 295 km
Ending points Cuffy, Palavas-les-Flots
Intersections No data
International connexions? None

Name / number V71

Length (planned) 243 km
Length (already finished) 26 km
Ending points Paray-le-Monial, Lavoute-sur-Loire
Intersections No data
International connexions? None

Name / number V72

Length (planned) 62 km
Length (already finished) 0 km
Ending points St-Etienne, Lyon
Intersections No data
International connexions? None

Name / number V73

Length (planned) 187 km
Length (already finished) 80 km
Ending points Langogne, Sablons
Intersections No data
International connexions? None

Name / number V74

Length (planned) 181 km
Length (already finished) 161 km
Ending points Linvihac-le-Haut, Brassac-les-Mines
Intersections No data

International connexions? None

Name / number **V75**

Length (planned) 139 km

Length (already finished) 139 km

Ending points Montluçon, Diou

Intersections No data

International connexions? None

Name / number **V80**

Length (planned) 760 km

Length (already finished) 560 km

Ending points Royan, Sète

Intersections No data

International connexions? None

Name / number **V81**

Length (planned) 584 km

Length (already finished) 357 km

Ending points Bayonne, Saint-Laurent

Intersections No data

International connexions? None

Name / number **V82**

Length (planned) 147 km

Length (already finished) 4 km

Ending points Lavardac, Lannemazan

Intersections No data

International connexions? None

Name / number **V83**

Length (planned) 79 km

Length (already finished) 38 km

Ending points Toulouse, Roquefort-sur-Garonne

Intersections No data

International connexions? None

Name / number	V84
Length (planned)	206 km
Length (already finished)	121 km
Ending points	Montferrand, Bézier
Intersections	No data
International connexions?	None
Name / number	V85
Length (planned)	315 km
Length (already finished)	137 km
Ending points	Montauban, Quissac
Intersections	No data
International connexions?	None
Name / number	V86
Length (planned)	466 km
Length (already finished)	169 km
Ending points	Damazan, Labastide-Puylaurent
Intersections	No data
International connexions?	None
Name / number	V87
Length (planned)	448 km
Length (already finished)	273 km
Ending points	Montluçon, Montauban
Intersections	No data
International connexions?	None
Name / number	V90
Length (planned)	559 km
Length (already finished)	205 km
Ending points	Sablons, Marseilles-lès-Aubigny
Intersections	No data
International connexions?	None
Name / number	V91

Length (planned)	216 km
Length (already finished)	16 km
Ending points	Libourne, Meyronne
Intersections	No data
International connexions?	None
Name / number	V92
Length (planned)	295 km
Length (already finished)	261 km
Ending points	Cabariot, Excideuil
Intersections	No data
International connexions?	None
Name / number	V93
Length (planned)	108 km
Length (already finished)	6 km
Ending points	Saint-Quentin-sur-Charente, Beaumont-du-Lac
Intersections	No data
International connexions?	None
Name / number	V94
Length (planned)	156 km
Length (already finished)	46 km
Ending points	Parthenay, Argentan-sur-Creuse
Intersections	No data
International connexions?	None

Table 102: French national cycle routes

4. Policies / best practices

4.1 The mayor can allow turn on red light

The image is a screenshot of a news article from The Telegraph. The page header includes the site's name, navigation menus for various news categories (Home, Video, News, World, Sport, Business, Money, Comment, Culture, Travel, Life, Women, Fashion, Luxury, Tech, Film), and a search bar. The article title is "Paris to allow cyclists to skip red lights". The sub-headline reads: "Cyclists in Paris to be allowed to skip some red lights after tests show it will not increase accidents". A large photograph shows a cyclist riding past the Arc de Triomphe in Paris. Below the photo, the text states: "A man rides his bicycle during a protest against cars, gas emission and aggressive driver in Paris, September 2014 Photo: DOMINIQUE FAGET/AFP/GETTY". The article is attributed to "By Our Foreign Staff" and dated "12:25AM BST 09 Jul 2015". The main text begins: "Cyclists in Paris are to be allowed to ride through some red lights in a bid by the mayors office to get more people on their bikes. At several junctions there will be separate signals for cars and bikes, and while cars will be held by a red light, cyclists will be permitted to turn right or go straight ahead." Below the text are two diagrams, labeled "Schéma 1" and "Schéma 2", which illustrate traffic light configurations at an intersection. Schéma 1 shows a car and a cyclist at a red light, with a red arrow indicating the cyclist's path. Schéma 2 shows a car and a cyclist at a red light, with a red arrow indicating the cyclist's path. The diagrams include traffic light symbols and a blue and white sign with a bicycle symbol.

Figure 7a: The mayor can allow turn on red light (Source: telegraph.co.uk)

4.2 Incentives for commuting to work by bicycle

The screenshot shows the Eltis website interface. At the top, there is a navigation bar with 'Search', 'Contact us', 'FAQ', 'Cookies', 'Legal notice', and a language dropdown set to 'English'. Below this is a search bar and buttons for 'Login' and 'Become a Friend'. The main content area features a blue header with the Eltis logo and the tagline 'The urban mobility observatory'. A breadcrumb trail reads 'Home > Discover > Case Studies > A Cycling Kilometric Allowance in France'. Below the breadcrumb is a navigation menu with 'Home', 'Discover', 'Resources', 'Participate', and 'Mobility plans'. The article title is 'A Cycling Kilometric Allowance in France' by Florinda Boschetti, updated on 23 Oct 2017. The article text describes a 2017 initiative in France providing a €0.25 per kilometer allowance for commuters. A photograph shows a person on a bicycle in an urban setting. To the right of the article is a sidebar with a 'Propose content' section and a 'Latest' section listing recent articles such as 'European Bus Systems of the Future 2 (EBSF_2) Final Conference' and 'Maas Madrid, a new mobile application for shared mobility'.

Figure 7b: Incentives for commuting to work by bicycle (Source: eltis.org)


4.3 Security marking “Bicycode” system against bike theft and handling with stolen bicycles

The screenshot displays the Bicycode website, which is dedicated to bicycle security. The header includes the Bicycode logo, a navigation menu with 'Infos', 'FAQ BICYCODE', 'Vélo marqué', 'Tests antivols', 'Opérateurs BICYCODE', and 'Forces de l'ordre', and a search bar. The main content area features a large banner with the text 'Stop au vol de vélos' and 'Comment choisir un bon antivol?'. Below the banner are two registration forms: 'Enregistrer son vélo' and 'Ce vélo est-il volé? Vérifiez:'. The 'Enregistrer son vélo' form includes fields for 'Numéro Bicycode' and 'Date de marquage ou d'achat'. The 'Ce vélo est-il volé?' form includes a field for 'Numéro Bicycode'. A central section titled 'tests antivols FUB 2017 / 2018' provides information about 91 referenced tests and offers a PDF download. On the right side, there is an advertisement for 'Assurance Vélo Vol & Casse' from lecomparateurassurance.com, featuring a 'COMPAREZ LES OFFRES' button and an image of a cyclist.

Figure 7c: Bicycode website (www.bicycode.org)


4.4 Presidential Candidates review their cycling policies

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Parlons Vélo by FUB: French Presidential Candidates review their cycling policies



Parlons Vélo by FUB: French Presidential Candidates review their cycling policies

By Froso Christofides | 21 Apr, 2017


On April 13, ECF member FUB launched [Parlons Vélo](#) ; a site dedicated to the role of the bike in the presidential campaigns for the 2017 French elections. In one week, 7 of 11 candidates responded to the call launched by FUB and its 16 partners.

Since the first national pro-bike campaign raised more than 5,000 supporters, it is becoming readily apparent that cycling as a transport mode, is gradually moving from being a marginalized ecologists' idea, to an element of response for serious problems in urban society. FUB calls to attention three arguments from the candidates' campaigns:

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CONTACT THE AUTHOR




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Velo-city 2018: The Exhibition
06 Apr, 2018

Figure 70d: Presidential Candidates reviewed (Source: <https://ecf.com/news-and-events/news/parlons-v%C3%A9lo-fub-french-presidential-candidates-review-their-cycling-policies>)

5. Capital

Name	Paris
Population	2 206 488 inhabitants
Area	105.4 km ²
Density	21 000 inhabitants / km ²
Cycling network length	700 km
EuroVelo	EV 3
Strategy	www.paris.fr/velo

Table 103: Main facts about French capital



Figure 71: Paris Strategy

Sources:

59. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
60. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
61. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
62. EuroVelo - the European cycle routes network (eurovelo.com)
63. French Centre for studies and expertise on risks, environment, mobility and development (cerema.fr)

GEORGIA

5. Introduction



Figure 72: Georgia location

Country name	Georgia
Capital	Tibilisi
Top 5 most populated cities	Batumi, Kutaisi, Rustavi, Gori, Zugdidi
Population	3 718 200 inhabitants
Area	69 700 km ²
Density	53 inhabitants / km ²
Roads length	20 424 km
Road density	0,29 km / km ²
GDP per capita	10 644 USD

Table 104: Main facts about Georgia

Modal Share of bicycle (year)	No data
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	No data
Ebike sales total / per 1000 capita	No data
Share of ebike in bike sales	No data
Average price of a bicycle	No data

Table 105: Modal share and bicycle market in Georgia

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 106: Georgia bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	No data
Average budget per year	No data
Details on funding	No data

Table 107: Georgia bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling Infrastructure

3.1 Technical guidelines fund

Document	No data
Length	-
Mandatory / recommended	-
English summary	-
Design	-
Building	-
Maintenance	-
Combined transport	-

Table 108: Technical standards in Denmark

3.2 EuroVelo

No Eurovelo routes.

3.3 National Network of cycling routes

Existence of a national network of cycle routes	No data
Coherence with eurovelo	No data
Total Length	No data
% finished	No data
Number of routes	No data

Table 109: Georgia national network - main data

4. Policies / best practices

No data.

5. Capital



Figure 73: Bicycle sculpture in Tbilisi

Name	Tbilisi
Population	1 144 400 inhabitants
Area	726 km ²
Density	1576 inhabitants / km ²
Cycle network length	probably 8 km
Eurovelo	No

Table 110: Main facts about Georgia capital

There are practically no means currently for bicycles to move around in the city. The first bike path is an 8 km long route along both sides of the River Mtkvari (Sanapiro) and another along Pekini Street.



Figure 74: cycle track in Tibilisi

Sources:

64. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
65. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
66. EuroVelo - the European cycle routes network (eurovelo.com)
67. <https://www.pinterest.co.uk/pin/113012271883763588/>
68. <https://www.trover.com>

HUNGARY

1. Introduction



Figure 75: Hungary location

Country name	Hungary
Capital	Budapest
Top 5 most populated cities	Debrecen, Szeged, Miskolc, Pecs, Győr
Population	9 797 561 inhabitants
Area	93 030 km ²
Density	105 inhabitants / km ²
Roads length	206 633 km
Road density	2,22 km / km ²

GDP per capita	30 538 USD
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Table 111: Main facts about Hungary

Modal Share of bicycle (year)	22% (!) (2015)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	221 000 / 23
Ebike sales total / per 1000 capita	No data
Share of ebike in bike sales	No data
Average price of a bicycle	265€

Table 112: Modal share and bicycle market in Hungary

2. National bicycle strategy

2.1 Main data

Name of the strategy	National Cycling Charter
Year of adoption	2013
Website or link	http://bringaznielmeny.hu/wp-content/uploads/2016/01/KKP_EN_screen.pdf
Was it the first strategy ?	No data
Is there any English translation or summary	http://bringaznielmeny.hu/wp-content/uploads/2016/01/KKP_EN_screen.pdf

Table 113: Hungary bicycle strategy - main data

2.2 Funding

Total budget	297 million Euro
Period	2014-2020
Average budget per year	42 milion Euro
Details on funding	European and national sources

Table 114: Hungary bicycle strategy - funding

2.3 Main principles and assumptions

The current National Cycling Programme is centred on these 6 'intervention areas':

- Infrastructure development and maintenance
- Development and operation of services
- Education and promotion
- Monitoring and evaluation
- Institutional development
- Regulation

These 'intervention areas' again are divided up into 24 specific measures with all of them having a quantifiable target. For example, under measure 1 it is planned to invest 48 million Euro into the creation of 21 cyclist-friendly settlements or districts. Measure 2 looks at building and maintaining 500km of new regional cycling routes coming at a price tag of another 48 million Euro. Another 121 million Euro will go into the construction and maintenance of 700 km of EuroVelo and national cycling routes (measure 3). Contrary to the 2007 – 2013 period where the focus went on building new infrastructure, maintaining the existing one is now a key element as well.

That the period of the National Cycling Programme runs parallel to the 2014 – 2020 EU Financial Perspective is not a coincidence. Hungary has been a long-standing champion in unlocking EU funds for cycling projects. In total, 297 million Euro is set to be invested from European and national sources into cycling development over the 7-year period, which translates into 4.3 Euro per capita annually. In that regard, Hungary also compares very well with other countries in Europe.

National Cycling Programme

Hungary 2014–2020



Figure 76: Hungary strategy

Main goal is to developed cycling usage from 22% up to 25% by 2020.

3. Cycling infrastructure

3.1 Technical standards

Document	No data
Length	-
Mandatory / recommended	-
English summary	-
Design	-

Building	-
Maintenance	-
Combined transport	-

Table 115: Technical standards in Hungary

3.2 Eurovelo

Eurovelo coordinator	Miklos Berencsi, national cycling point
Eurovelo nodes	Szeged (EV11, EV13), Mohacs (EV6, EV13)

Table 116: EuroVelo in Hungary - main data

Route	Main cities crossed
EV6	Gyor, Budapest, Baja
EV11	Tokaj, Szolnok, Szeged
EV13	Nagykanizsa

Table 117: EuroVelo routes in Hungary



Figure 77: Eurovelo routes in Hungary

Details on EV6

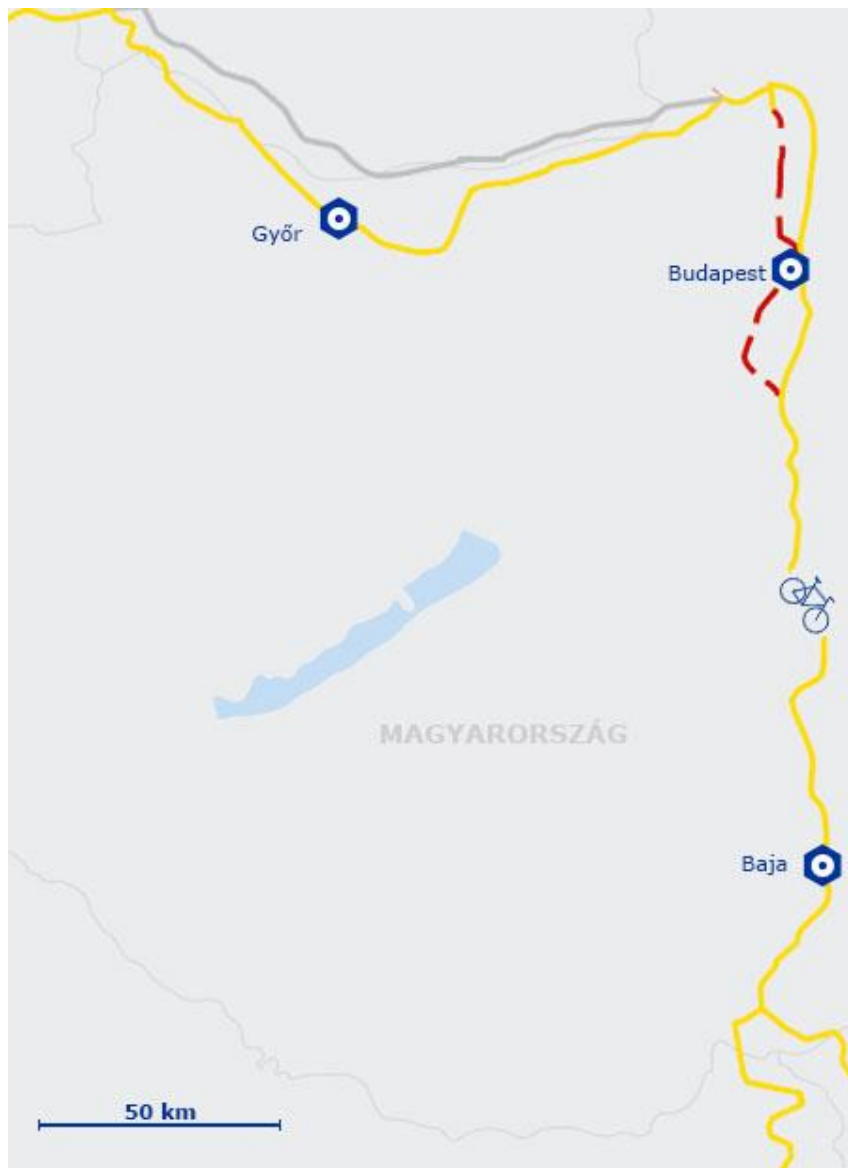


Figure 78: EV6 in Hungary

Route	EV6 in Hungary
Length	722 km
Length finished	722 km
Length certificated	0 km
Main cities	Győr, Budapest, Baja
Neighbouring countries	Slovakia, Croatia

Table 118: EV6 in Hungary

Details on EV11



Figure 79: EV11 in Hungary

Route	EV11 in Hungary
Length	545 km
Length finished	No data
Length certificated	0 km
Main cities	Tokaj, Szolnok, Szeged
Neighbouring countries	Slovakia, Serbia

Table 119: EV11 in Hungary

Details on EV13

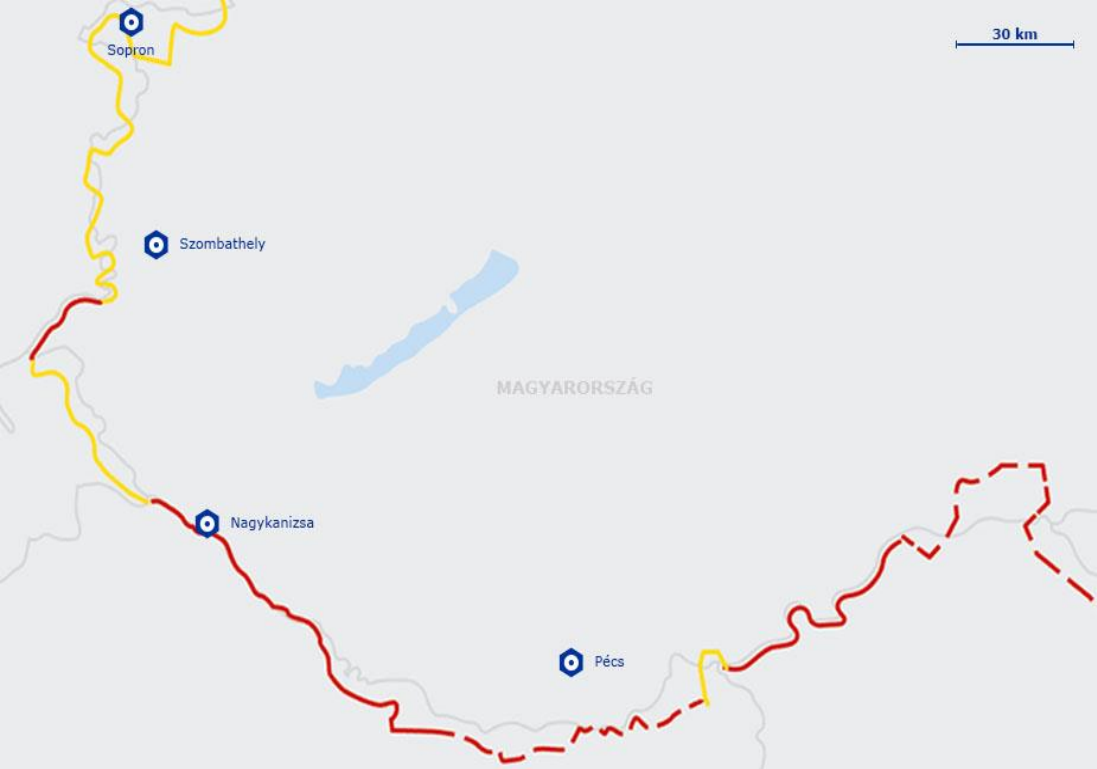


Figure 80: EV13 in Hungary

Route	EV13 in Hungary
Length	310 km
Length finished	No data
Length certificated	0 km
Main cities	Nagykanizsa
Neighbouring countries	Slovakia, Slovenia

Table 120: EV13 in Hungary

3.3 National network of cycle routes

Existence of a national network of cycle routes	No data
Coherence with eurovelo	No data
Total Length	No data
% finished	No data
Number of routes	No data

Table 121: Hungary national network - main data

4. Policies / best practices

5. Capital



Figure 81: Budapest cycling map

Name	Budapest
Population	1 742 000 inhabitants
Area	525,2 km ²
Density	3316 inhabitants / km ²
Cycle network length	350 km
Eurovelo	EV6

Table 122: Main facts about Hungary capital

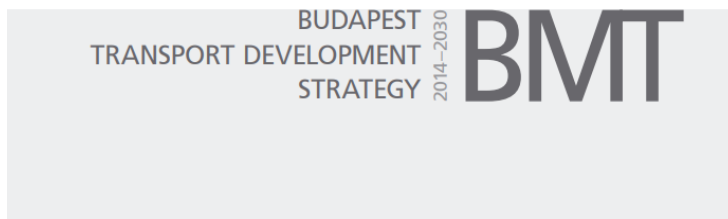


Figure 82: Budapest transport development strategy

Main target in case of cycling, according Budapest transport development strategy, is to achieve 10% of cycling in the city to 2030.

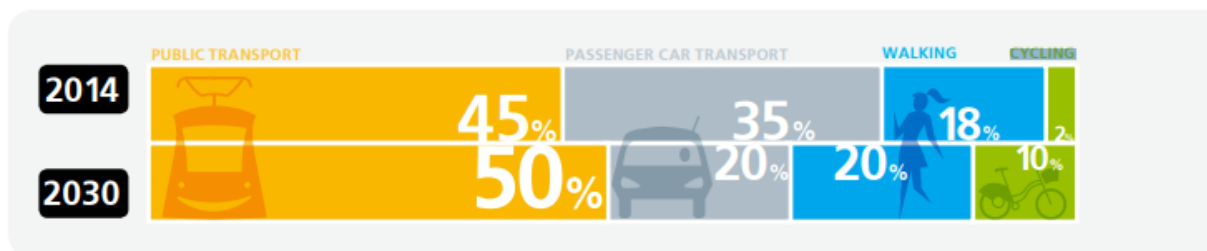


Figure 83

Sources:

69. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
70. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
71. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
72. EuroVelo - the European cycle routes network (eurovelo.com)
73. http://bringaznielmeny.hu/wp-content/uploads/2016/01/KKP_EN_screen.pdf
74. https://budapestbikebreeze.com/images/bike-map-budapest_2009.pdf

IRELAND

6. Introduction



Figure 84: Ireland location

Country name	Ireland
Capital	Dublin
Top 5 most populated cities	Cork, Limerick, Derry, Galway, Waterford
Population	6 572728 inhabitants
Area	84 421 km ²
Density	70 inhabitants / km ²
Roads length	96 155

Road density	0,87 km per km ²
GDP per capita	61 606 USD

Table 123: Main facts about Ireland

Modal Share of bicycle (year)	2% (2006)
Total length of cycling infrastructure	no data
Bike sales total / per 1000 capita	80 000 / 12
Ebike sales total / per 1000 capita	3000 / 0,46
Share of ebike in bike sales	3%
Average price of a bicycle	250€

Table 124: Modal share and bicycle market in Ireland

2. National bicycle strategy

2.1 Main data

Name of the strategy	National Cycling Policy Framework
Year of adoption	2013
Website or link	http://www.smartertravel.ie/sites/default/files/uploads/0902_05_Irish_version_for_the_web.pdf
Was it the first strategy ?	Yes
Is there any English translation or summary	http://www.smartertravel.ie/sites/default/files/uploads/2013_01_03_0902%2002%20EnglishNS1274%20Dept.%20of%20Transport_National_Cycle_Policy_v4%5B1%5D%5B1%5D.pdf

Table 125: Irish bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	No data
Average budget per year	No data

Details on funding	No data about founding
--------------------	------------------------

Table 126: Irish bicycle strategy - funding

2.3 Main principles and assumptions

In response to the Government’s National Cycle Policy Framework work group will develop a National Cycle Network that will allow users to cycle between the main urban areas throughout the country. The network will be built to best practice standard, follow routes that maximise the number of potential users and its attractiveness to users, facilitate access for all, and ensure that short and long trips can be engaged in. The routes will, where possible, avail of existing routes and State-owned lands, share use with walking and form the basis for linkages to more comprehensive rural and urban local networks.

The Steering Committee of the advisory group considered the Terms of Reference to be:

- The national cycle route framework should provide a basis for the delivery of a fully integrated national network of rural interurban cycle routes.
- The network should attract as many users as possible by linking in to the main urban centres and it should form the basis for linkages to both local rural cycle routes and urban networks. The network should cover all parts of the country and align with tourism and economic development.
- The length of the network that is off road or of greenway standard should be maximised with the aim of minimising the interaction with motorised vehicles. The network should use existing cycle routes if appropriate. Special attention should be given to the opportunities of using both the disused rail network and canal / river tow-path networks as cycling / walking routes
- Previous work and expertise in the area, such as the Fáilte Ireland strategy for the development of cycling tourism in Ireland, should be considered x The route framework should learn from existing successful national cycle networks, such as Britain and Denmark.
- The cycling network should be integrated with public transport modes
- It should ensure that routes are provided in a manner that will allow cycling to develop as a viable mode for people’s transport and commuter needs, as well as ensuring development of recreational / leisure and tourist cycling

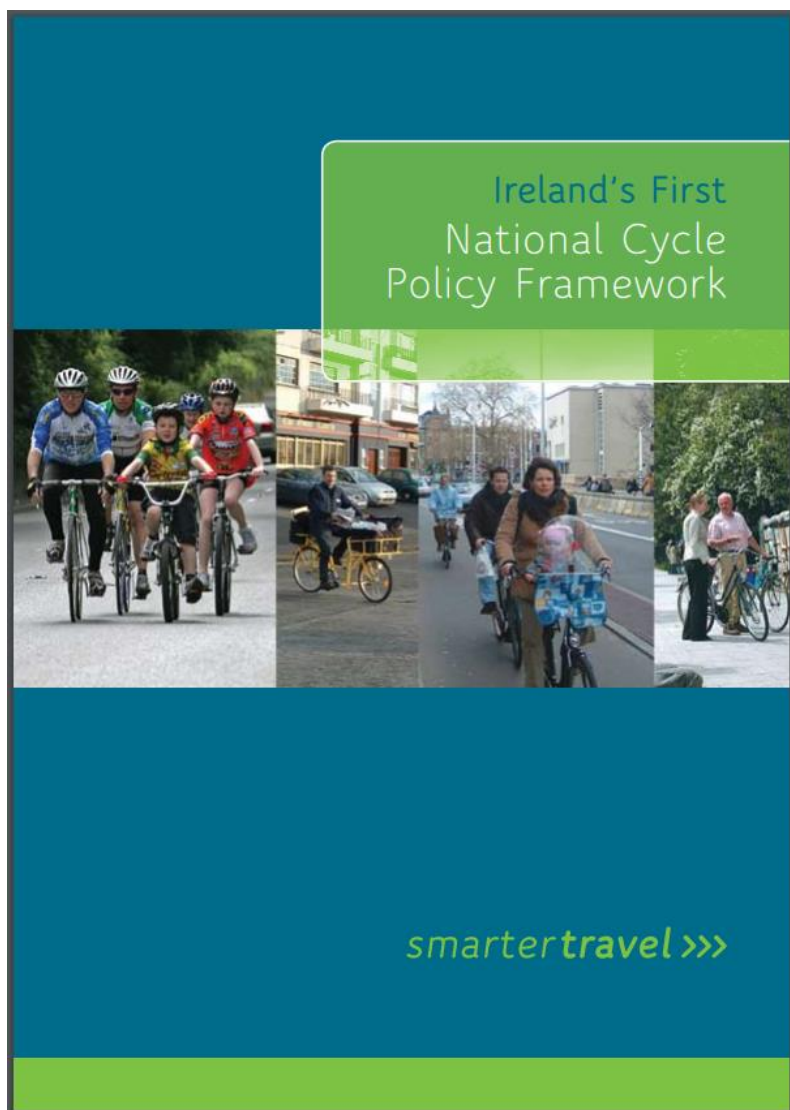


Figure 85: Irish Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.nationaltransport.ie/downloads/national_cycle_manual_110728.pdf
Length	236
Mandatory / recommended	Guidance
English summary	Document in english
Design	Yes
Building	Yes

Maintenance	Yes
Combined transport	No

Table 127: Technical standards in Ireland

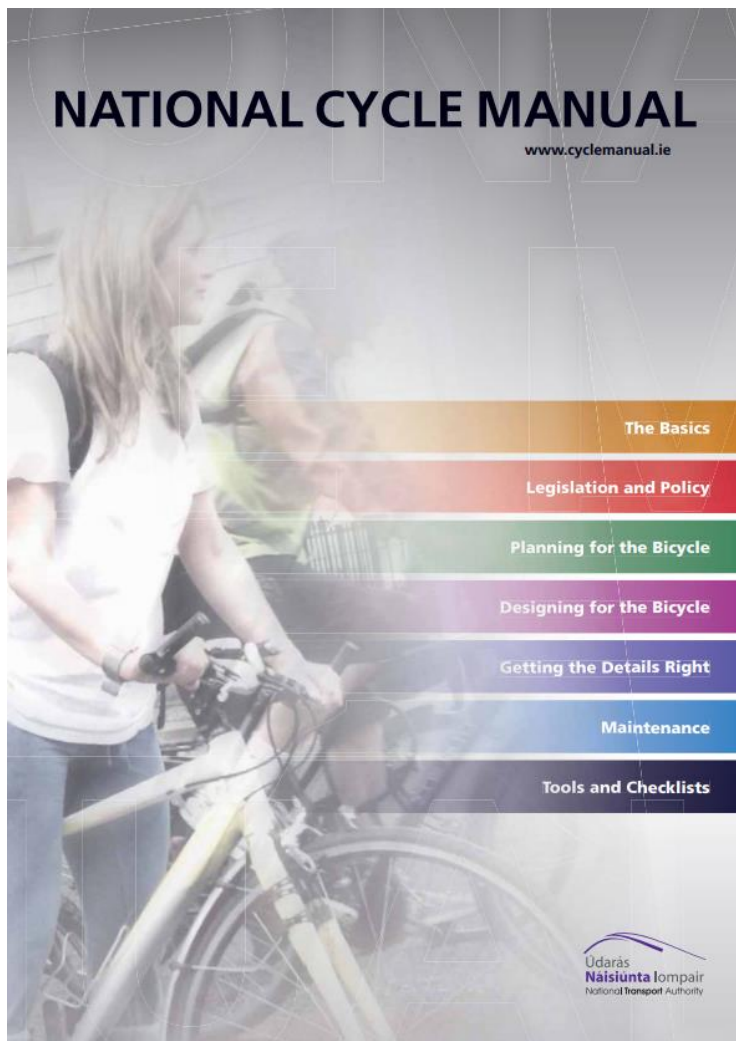


Figure 86: Technical standards in Ireland

3.2 EuroVelo network

Eurovelo coordinator	Doug Corrie, National Trails Office (run by the Irish Sport Council)
Eurovelo nodes	-

Table 128: EuroVelo in Ireland - main data

Route	Main cities crossed
-------	---------------------

EV1	Limerick, Cork
-----	----------------

Table 129: EuroVelo routes in Ireland

Details on EV 1



Figure 87: EV 1 in Ireland

Route	EV1
Length	whole route at the planning stage
Length finished	0 km
Length certificated	0 km
Main cities	Limerick, Cork
Neighbouring countries	Northern Ireland

Table 130: EV1 in Ireland

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Partly
Total Length	2000 km
% finished	No data
Number of routes	13

Table 131: Ireland network main data

National Cycle Network - Route Lengths



Figure 88: National network

Table of national routes

Name / number	Dundalk to Sligo / Corridor 1
Lenght (planned)	176 km
Length (already finished)	No data

Main cities	Dundalk, Ballinamore, Ballysadare, Sligo
Intersections	5, 6, 7, 11
International connexions?	No
Name / number	Dublin to Clifden / Corridor 2
Lenght (planned)	266 km
Length (already finished)	No data
Main cities	Dublin, Athlone, Galway, Clifden
Intersections	5, 7, 8, 10, 11, 12, 13
International connexions?	No
Name / number	Wexrod to Tralee / Corridor 3
Lenght (planned)	286 km
Length (already finished)	No data
Main cities	Wexford, Waterford, Cork, Tralee
Intersections	4, 5, 8, 9
International connexions?	No
Name / number	Waterford to Clonmel / Corridor 4
Lenght (planned)	52 km
Length (already finished)	No data
Main cities	Waterford, Clonmel
Intersections	3, 10
International connexions?	No
Name / number	Dundalk to Wexford / Corridor 5
Lenght (planned)	200 km
Length (already finished)	No data
Main cities	Dundalk, Dublin, Wexford
Intersections	1, 2, 3, 13

International connexions?	No
Name / number	Sligo to Letterkenny / Corridor 6
Lenght (planned)	126 km
Length (already finished)	No data
Main cities	Sligo, Dobegal, Letterkenny
Intersections	1, 7
International connexions?	Northern Ireland
Name / number	Sligo to Clifden / Corridor 7
Lenght (planned)	151 km
Length (already finished)	No data
Main cities	Clifden, Westport, Ballina, Sligo
Intersections	1, 2, 6,
International connexions?	No
Name / number	Galwey to Tralee / Corridor 8
Lenght (planned)	126 km
Length (already finished)	No data
Main cities	Tralee, Limerick, Galway
Intersections	2, 3, 9, 11
International connexions?	No
Name / number	Cork to Limerick / Corridor 9
Lenght (planned)	91 km
Length (already finished)	No data
Main cities	Cork, Mallow, Limerick
Intersections	3, 8, 10, 11
International connexions?	No
Name / number	Nass to Malow / Corridor 10

Lenght (planned)	213 km
Length (already finished)	No data
Main cities	Mallow, Clonmel, Carlow, Dublin
Intersections	2, 4, 9, 12
International connexions?	No
Name / number	Limerick to Carrick-on-Shannon / Corridor 11
Lenght (planned)	181 km
Length (already finished)	No data
Main cities	Limerick , Athlone, Drumshanbo
Intersections	1, 2, 8, 9
International connexions?	No
Name / number	Athlone to Carlow / Corridor 12
Lenght (planned)	80 km
Length (already finished)	No data
Main cities	Athlone, Carlow
Intersections	2, 10, 11,
International connexions?	No
Name / number	Drogheda to Trim / Corridor 13
Lenght (planned)	52 km
Length (already finished)	No data
Main cities	Drogheda, Trim
Intersections	2, 5
International connexions?	No

Table 132: Irish cycle routes

4. Policies / best practices

4.1 Cycle track on the carriageway



Figure 89: Cycle track on the carriageway

5. Capital

Name	Dublin
Population	527 612 inhabitants
Area	114,99 km ²
Density	4588 inhabitants / km ²
Cycle network length	170 km
Eurovelo	No

Table 133: Main facts about capital



Number of people cycling daily in Dublin up to 95,000



Figure 90: Cycle hire scheme in Dublin

Sources:

75. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
76. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
77. European Cyclist' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
78. EuroVelo - the European cycle routes network (eurovelo.com)
79. <http://irishcycle.com/dublincyclingstudytour/>
80. <https://greennews.ie>

ITALY

1. Introduction



Figure 91: Italy location

Country name	Italy
Capital	Rome
Top 5 most populated cities	Rome, Milan, Naples, Turin, Palermo
Population	60 589 445 inhabitants
Area	301 338 km ²
Density	201 inhabitants / km ²
Roads length	668 721 km
Road density	2.22 km / km ²
GDP per capita	33 700 USD

Table 134: Main facts about Italy

Modal share of bicycle (year)	3.3% (2017)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	1 679 000 / 28
Ebike sales total / per 1000 capita	124 000 / 2.0
Share of ebike in bike sales	7%
Average price of a bicycle	390 EUR

Table 135: Modal share and bicycle market in Italy

2. National bicycle strategy

2.1 Main data

Name of the strategy	Framework Law on Cycling Mobility
Year of adoption	2017
Website or link	Not found
Was it the first strategy?	Yes
Is there any English translation or summary	Not found

Table 136: Italian bicycle strategy - main data

2.2 Funding

Total budget	372 million EUR
Period	No data
Average budget per year	13 million euro in 2017, 30 million in 2018, then 40 million per year from 2019 al 2024.
Details on funding	funds allocated for construction of a national tourist cycleways network “Bicitalia”

Table 137: Italian bicycle strategy - funding

2.3 Main principles and assumptions

There are two specific areas of intervention:

- cycling mobility in urban and metropolitan areas, through the adoption of urban cycling mobility plans (biciplan) with the objectives to encourage the use of bicycles in home-school and home-work shifts, promote the allocation of resources for bicycle infrastructure and

- bicycle sharing services, facilitate the integration with public transport services and improve the safety of cyclists and counter theft of bicycles,
- cycling mobility on regional, national and European routes, aiming to integrate the Bicalia National Bicycle Network with [EuroVelo](#)

(Source: <https://ecf.com/news-and-events/news/ecf%E2%80%99s-italian-members%E2%80%99-advocacy-success-marks-historic-day-bicycle-world-italy>)

3. Cycling infrastructure

3.1 Technical standards

Document	http://www.trafficlab.eu/sicurezza-stradale/cat_view/38-sicurezza-stradale/47-piste-ciclabili.html
Length	70 pages
Mandatory / recommended	No data
English summary	Not found
Design	Yes (the document is written in Italian)
Building	Yes (in Italian)
Maintenance	No (in Italian)
Combined transport	No (in Italian)

Table 138: Italian technical standards



Figure 92: Technical standards in Italy

3.2 EuroVelo network

EuroVelo coordinator	FIAB - http://www.fiab-onlus.it/bici/
EuroVelo nodes	3

Table 139: EuroVelo in Italy - main data

Route	Main cities crossed
EV 5	Milan, Rome
EV 7	Rome, Naples
EV 8	Turin
EV 9	Trieste

Table 140: EuroVelo routes in Italy



Figure 93: EuroVelo network in Italy

Details on EV 5

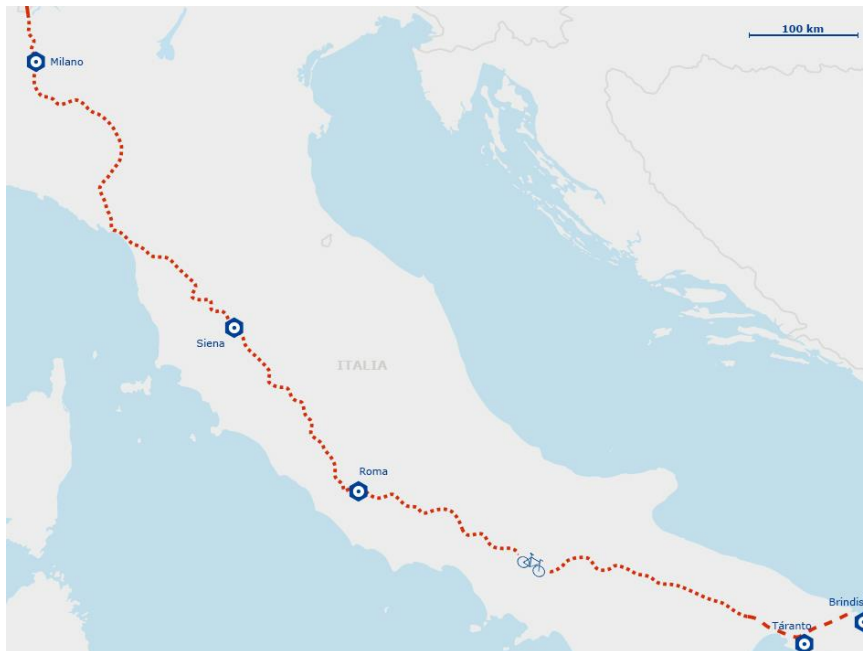


Figure 94: EV 5 in Italy

Route

EV 5 in Italy

Length	1500 km
Length finished	0 km
Length certified	0 km
Main cities	Milan, Rome
Neighbouring countries	Switzerland

Details on EV 7



Figure 5: EV 7 in Italy

Route	EV 7 in Italy
Length	2 400 km
Length finished	No data
Length certified	0 km

Main cities Rome, Naples

Neighbouring countries Austria

Details on EV 8

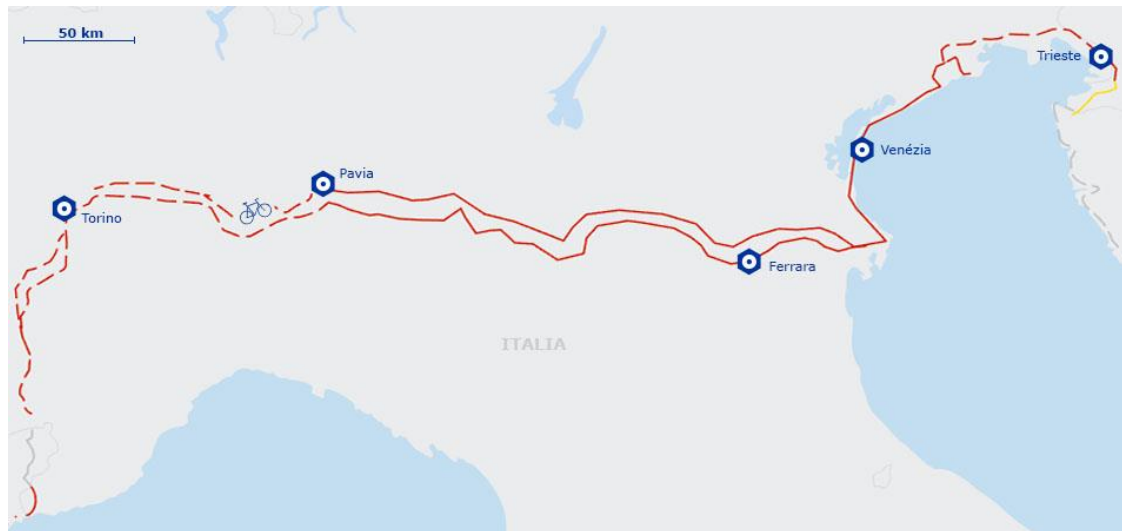


Figure 5: EV 8 in Italy

Route	EV 8 in Italy
Length	900 km
Length finished	No data
Length certified	0 km
Main cities	Turin
Neighbouring countries	France, Slovenia

Details on EV 9



Figure 5: EV 9 in Italy

Route	EV 9 in Italy
Length	No data
Length finished	0 km
Length certified	0 km
Main cities	Trieste
Neighbouring countries	Slovenia

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Partially (some EV segments included)
Total Length	5 700 km (est.)
% finished	No data
Number of routes	10

Table 141: Italian national network - main data



Figure 6: Italian national network

Table of national routes (format varies depending on available data)

Name / number	Ciclovía Ven-To
Length (planned)	680 km
Length (already finished)	No data
Main cities	Venice, Turin
Intersections	Ciclovía del Sole, Ciclovía Adriatica, Ciclovía Trieste-Lignano Sabbiadoro-Venezia
International connexion	No
Name / number	Ciclovía del Sole
Length (planned)	300 km

Length (already finished)	No data
Main cities	Verona, Florence
Intersections	Ciclovia Ven-To
International connexion	No

Name / number	Ciclovia dell'Acqua
----------------------	----------------------------

Length (planned)	500 km
Length (already finished)	No data
Main cities	none
International connexions?	No

Name / number	Grande Raccordo Anulare delle Biciclette
----------------------	-------------------------------------------------

Length (planned)	44
Length (already finished)	No data
Main cities	Rome
International connexions?	No

Name / number	Ciclovia del Garda
----------------------	---------------------------

Length (planned)	140 km
Length (already finished)	No data
Main cities	none
International connexions?	no

Name / number	Cycle route of Magna Grecia
----------------------	------------------------------------

Length (planned)	1000 km
Length (already finished)	No data
Main cities	Messina, Catania
International connexions?	no

Name / number	Ciclovia della Sardegna
----------------------	--------------------------------

Length (planned)	1230 km
Length (already finished)	No data
Main cities	Cagliari
International connexions?	no

Name / number	Ciclovia Adriatica
----------------------	---------------------------

Length (planned)	820 km
------------------	--------

Length (already finished)	No data
Main cities	Mestre, Rimini, Ancona, Pescara
Intersections	Ciclovia Ven-To
International connexions?	no

Name / number	Ciclovia Trieste-Lignano Sabbiadoro-Venezia
----------------------	----------------------------------------------------

Length (planned)	150 km
Length (already finished)	No data
Main cities	Triest, Venice
Intersections	Ciclovia Ven-To
International connexions?	To Slovenia

Name / number	Ciclovia Tirrenica
----------------------	---------------------------

Length (planned)	870 km
Length (already finished)	No data
Main cities	Genoa, Rome
International connexions?	To France

Table 142: Italian national cycle routes

4. Policies / best practices

4.1 “School streets” in Bolzano – street closures during peak hours to promote cycling and walking



Figure 7: School street in Bolzano (Source : metamorphosis-project.eu)

4.2 “Bicibus” - “cycling bus” - groups of students cycling to school together



Figure 7: School street in Bolzano (Source : metamorphosis-project.eu)

4.3 Mobility vouchers in Bari – cycling commuters get discount for buying or hiring a bicycle

5. Capital

Name	Rome
Population	2 874 558 inhabitants
Area	1 285 km ²
Density	2 237 inhabitants / km ²
Cycling network length	At least 120 km (source: COWI)
EuroVelo	EV5, EV7
Strategy	https://www.comune.roma.it/pcr/it/newsview.page?contentId=NEW364427

Table 143: Main facts about Italian capital

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Infomobilità Roma

Piano Quadro della Ciclabilità di Roma Capitale



Con Deliberazione dell'Assemblea Capitolina n. 27 del 24 aprile 2012 è stato approvato il Piano Quadro della Ciclabilità di Roma Capitale. Con questo documento la città di Roma esprime la chiara volontà di promuovere tutte quelle azioni virtuose necessarie per il miglioramento dell'aria e dell'ambiente e quindi della qualità della vita. **Di seguito sono in corso di pubblicazione, e dunque scaricabili gli allegati e le tavole del Piano della Ciclabilità.**

Il Piano integra lo sviluppo delle infrastrutture lineari ciclabili con lo sviluppo delle infrastrutture per la sosta delle biciclette e tutte le misure, le politiche e i servizi necessari allo sviluppo della ciclabilità urbana a Roma.

Le integrazioni del Piano approvato il 24 aprile 2012, rispetto a quello precedentemente adottato dalla Giunta Comunale ([deliberazione n. 87 del 24 marzo 2010](#)), derivano da un processo partecipativo che ha visto il coinvolgimento delle associazioni e dei comitati di categoria, dei Municipi in relazione alle esigenze del loro territorio e dei Dipartimenti tecnici di Roma Capitale. L'approvazione del Piano rappresenta un'importante primo passo verso una progressiva e concreta trasformazione di Roma in città ciclabile.

[Delibera Assemblea Capitolina n 27 del 24 aprile 2012](#)

[Relazione Tecnica](#)

[Norme tecniche di attuazione](#)

[Strade su cui è pianificato un percorso](#)

[Corridoi principali](#)

[Scuole superiori](#)

[Sedi atenei](#)

[Tavola 1](#)

[Tavola 2](#)

[Tavola 3 - Corridoi](#)

Tavola 4 - quadrante nord:



Tavola 4 - quadrante sud:



[Tavola 5a - quadrante nord-est](#)

[Tavola 5b - quadrante nord-ovest](#)

[Tavola 5c - quadrante sud-ovest](#)

[Tavola 5d - quadrante sud-est](#)

[Tavola 6 - Abaco](#)

[Tavola 7 - Scenari](#)

Figure 8: Rome Strategy

Sources:

81. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
82. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
83. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
84. EuroVelo - the European cycle routes network (eurovelo.com)
85. Ministry of Infrastructure and Transport (<http://www.mit.gov.it>)
86. FIAB - Federazione Italiana Amici Della Bicicletta (<http://www.fiab-onlus.it/bici/>)

LUXEMBOURG

7. Introduction



Figure 95: Luxembourg location

Country name	Luxembourg
Capital	Luxembourg City
Top 5 most populated cities	Luxembourg, Esch-sur-Alzette, Differdange, Dudelange, Ettelbruck
Population	590 667 inhabitants
Area	2 586 km ²
Density	222 inhabitants / km ²
Roads length	2 820 km
Road density	1.09 km / km ²
GDP per capita	107 708 USD

Table 144: Main facts about Luxembourg

Modal share of bicycle (year)	1% (2014)
Total length of cycling infrastructure	612 km
Bike sales total / per 1000 capita	10 000 / 16.9
Ebike sales total / per 1000 capita	3 000 / 5.6
Share of ebike in bike sales	30%
Average price of a bicycle	550 EUR

Table 145: Modal share and bicycle market in Luxembourg

2. National bicycle strategy

2.1 Main data

Name of the strategy	National action plan for soft mobility
Year of adoption	2008
Website or link	http://www.mt.public.lu/presse/actualite/2008/09/15_lux_halsdorf_wiseler_mobilite/PAN_mobilite_douce.pdf
Was it the first strategy?	No data
Is there any English translation or summary	Nothing found

Table 146: Luxembourg bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	Since 2016
Average budget per year	8 million EUR
Details on funding	state-funded cycling network expansion

Table 147: Luxembourg bicycle strategy - funding

2.3 Main principles and assumptions

The Action Plan sets priorities and measures in 8 different areas:

- Transport infrastructure

- Road safety
- Spatial planning
- Statistics and evaluation
- Additional services
- Information and marketing
- Financing
- Legislation

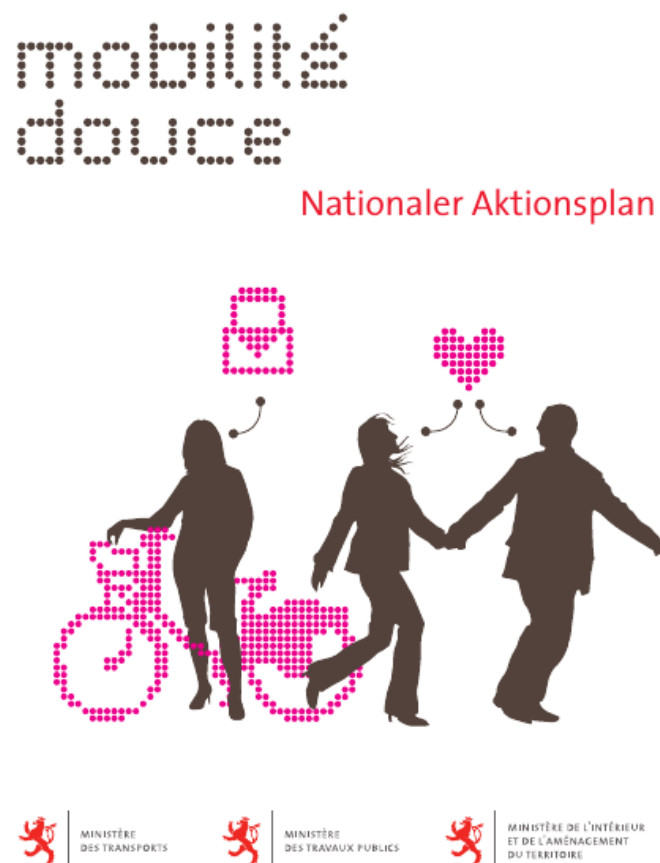


Figure 96: Luxembourg Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	http://www.pch.public.lu/fr/pistes-cyclables/circulation-cycliste-voie-publique-avis.pdf
Length	80 pages
Mandatory / recommended	Recommended

English summary	Nothing found
Design	Probably yes (the document is written in French)
Building	Probably no (the document is written in French)
Maintenance	Probably no (the document is written in French)
Combined transport	Probably no (the document is written in French)

Table 148: Technical standards in Luxembourg

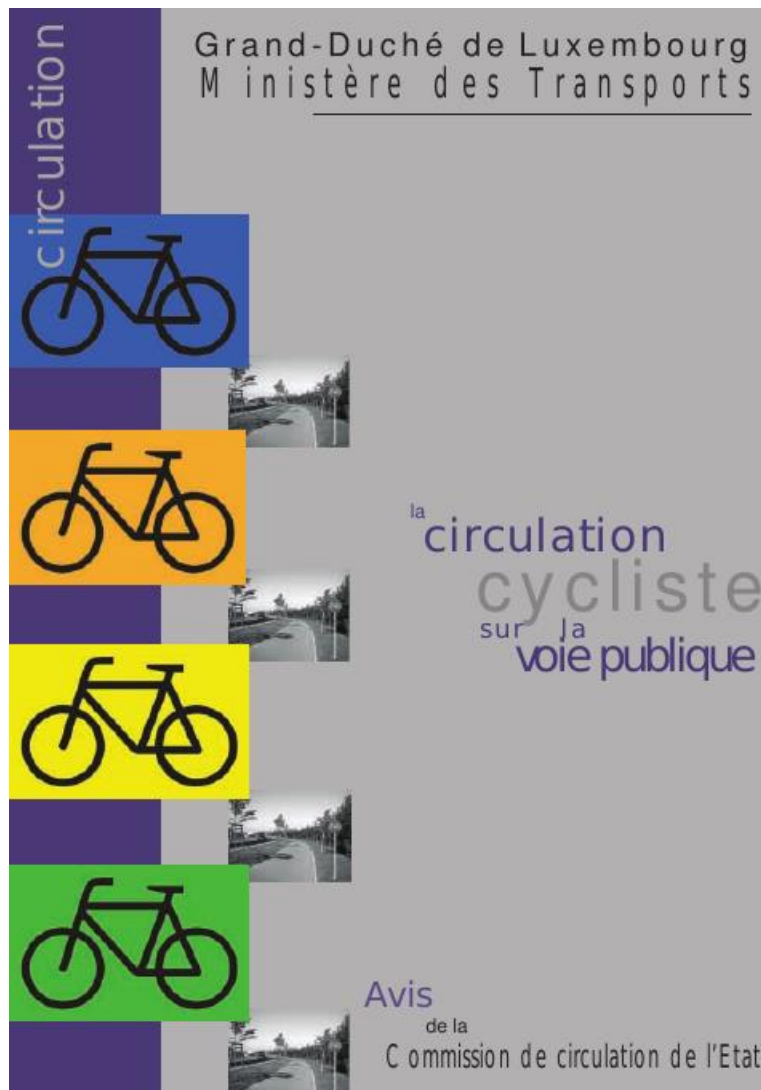


Figure 97: Technical standards in Luxembourg

3.2 EuroVelo network

EuroVelo coordinator <http://www.lvi.lu>

EuroVelo nodes 0

Table 149: EuroVelo in Luxembourg - main data

Route	Main cities crossed
EV 5	Luxembourg City

Table 150: EuroVelo routes



Figure 98: EuroVelo network in Luxembourg

Details on EV 5



Figure 99: EV 5 in Luxembourg

Route	EV 5 in Luxembourg

Length	107 km
Length finished	107 km
Length certified	0 km
Main cities	Luxembourg City
Neighbouring countries	Belgium, Germany

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Yes
Total Length	1 440 km
% finished	43%
Number of routes	41

Table 151: Luxembourg national network - main data

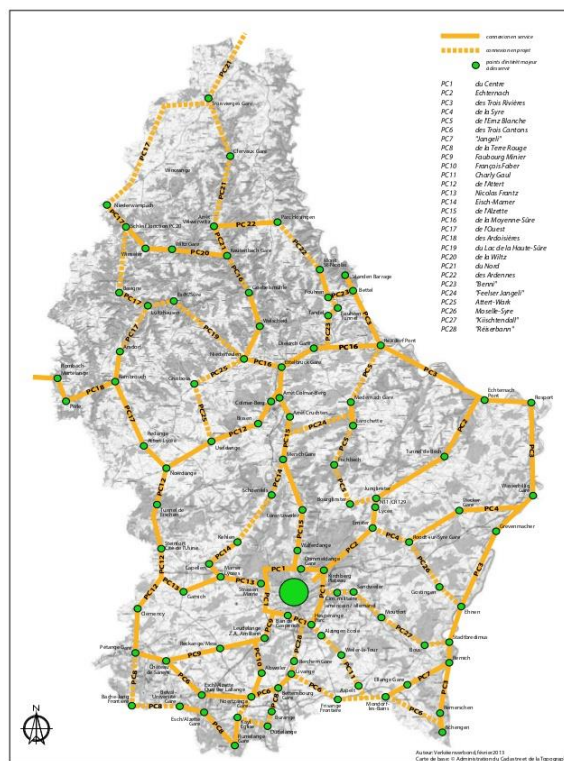


Figure 100: Luxembourg national network

Table of national routes (format varies depending on available data)

Name / number	1
---------------	---

Length (planned)	43 km
Length (already finished)	34 km
Main cities	Luxembourg City
Intersections	6, 9, 13, 15
International connexions?	none

Name / number	2
----------------------	----------

Length (planned)	44 km
Length (already finished)	44 km
Main cities	Luxembourg City
Intersections	1, 3, 4, 15
International connexions?	Germany

Name / number	3
----------------------	----------

Length (planned)	89 km
Length (already finished)	no data
Main cities	none
Intersections	2, 4, 7, 16, 22
International connexions?	Germany

Name / number	4
----------------------	----------

Length (planned)	20 km
Length (already finished)	20 km
Main cities	none
Intersections	2, 3
International connexions?	Germany

Name / number	5
----------------------	----------

Length (planned)	10 km
Length (already finished)	10 km
Main cities	none
Intersections	none
International connexions?	none

Name / number	6
----------------------	----------

Length (planned)	54 km
------------------	-------

Length (already finished)	54 km
Main cities	Esch-sur-Alzette
Intersections	1, 8, 10, 12
International connexions?	France

Name / number	7
----------------------	----------

Length (planned)	12 km
Length (already finished)	12 km
Main cities	none
Intersections	3
International connexions?	France, Germany

Name / number	8
----------------------	----------

Length (planned)	20 km
Length (already finished)	20 km
Main cities	Esch-sur-Alzette
Intersections	6
International connexions?	France

Name / number	9
----------------------	----------

Length (planned)	15 km
Length (already finished)	15 km
Main cities	Luxembourg City
Intersections	1, 6
International connexions?	none

Name / number	10
----------------------	-----------

Length (planned)	9 km
Length (already finished)	9 km
Main cities	none
Intersections	6
International connexions?	none

Name / number	11
----------------------	-----------

Length (planned)	15 km
Length (already finished)	0 km

Main cities	none
Intersections	7
International connexions?	none

Name / number	12
----------------------	-----------

Length (planned)	57 km
Length (already finished)	no data
Main cities	none
Intersections	6, 13, 15, 17
International connexions?	none

Name / number	13
----------------------	-----------

Length (planned)	14 km
Length (already finished)	12 km
Main cities	Luxembourg City
Intersections	1, 12
International connexions?	none

Name / number	14
----------------------	-----------

Length (planned)	5 km
Length (already finished)	5 km
Main cities	none
Intersections	13
International connexions?	none

Name / number	15
----------------------	-----------

Length (planned)	31 km
Length (already finished)	no data
Main cities	Luxembourg City, Ettelbruck
Intersections	1, 12, 16
International connexions?	none

Name / number	16
----------------------	-----------

Length (planned)	32 km
Length (already finished)	32 km
Main cities	Ettelbruck

Intersections 3, 16
International connexions? Germany

Name / number 17

Length (planned) 48 km
Length (already finished) 23 km
Main cities none
Intersections 12, 18
International connexions? none

Name / number 18

Length (planned) 12 km
Length (already finished) no data
Main cities none
Intersections 17
International connexions? Belgium

Name / number 19

Length (planned) 3 km
Length (already finished) 0 km
Main cities none
Intersections 17
International connexions? none

Name / number 20

Length (planned) 18 km
Length (already finished) 18 km
Main cities none
Intersections 21
International connexions? Belgium

Name / number 21

Length (planned) 17 km
Length (already finished) 17 km
Main cities none
Intersections 20, 22

International connexions?	Belgium
Name / number	22
Length (planned)	23 km
Length (already finished)	13 km
Main cities	none
Intersections	21, 23
International connexions?	none
Name / number	23
Length (planned)	3 km
Length (already finished)	3 km
Main cities	none
Intersections	3, 22
International connexions?	Germany

Table 152: Luxembourg national cycle routes

4. Policies / best practices

4.1 “The Highway Code” as a user-friendly guidebook with photos, drawings etc.

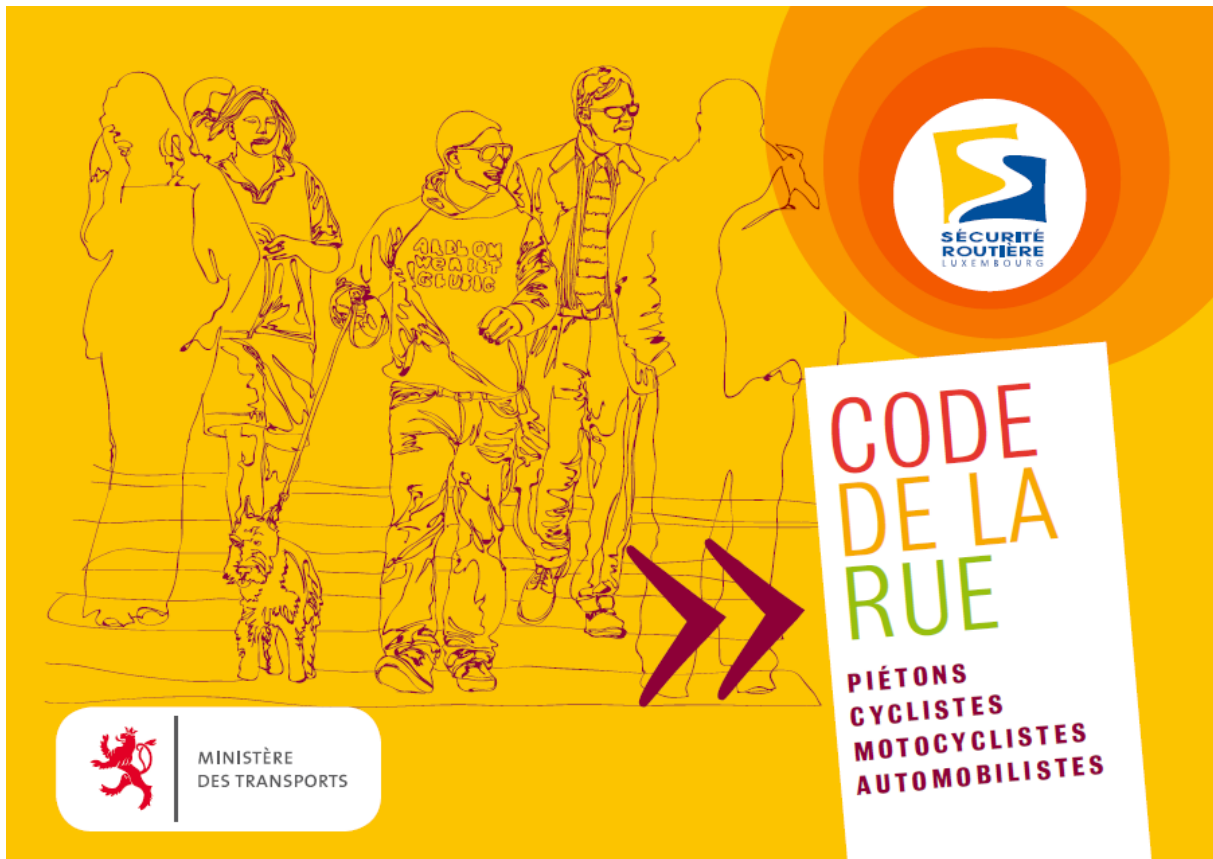


Figure 101: The Highway Code (Source: <http://www.pch.public.lu/fr/publications/c/code-de-la-rue/brochure-code-de-la-rue.pdf>)

5. Capital

Name	Luxembourg City
Population	107 247 inhabitants
Area	51.46 km ²
Density	2 100 inhabitants / km ²
Cycling network length	160 km
EuroVelo	EV 5
Strategy	https://www.vdl.lu/sites/default/files/media/magazine/ECOLOGIQUE_2014_n°1_Concept%20vélo.pdf

Table 153: Main facts about Luxembourg capital



Figure 8: Luxembourg City Strategy

Sources:

87. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
88. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
89. European Cyclists' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
90. EuroVelo - the European cycle routes network (eurovelo.com)
91. Ministry of Sustainable Development and Infrastructure (<http://www.mt.public.lu>)

MALTA

1. Introduction

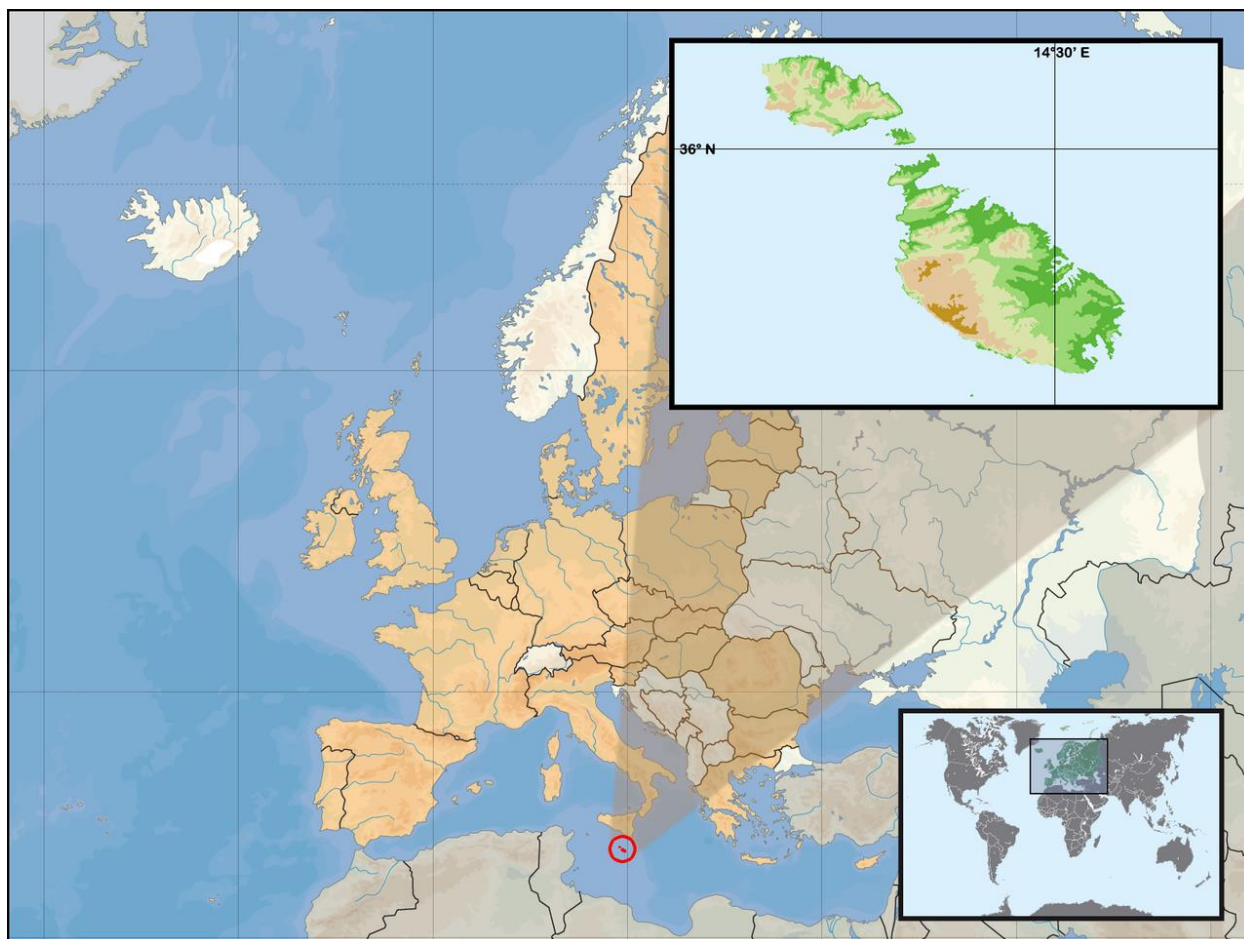


Figure 102: Malta location

Country name	Malta
Capital	Valletta
Top 5 most populated cities	Cottonera, Marsaxlokk, Mdina, Mosta, Rabat
Population	445 426 inhabitants
Area	316 km ²
Density	1409 inhabitants / km ²
Roads length	3096 km
Road density	0,8 km / km ²
GDP per capita	42 532 USD

Table 154: Main facts about Malta

Modal Share of bicycle (year)	No data
Total length of cycling infrastructure	18 km
Bike sales total / per 1000 capita	11000 / 25
Ebike sales total / per 1000 capita	1000 / 2
Share of ebike in bike sales	9%
Average price of a bicycle	250€

Table 155: Modal share and bicycle market in Malta

2. National bicycle strategy

2.1 Main data

Name of the strategy	Plan will be launched this year
Year of adoption	2018
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 156: Malta bicycle strategy - main data

2.2 Funding

Total budget	7,1 mln €
Period	No data
Average budget per year	No data
Details on funding	Security of funds 100% for Safe Cycle Routes Pilot Projects

Table 157: Malta bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	Only few recommendations in general guideline: http://www.transport.gov.mt/admin/uploads/media-library/files/ROAD%20GEOMETRY%20JULY%202003%20(DMRB-Malta).pdf
Length	-
Mandatory / recommended	-
English summary	-
Design	-
Building	-
Maintenance	-
Combined transport	-

Table 158: Technical standards in Malta

3.2 EuroVelo network

Eurovelo coordinator	No data
Eurovelo nodes	-

Table 159: EuroVelo in Malta - main data

Route	Main cities crossed
EV7	Valletta

Table 160: EuroVelo routes in Malta



Figure 103: Eurovelo routes in Malta

Details on EV 7

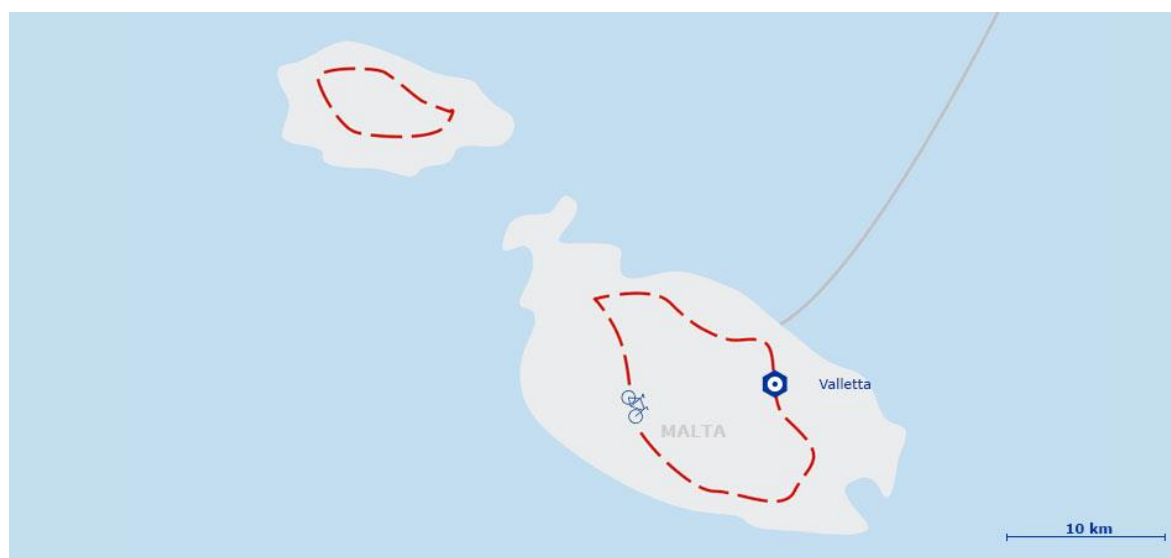


Figure 104: EV 7 in Malta

Route	EV7 in Malta
Length	No data
Length finished	No data
Length certificated	No data

Main cities	Valletta
Neighbouring countries	-

Table 161: EV7 in Malta

3.3 National network

Existence of a national network of cycle routes	During preparing
Coherence with eurovelo	No data
Total Length	51 km
% finished	18 km
Number of routes	2

Table 162: Malta network main data

4.1 Detailed plan Malta



Figure 105: Malta cycle national network draft

4. Policies / best practices

No data.

5. Capital

Name	Valletta
Population	6444 inhabitants
Area	0,8 km ²
Density	8055 inhabitants / km ²
Cycle network length	No data
Eurovelo	EV7

Table 163: Main facts about Malta capital



Figure 106: One of projects of cycle lanes

Sources:

92. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
93. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
94. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
95. EuroVelo - the European cycle routes network (eurovelo.com)
96. http://www.seemore-project.eu/docs/bicycle_lanes_proposal.pdf

THE NETHERLANDS

8. Introduction



Figure 107: The Netherlands location

Country name	The Netherlands
Capital	Amsterdam
Top 5 most populated cities	Rotterdam, The Hague, Utrecht, Eindhoven, Tilburg
Population	17 200 671 inhabitants
Area	41 543 km ²

Density	414 inhabitants / km ²
Roads length	139 000 km
Road density	3,4 km ²
GDP per capita	53 139 USD

Table 164: Main facts about The Netherlands

Modal Share of bicycle (year)	34% (2007*)
Total length of cycling infrastructure	30 203 km
Bike sales total / per 1000 capita	931 000 / 54
Ebike sales total / per 1000 capita	273 000 / 16
Share of ebike in bike sales	29%
Average price of a bicycle	1 010€

Table 165: Modal share and bicycle market in the Netherlands

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 166: The Netherlands national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	No data
Average budget per year	No data

Details on funding	No data
--------------------	---------

Table 167: The Netherlands national bicycle strategy - funding

2.3 Main principles and assumptions

The Netherlands does not have a national cycling strategy but most of the cities have. By way of illustration, here are the objectives of the Amstelveen bicycle Policy Memorandum 2006-2015:

- Increasing the accessibility of companies and facilities. Directly by improving the cycling facilities for clients and employees arriving by bicycle. And indirectly, by stimulating clients and employees arriving by car to switch to the bicycle or to a combination of bicycle and public transport. This improves accessibility for other car traffic.
- Improvement in the quality of the living environment. Directly, because many inhabitants value safe and comfortable cycling facilities. And indirectly, because the bicycle replaces short car journeys which produce a relatively large amount of (noise) disturbance.
- Increasing social safety and traffic safety. Both objectively (reducing the number of traffic accident victims) and subjectively (reducing feelings of danger).
- Improvement of public health. Directly, as bicycle use contributes to a daily exercise regime. And indirectly, the air quality improves if people use the bicycle for short journeys instead of the car.
- Increase development opportunities. Many inhabitants in Amstelveen do not have access to a car. Good and safe bicycle facilities may allow them to participate in activities independently. Disable people may also depend on the bicycle infrastructure. Indirectly, to promote independence and the development of children, it is important that they can move independently from a young age.
- Reducing the number of bicycle thefts.

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.crow.nl/publicaties/design-manual-for-bicycle-traffic-(1)
Length	300
Mandatory / recommended	Advisory
English summary	-
Design	Yes
Building	Yes
Maintenance	Yes
Combined transport	Yes

Table 168: Technical standards

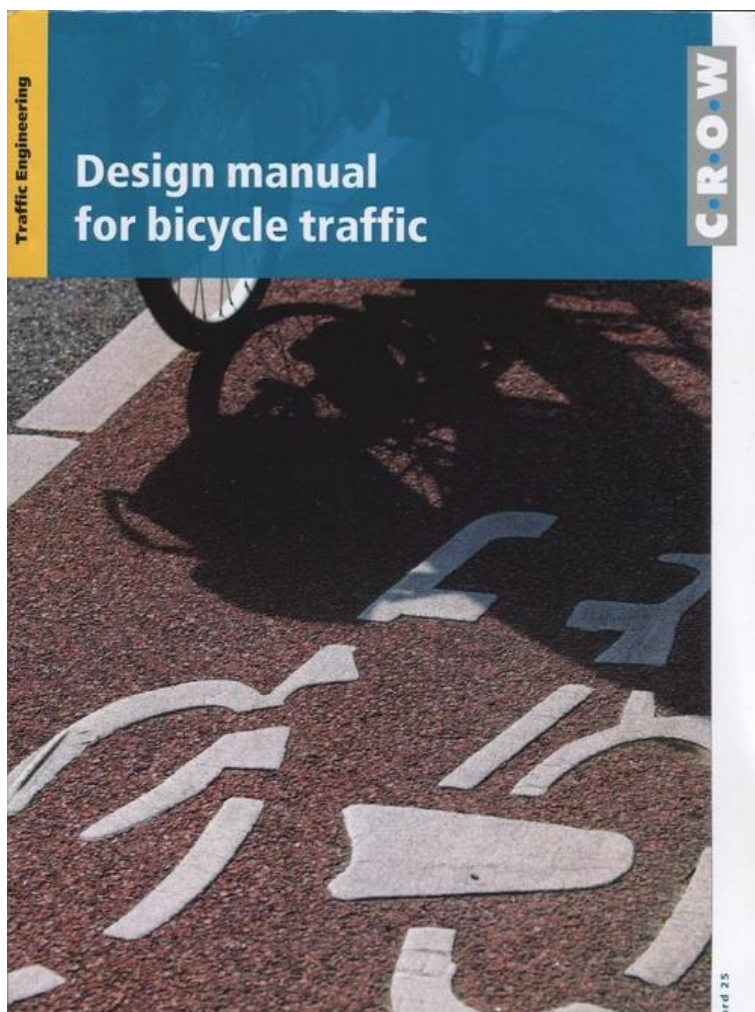


Figure 108: Technical standards in the Netherlands

3.2 EuroVelo network

Eurovelo coordinator	Eric Nijland, Stichting Landelijk Fietsplatform
Eurovelo nodes	Den Haag (EV2, EV12), Rotterdam (EV12, EV15)

Table 169: EuroVelo in the Netherlands main data

Route	Main cities crossed
EV2	Den Haag, Utrecht
EV4	Breda, Eindhoven
EV12	Den Haag
EV15	Rotterdam, Arnhem

Table 170: EuroVelo routes in the Netherlands



Figure 109: Eurovelo routes in the Netherlands

Details on EV 2

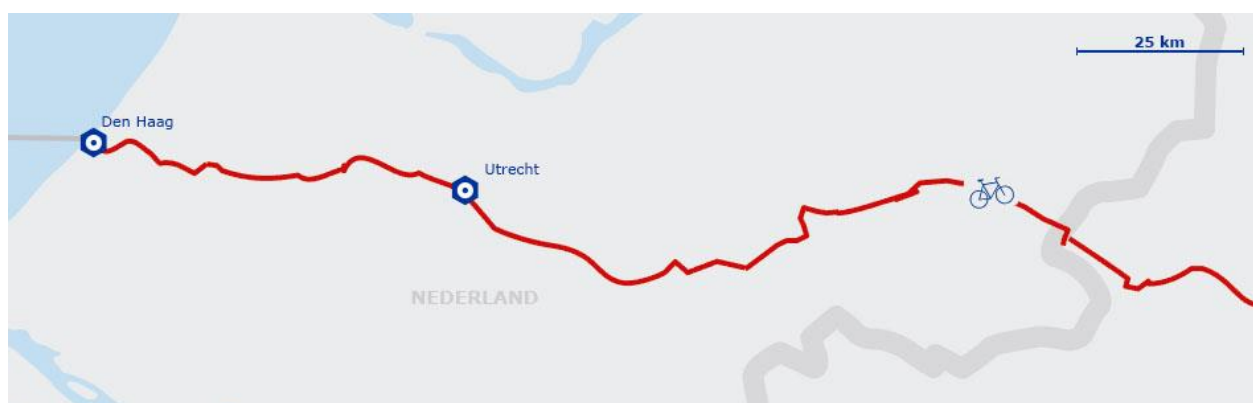


Figure 110: EV2 in the Netherlands

Route	EV2 in the Netherlands
Length	303 km
Length finished	303 km

Length certificated	0 km
Main cities	Den Haag, Utrecht

Table 171: EV2 in the Netherlands

Details on EV4

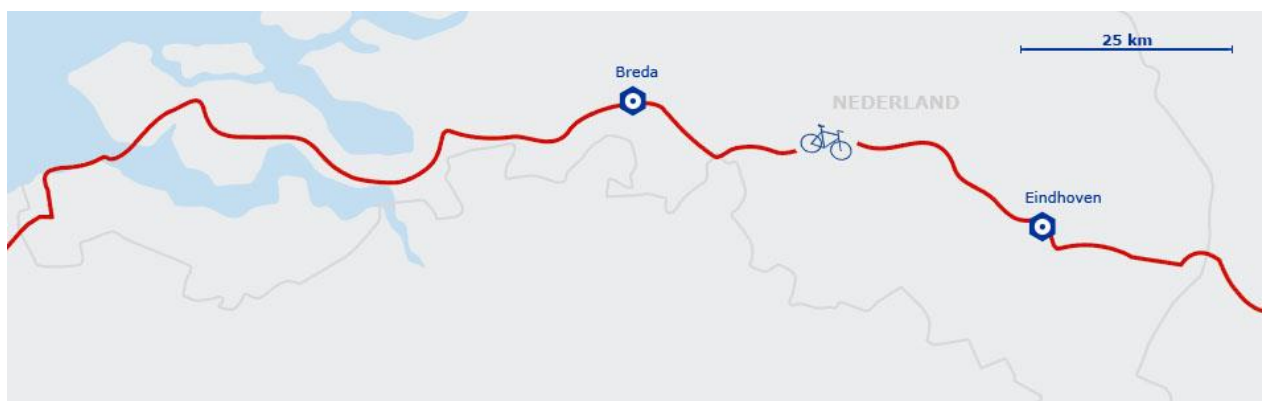


Figure 111: EV4 in the Netherlands

Route	EV4 in the Netherlands
Length	No data
Length finished	No data
Length certificated	No data
Main cities	Breda, Eindhoven

Table 172: EV4 in the Netherlands

Details on EV12



Figure 112: EV12 in the Netherlands

Route	EV12 in the Netherlands
Length	588 km
Length finished	588 km
Length certificated	0 km

Main cities	Den Haag
-------------	----------

Table 173: EV12 in the Netherlands

Details on EV15



Figure 113: EV15 in the Netherlands

Route	EV15 in the Netherlands
Length	285 km
Length finished	285 km
Length certificated	0 km
Main cities	Rotterdam, Arnhem

Table 174: EV15 in the Netherlands

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Yes
Total Length	4500 km
% finished	100%
Number of routes	32

Table 175: The Netherlands national network main data

LF routes are national cycle routes perfect for multi-day cycle trips. These long-distance, cross-border routes constitute a national network of approximately 4,500 kilometres. They are signposted in two directions with rectangular white signs with green lettering. The signs show the route number, the route name and a directional arrow. The addition of 'a' or 'b' indicates the direction: direction a (e.g. LF1a Noordzeeroute/North Sea Route) usually goes from North to South or from West to East, and vice versa for direction b. Where two LF routes converge, finger posts point out the direction. The LF routes are included in various cycle maps and guides.



Figure 114: The Netherlands national network

Table of national routes

Name / number	LF1 North Sea Route
Length (planned)	330 km
Length (already finished)	330 km
Main cities	Haga, Zaandvort, Haarlem
Intersections	LF4, LF5, LF6, LF7, LF10, LF11, LF12, LF13, LF20, LF30, LF39, LF51
International connexions?	Belgium

Name / number	LF2 City Route
Lenght (planned)	200 km
Length (already finished)	200 km
Main cities	Dordrech, Rotterdam, Amsterdam
Intersections	LF4, LF5, LF6, LF7, LF11, LF12, LF13, LF20, LF21, LF23
International connexions?	Belgium
Name / number	LF3 Hanze Twon Route
Lenght (planned)	170 km
Length (already finished)	170 km
Main cities	Leeuwarden, Kampen
Intersections	LF4, LF5, LF6, LF9, LF10, LF12, LF13, LF15, LF16, LF19, LF20, LF22, LF23
International connexions?	No
Name / number	LF4 Middle of Holland Route
Lenght (planned)	300 km
Length (already finished)	300 km
Main cities	Haga, Utrecht, Arnhem, Enschede
Intersections	LF1, LF2, LF3, LF7, LF8, LF9, LF11, LF14, LF15, LF17
International connexions?	No
Name / number	LF5
Lenght (planned)	30 km
Length (already finished)	30 km
Main cities	Wessem
Intersections	LF1, LF2, LF3, LF7, LF9, LF30, LF51

International connexions?	Belgium
Name / number	LF6
Lenght (planned)	40 km
Length (already finished)	40 km
Main cities	Maastricht
Intersections	LF1, LF2, LF7, LF30
International connexions?	Belgium, Germany
Name / number	LF7 River Bank Route
Lenght (planned)	385 km
Length (already finished)	385 km
Main cities	Zaandam, Amsterdam, Utrecht, Eindhoven, Maastricht
Intersections	LF1, LF2, LF4, LF6, LF5, LF9, LF12, LF13, LF15, LF17, LF20, LF21, LF23
International connexions?	Belgium
Name / number	LF8
Lenght (planned)	100 km
Length (already finished)	100 km
Main cities	Hellendoorn, Winterswijk
Intersections	LF4, LF14, LF15, LF16, LF19
International connexions?	Germany
Name / number	LF9 Sea Level Route
Lenght (planned)	455 km
Length (already finished)	455 km

Main cities	Groningen, Zwolle, Amersfoort, Utrecht, Breda
Intersections	LF3, LF4, LF5, LF7, LF10, LF11, LF12, LF13, LF14, LF20, LF15, LF16, LF17, LF23, LF50
International connexions?	Belgium, Germany
Name / number	LF10 Waden Sea Route
Lenght (planned)	257 km
Length (already finished)	257 km
Main cities	Holwerd, Delfzijl
Intersections	LF1, LF3, LF9, LF14, LF21, LF22
International connexions?	Germany
Name / number	LF11 Princes Route
Lenght (planned)	125 km
Length (already finished)	125 km
Main cities	Haga, Rotterdam, Breda
Intersections	LF1, LF2, LF4, LF9, LF12, LF13
International connexions?	No
Name / number	LF12 River Maas and Fortresses Route
Lenght (planned)	235 km
Length (already finished)	235 km
Main cities	Rotterdam, Dordrech
Intersections	LF1, LF2, LF3, LF7, LF9, LF11
International connexions?	No
Name / number	LF13 Schelde-Rhine Route

Lenght (planned)	285 km
Length (already finished)	285 km
Main cities	Middelburg, Breda, Venlo
Intersections	LF1, LF2, LF3, LF7, LF9, LF11, LF35, LF50
International connexions?	Germany
Name / number	LF14 Saxons Route
Lenght (planned)	290 km
Length (already finished)	290 km
Main cities	Groningen, Emmen, Enschede
Intersections	LF4, LF8, LF9, LF10, LF15, LF20
International connexions?	No
Name / number	LF15 Farmland Route
Lenght (planned)	260 km
Length (already finished)	260 km
Main cities	Alkmaar, Zwolle, Enschede
Intersections	LF3, LF4, LF7, LF8, LF9, LF14, LF16, LF19, LF20, LF21, LF22, LF23
International connexions?	No
Name / number	LF16 Vecht Valley Route
Lenght (planned)	230 km
Length (already finished)	230 km
Main cities	Zwolle, Nordhorn (GE)
Intersections	LF8, LF9, LF14, LF15
International	Germany

connexions?	
Name / number	LF17
Lenght (planned)	60 km
Length (already finished)	60 km
Main cities	Gorinchem, Leerdam
Intersections	LF4, LF7, LF9
International connexions?	No
Name / number	LF19
Lenght (planned)	35 km
Length (already finished)	35 km
Main cities	Deventer
Intersections	LF3, LF8, LF15
International connexions?	No
Name / number	LF20 Flevo Route
Lenght (planned)	275 km
Length (already finished)	275 km
Main cities	Haarlem, Amsterdam, Almere Stadt, Groningen
Intersections	LF1, LF2, LF3, LF7, LF9, LF14, LF15, LF21, LF22, LF23
International connexions?	No
Name / number	LF21
Lenght (planned)	150 km
Length (already finished)	150 km
Main cities	Amsterdam, Hoorn

Intersections	LF2, LF7, LF10, LF15, LF20, LF21, LF23
International connexions?	No
Name / number	LF22
Lenght (planned)	135 km
Length (already finished)	135 km
Main cities	Kampen
Intersections	LF3, LF10, LF15, LF20, LF23
International connexions?	No
Name / number	LF23
Lenght (planned)	115 km
Length (already finished)	115 km
Main cities	Amsterdam, Harderwijk, Kampen
Intersections	LF2, LF3, LF7, LF9, LF15, LF20, LF21, LF22
International connexions?	No
Name / number	LF30
Lenght (planned)	50 km
Length (already finished)	50 km
Main cities	Breskens, Gent
Intersections	LF1, LF5, LF6
International connexions?	Belgium
Name / number	LF51 Kempen Route
Lenght (planned)	50 km
Length (already	50 km

finished)	
Main cities	Eindhoven
Intersections	LF1, LF2, LF5, LF7, LF30
International connexions?	Belgium
Name / number	Zuiderzeeroute (LF21+LF22+LF23)
Lenght (planned)	400 km
Length (already finished)	400 km
Main cities	Amsterdam, Hoorn, Kampen, Harderwijk
Intersections	LF2, LF3, LF7, LF9, LF10, LF15, LF20, LF21, LF22, LF23
International connexions?	No
Name / number	Rijnfietsroute
Lenght (planned)	270 km
Length (already finished)	270 km
Main cities	Rotterdam, Dordrech, Arnhem
Intersections	LF3, LF4, LF11, LF12, LF17
International connexions?	Germany
Name / number	Ronde van Nederland
Lenght (planned)	1300 km
Length (already finished)	1300 km
Main cities	Eindhoven, Breda, the Hague, Haarlem, Groningen, Emmen, Enschede, Arnhem, Nijmegen
Intersections	LF1, LF3, LF4, LF5, LF6, LF7, LF10, LF11, LF12, LF13, LF14, LF16, LF20, LF30, LF51
International	No

connexions?	
Name / number	Rondje Twente
Lenght (planned)	200 km
Length (already finished)	200 km
Main cities	Enschede
Intersections	LF8, LF14, LF15
International connexions?	No
Name / number	Nederlandse Kustroute
Lenght (planned)	570 km
Length (already finished)	570 km
Main cities	the Hague, Haarlem
Intersections	LF4, LF5, LF6, LF7, LF10, LF11, LF12, LF13, LF20, LF30, LF39, LF51
International connexions?	Belgium, Germany
Name / number	Maasfietsroute
Lenght (planned)	430 km
Length (already finished)	430 km
Main cities	Rotterdam, Dordrecht, Venlo, Maastricht
Intersections	LF4, LF5, LF6, LF9, LF10, LF12, LF13, LF15, LF16, LF19, LF20, LF22, LF23
International connexions?	Belgium

Figure 115: The Netherlands national routes

4. Policies / best practices

4.1 Cycling urbanism - Houten

Located about five miles from the city of Utrecht, Houten and its adjacent sister town of South Houten are home to nearly 50,000 residents. In some ways Houten is a typical suburb. The

neighborhoods are filled with medium-density, single-family homes a fair number of residents own cars (415 autos per 1,000 locals, with 36 percent of households having at least two cars), and on average there's even more than one parking space per person.

But in many more ways, Houten is anything but typical. Car traffic is primarily resigned to a “ring road” that encircles the area. Within that ring is a network of low-speed streets meant primarily for people traveling by bike (there are 80 miles of bicycle paths alone) that connect to two main intercity train stations and most of the area's schools and shops. On most crossing cars have to yield to cyclists. As a result, car trips are the minority in Houten, with an estimated 66 percent made by alternative modes.

In 2018 Houten will be second time the best cycling city in the Netherlands.



Figure 116: Houten city center

4.2 Fast cycling routes (fiets schnell weg) - Arnhem - Nijmegen

The Dutch province of Gelderland can be an example how to create fast cycling routes. Cycling 18 km on the RijnWaalpad between Arnhem and Nijmegen train stations, you only have to yield to other traffic twice.

The route was officially inaugurated in 2015, and further improved in 2016 with the opening of the Kattenleger tunnel. Its official number is F325, mirroring the number of the nearby motorway A325. The construction cost 17 million euro.

There are no traffic lights on RijnWaalpad: major roads are crossed by bridges or tunnels and on minor streets traffic has to give way to the cyclists travelling on the cycle highway. In most cases the priority for RijnWaalpad was ensured by raising the crossing to create a speed ramp for motorists, clear continuity of the cycle highway's red surface, yield signs and respective horizontal markings on the road. In places with higher traffic volumes, additional measures were taken to improve safety by slowing down the car traffic and drawing drivers' attention to the crossing location.



Figure 117: Fast cycling routes - section in Nijmegen

4.3 Green lights phase scheme

In Groningen there have been junctions with this system, in which cyclists from all directions on a crossing are given the green light simultaneously since 1989. With a view to the positive effect of the system on the number of so-called 'blind spot accidents' between cyclists and motorized traffic, it was extended to other junctions in the City at increased speed after 2008. As a matter of fact, the number of mortal accidents between cyclists and motorized traffic on the Green light for all cyclists junctions, where the two different groups of road users are separated, has been reduced to zero. (<https://groningenfietsstad.nl>)



Figure 118: All green for cyclists

4.4 LF routes network with Knooppunten

The Netherlands invented smart scheme with creating long distance routes with the so-called Knooppunten. Going through points it is very easy to plan and cycling around the country.

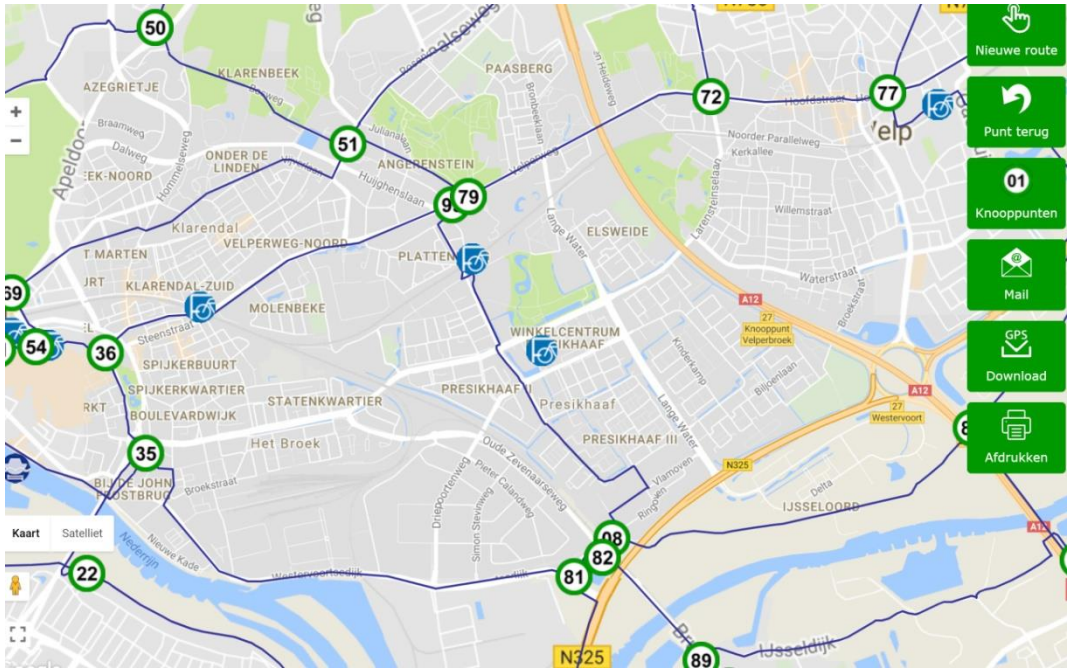


Figure 119: Map of LF routes with Knooppunten

5. Capital

Name	Amsterdam
Population	801 200
Area	219,33 km ²
Density	3653 inhabitants / km ²
Cycle network length	579,4 km
Eurovelo	-

Table 176: Main facts about capital

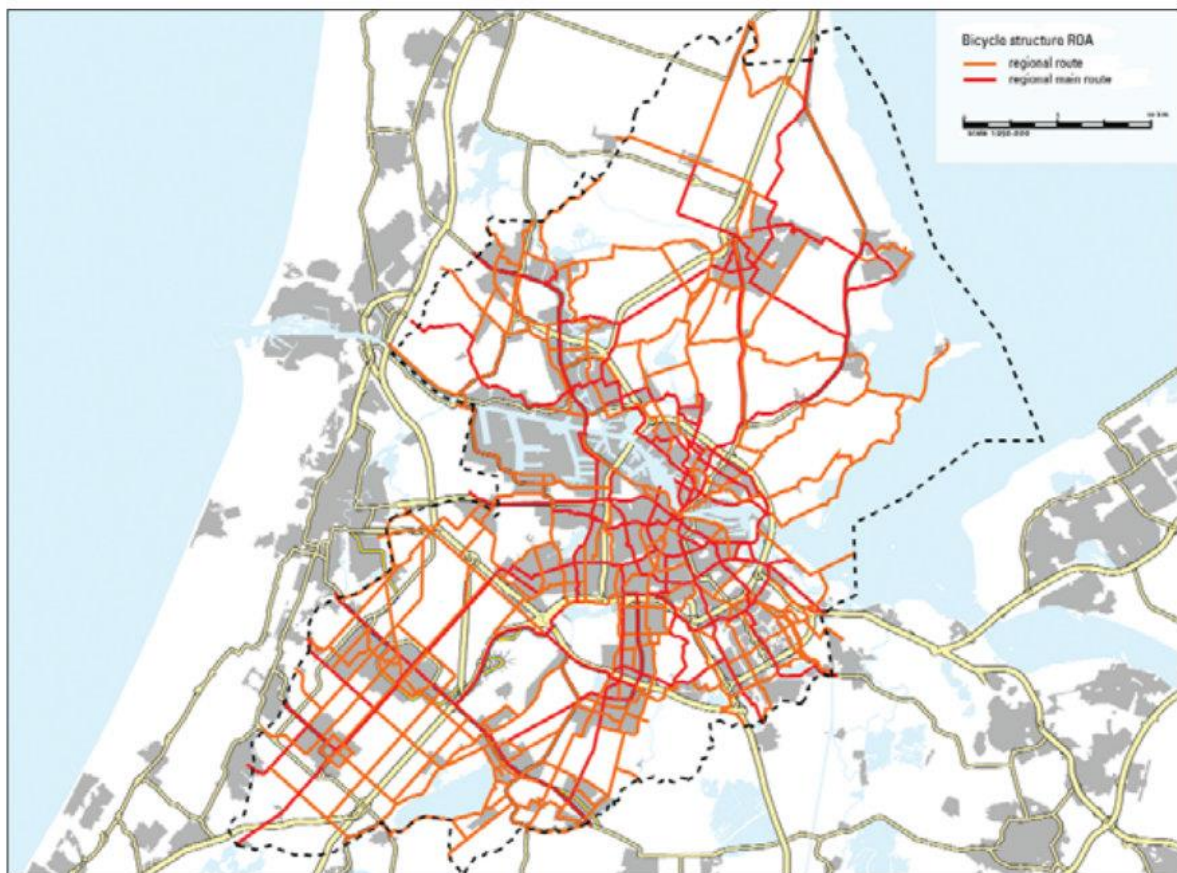


Figure 120: Amsterdam cycling map



Figure 121: Amsterdam mobility plan

Sources:

97. Confederation of the European Bicycle Industry - Facts and figures (<http://www.conebi.eu/facts-and-figures>)
98. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
99. European Cyclist' Federation - National cycling policies (<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
100. EuroVelo - the European cycle routes network (eurovelo.com)
101. <http://www.eltis.org>
102. http://www.fietsberaad.nl/library/repository/bestanden/Fietsberaad_Publicatie7A.pdf

NORWAY

1. Introduction



Figure 122: Norway location

Country name	Norway
Capital	Oslo
Top 5 most populated cities	Oslo, Bergen, Stavanger/Sandnes, Trondheim, Drammen
Population	5 267 146 inhabitants
Area	385 203 km ²
Density	15.8 inhabitants / km ²
Roads length	92 946 km
Road density	0.24 km / km ²
GDP per capita	74 930 USD

Table 177: Main facts about Norway

Modal share of bicycle (year)	4% (2013 - 2014)
Total length of cycling infrastructure	8 120 km
Bike sales total / per 1000 capita	350 000 / 66.4
Ebike sales total / per 1000 capita	40 000 / 7.6
Share of ebike in bike sales	11.4%
Average price of a bicycle	No data

Table 178: Modal share and bicycle market in Norway

2. National bicycle strategy

2.1 Main data

Name of the strategy	Nasjonal sykkelstrategi 2014–2023 (National cycle strategy 2014-2023)
Year of adoption	2012
Website or link	http://www.vegvesen.no/_attachment/317385
Was it the first strategy?	No
Is there any English translation or summary	Summary (https://www.toi.no/getfile.php/1341883/Publikasjoner/TØI%20rapporter/2015/1453-2015/1453-2015-sum.pdf)

Table 179: Norwegian bicycle strategy - main data

2.2 Funding

Total budget	12.8 million EUR
Period	2014-2023
Average budget per year	12.8 million EUR
Details on funding	state grants for municipalities and counties to improve walking and cycling conditions

Table 180: Norwegian bicycle strategy - funding

2.3 Main principles and assumptions

Main goals of the Strategy:

- Increasing modal share of cycling to 8% before 2023
- Promoting cycling as a mode of transportation
- Urban cycling modal share at least doubled
- Improved accessibility and road safety for cyclists
- Have 80% of children and teenagers walking or cycling to school



Figure 123: Norwegian Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.vegvesen.no/attachment/69912/binary/964012
Length	78 pages
Mandatory / recommended	No data
English summary	Not found

Design	Yes (the document is written in Norwegian)
Building	Yes (in Norwegian)
Maintenance	Yes (in Norwegian)
Combined transport	Yes (in Norwegian)

Table 181: Technical standards in Norway



Figure 124: Technical standards in Norway

3.2 EuroVelo network

EuroVelo coordinator	Norwegian Public Roads Administration https://www.vegvesen.no/trafikkinformasjon/Syklist/Kart
EuroVelo nodes	5

Table 182: EuroVelo in Norway - main data

Route	Main cities crossed
EV 1	Bergen, Ålesund, Trondheim, Bodø, Tromsø
EV 3	Oslo, Hamar, Lillehammer, Trondheim
EV 7	None
EV 11	None
EV 12	Oslo, Kristiansand, Stavanger, Bergen
EV 13	None

Table 183: EuroVelo routes in Norway



Figure 125: EuroVelo network in Norway

Details on EV 1

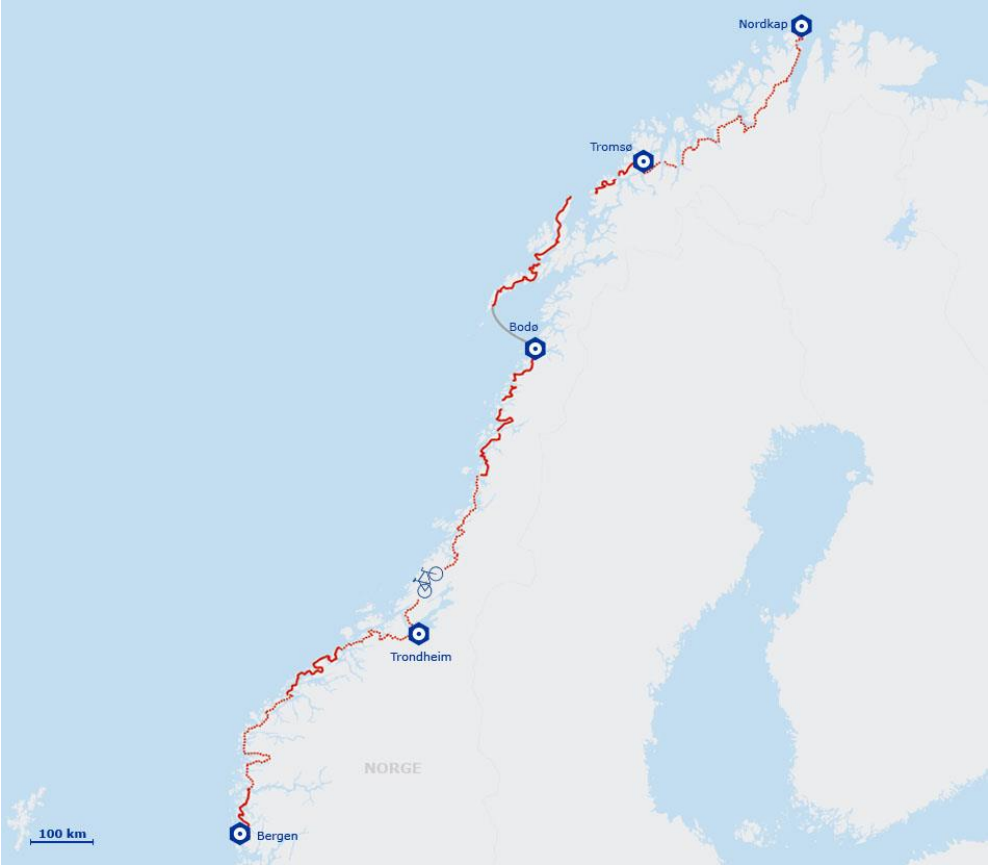


Figure 126: EV 1 in Norway

Route	EV 1 in Norway
Length	2800 km
Length finished	1500 km
Length certified	0 km
Main cities	Bergen, Ålesund, Trondheim, Bodø, Tromsø
Neighbouring countries	United Kingdom

Details on EV 3

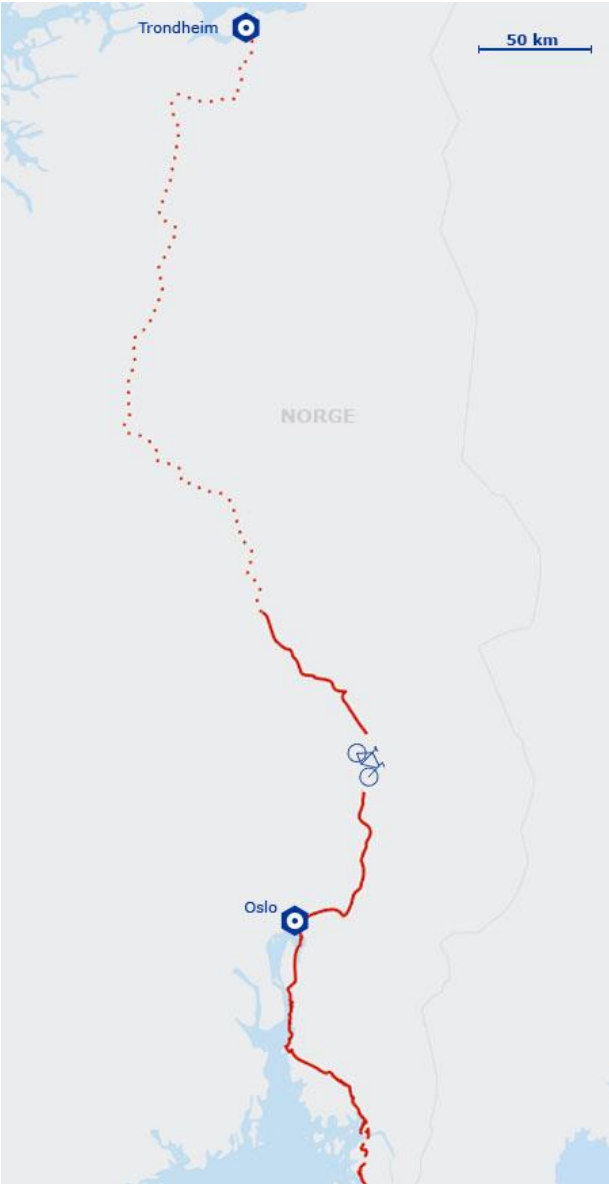


Figure 5: EV 3 in Norway

Route	EV 3 in Norway
Length	640 km
Length finished	350 km
Length certified	0 km
Main cities	Moss, Oslo, Hamar, Lillehammer, Trondheim
Neighbouring countries	Sweden



Figure 5: EV 7 in Norway

Route	EV 7 in Norway
Length	440 km
Length finished	0 km
Length certified	0 km
Main cities	None
Neighbouring countries	Finland

Details on EV 11



Figure 5: EV 11 in Norway

Route	EV 11 in Norway
Length	Under planning
Length finished	0 km
Length certified	0 km
Main cities	None
Neighbouring countries	Finland

Details on EV 12



Figure 5: EV 12 in Norway

Route	EV 12 in Norway
Length	1100 km
Length finished	1100 km
Length certified	0 km
Main cities	Oslo, Kristiansand, Stavanger, Bergen
Neighbouring countries	Sweden, United Kingdom

Details on EV 13

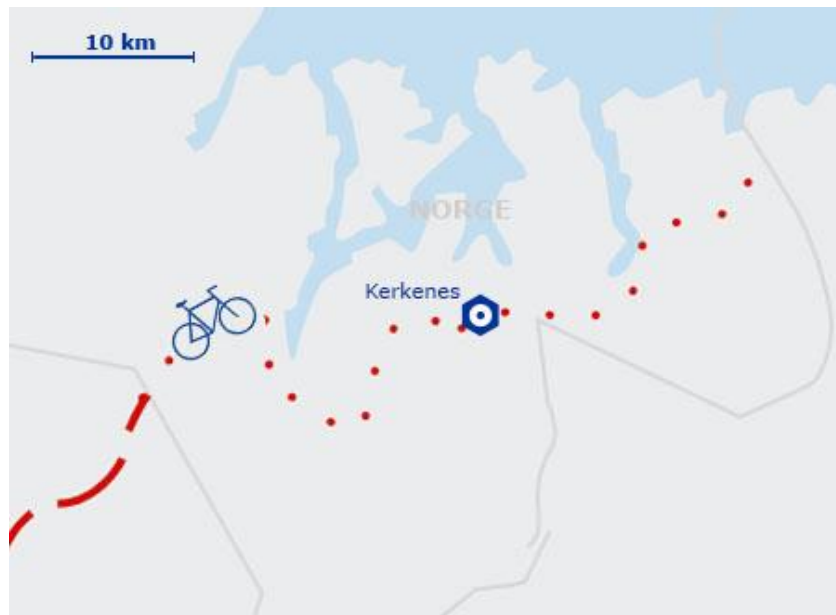


Figure 5: EV 13 in Norway

Route	EV 13 in Norway
Length	Under planning
Length finished	0 km
Length certified	0 km
Main cities	None
Neighbouring countries	Finland

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Mostly yes
Total Length	10 000 km
% finished	47%
Number of routes	10

Table 184: Norwegian national network - main data

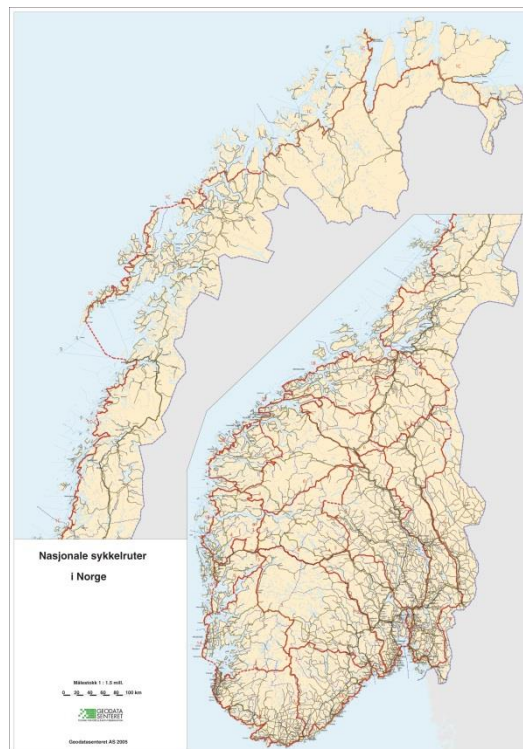


Figure 6127: Norwegian national network (old version)

Table of national routes (format varies depending on available data)

Name / number	1
Length (planned)	4 500 km
Length (already finished)	2 600 km
Main cities	Oslo, Kristiansand, Stavanger, Bergen, Ålesund, Trondheim, Bodø, Tromsø
Intersections	2, 3, 4, 5, 6, 7, 8, 9
International connexions?	Russia, Sweden
Name / number	2

Length (planned)	466 km
Length (already finished)	350 km
Main cities	Porsgrunn, Stavanger
Intersections	1, 3
International connexions?	None

Name / number	3
----------------------	----------

Length (planned)	1 000 km
Length (already finished)	350 km
Main cities	Kristiansand, Voss, Kristiansund
Intersections	1, 2, 4, 6,
International connexions?	None

Name / number	4
----------------------	----------

Length (planned)	614 km
Length (already finished)	240 km
Main cities	Oslo, Geilo, Voss, Bergen
Intersections	1, 3, 5, 6, 7
International connexions?	None

Name / number	5
----------------------	----------

Length (planned)	950 km
Length (already finished)	400 km
Main cities	Larvik, Kongsberg, Geilo, Molde
Intersections	1, 4, 6, 8
International connexions?	None

Name / number	6
----------------------	----------

Length (planned)	294 km
Length (already finished)	110 km
Main cities	Røros, Otta, Sogndal, Voss
Intersections	1, 3, 5, 7, 9

International connexions?	None
Name / number	7
Length (planned)	600 km
Length (already finished)	350 km
Main cities	Moss, Oslo, Hamar, Lillehammer, Trondheim
Intersections	1, 4, 6, 8, 9
International connexions?	None

Name / number	8
----------------------	----------

Length (planned)	160 km
Length (already finished)	0 km
Main cities	None
Intersections	1, 5, 7
International connexions?	None

Name / number	9
----------------------	----------

Length (planned)	825 km
Length (already finished)	420 km
Main cities	Halden, Kongsvinger, Trysil, Røros, Trondheim
Intersections	1, 6
International connexions?	Sweden

Name / number	10 (under planning)
----------------------	----------------------------

Length (planned)	no data
Length (already finished)	no data
Main cities	None
Intersections	no data
International connexions?	no data

Table 185: Norwegian national cycle routes

4. Policies / best practices

4.1 E-bike purchase subsidies in Oslo

The screenshot shows a news article on the BIKE europe website. The article is dated 20 Feb 2017 and is categorized under 'Sales & Trends' with 2852 views. The headline is 'Norway: E-Bike Sales Doubles Compensating for Drop in Overall Market'. The sub-headline reads: 'OSLO, Norway – Electric bicycles are rapidly becoming more popular in Norway. This year sales are estimated to double. What contributes to the success is a subsidy scheme offered by the Oslo city council for residents that buy an e-bike.' The article features a small image of the Norwegian flag. The text explains that Norway's main distributors and dealers estimate 2016 bike sales to have dropped a bit compared to 2015, but e-bike sales are expected to reach about 40,000 units. It notes that e-bikes are now holding a market share of over 10% in Norway. The article also mentions that the Oslo city council offers a NOK 500 (€550) subsidy for residents buying an e-bike. Other market reports listed on the right include 'German E-Bike Market Sees Record Growth in 2017', 'E-Bike Upcoming Category for Taiwan', 'E-Bikes Take Lead in Belgian Market', 'EU Import Figures Indicate Hard Drop in Trekking, Road and MTB Sales', 'Bulgaria Turning into Newest EU Bike Valley', 'Export And Local E-Bike Market Drive Czech Bicycle Industry', 'Polish Market Shifts From MTB to Urban Cycling', and 'Nordic's E-Bike Sales Increase, But Markets Tend to Differentiate'. A VAM logo is visible at the bottom right of the article content.

Figure 128: E-bike purchase subsidies in Oslo (Source: www.bike-eu.com)

5. Capital

Name	Oslo
Population	673 469 inhabitants
Area	454.08 km ²
Density	1 400 inhabitants / km ²
Cycling network length	190 km
EuroVelo	EV 3, EV 12

Table 186: Main facts about Norwegian capital



Figure 129: Oslo Strategy

Sources:

103. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
104. European Cyclists' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
105. EuroVelo - the European cycle routes network (eurovelo.com)
106. Ministry of Transportation and Communications
(<https://www.regjeringen.no/no/dep/sd/id791/>)
107. Norwegian Cycling Union (syklistene.no)
108. <https://www.vegvesen.no/en/traffic/planning-your-trip/national-cycle-routes>
109. [https://www.vegvesen.no/vegkart/vegkart/#kartlag:geodata/hva:\(~\(id:705,filter:\(~\),farge:'0_0'\)\)/@600000,7225000,3](https://www.vegvesen.no/vegkart/vegkart/#kartlag:geodata/hva:(~(id:705,filter:(~),farge:'0_0'))/@600000,7225000,3)

POLAND

9. Introduction



Figure 130: Poland location

Country name	Poland
Capital	Warsaw
Top 5 most populated cities	Warsaw, Krakow, Lodz, Wroclaw, Poznan
Population	38 422 346 inhabitants
Area	312 679 km ²
Density	123 inhabitants / km ²
Roads length	412 000 km

Road density	0,89 km per km ²
GDP per capita	30 827 USD

Table 187: Main facts about Poland

Modal Share of bicycle (year)	1,25 (2010 - only for national and regional roads)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	1 200 000 / 31
Ebike sales total / per 1000 capita	10 000 / 0,26
Share of ebike in bike sales	0.8%
Average price of a bicycle	350€

Table 188: Modal share and bicycle market in Poland

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 189: Polish national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	-
Average budget per year	-
Details on funding	On the occasion of buliding roads, EU founding

Table 190: Polish bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.gddkia.gov.pl/pl/d/954e6f004eceb18600b352bfe75f275a
Length	10
Mandatory / recommended	Advisory
English summary	No
Design	Yes
Building	No
Maintenance	No
Combined transport	No

Table 191: Technical standards in Poland



Wytyczne dla infrastruktury
pieszej i rowerowej

Wydanie: 02

Data: 16/01/2017

Figure 131: Technical standards in Poland

3.2 EuroVelo network

Eurovelo coordinator	Wanda Nowotarska, Western Pomeranian Province
Eurovelo nodes	Warsaw, Poznan, Gdansk, Katowice

Table 192: EuroVelo in Poland - main data

Route	Main cities crossed
EV2	Poznan, Warszawa
EV4	Krakow, Rzeszow
EV9	Gdansk, Poznan, Wroclaw
EV11	Warszawa, Radom, Kielce, Krakow
EV10=EV13	Swinoujscie, Gdynia, Gdansk, Elblag

Table 193: EuroVelo routes in Poland



Figure 132: EuroVelo routes in Poland

Details on EV2



Figure 133: EV2 in Poland

Route	EV2 in Poland
Length	1190km
Length finished	no data
Length certificated	0%
Main cities	Poznan, Warsaw
Neighbouring countries	Germany, Belarus

Table 194: EV2 in Poland

Details on EV4

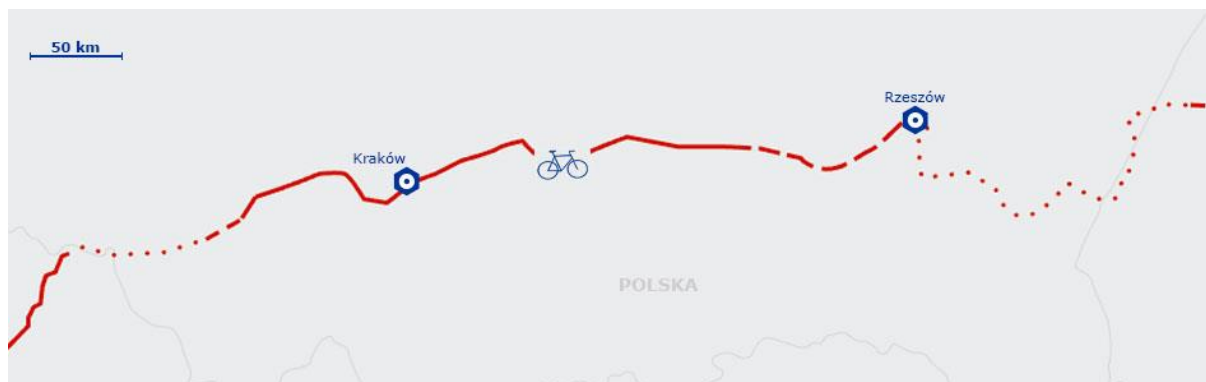


Figure 134: EV4 in Poland

Route	EV4 in Poland
Length	no data
Length finished	no data
Length certificated	0%
Main cities	Cracow
Neighbouring countries	Czech Republic, Ukraine

Table 195: EV4 in Poland

Details on EV 9



Figure 135: EV9 in Poland

Route	EV9 in Poland
Length	no data
Length finished	no data
Length certificated	0%
Main cities	Gdansk, Poznan, Wroclaw

Neighbouring countries	Czech Republic
------------------------	----------------

Table 196: EV2 in Poland

Details on EV11

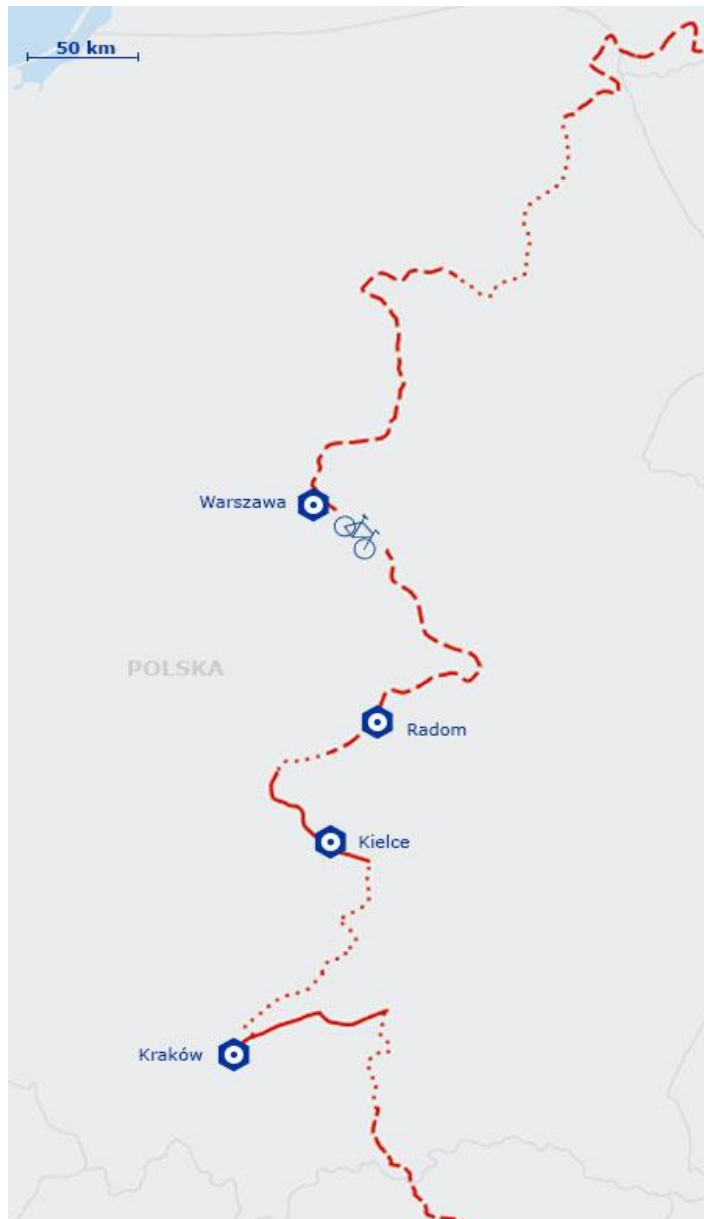


Figure 136: EV11 in Poland

Route	EV11 in Poland
Length	no data
Length finished	no data
Length certificated	0%
Main cities	Warszawa, Krakow

Neighbouring countries	Lithuania, Slovakia
------------------------	---------------------

Table 197: EV11 in Poland

Details on EV10/EV13



Figure 137: EV10/EV13 in Poland

Route	EV10=EV13 in Poland
Length	no data
Length finished	no data
Length certificated	0%
Main cities	Gdansk
Neighbouring countries	Russia, Germany

Table 198: EV2 in Poland

3.3 National network

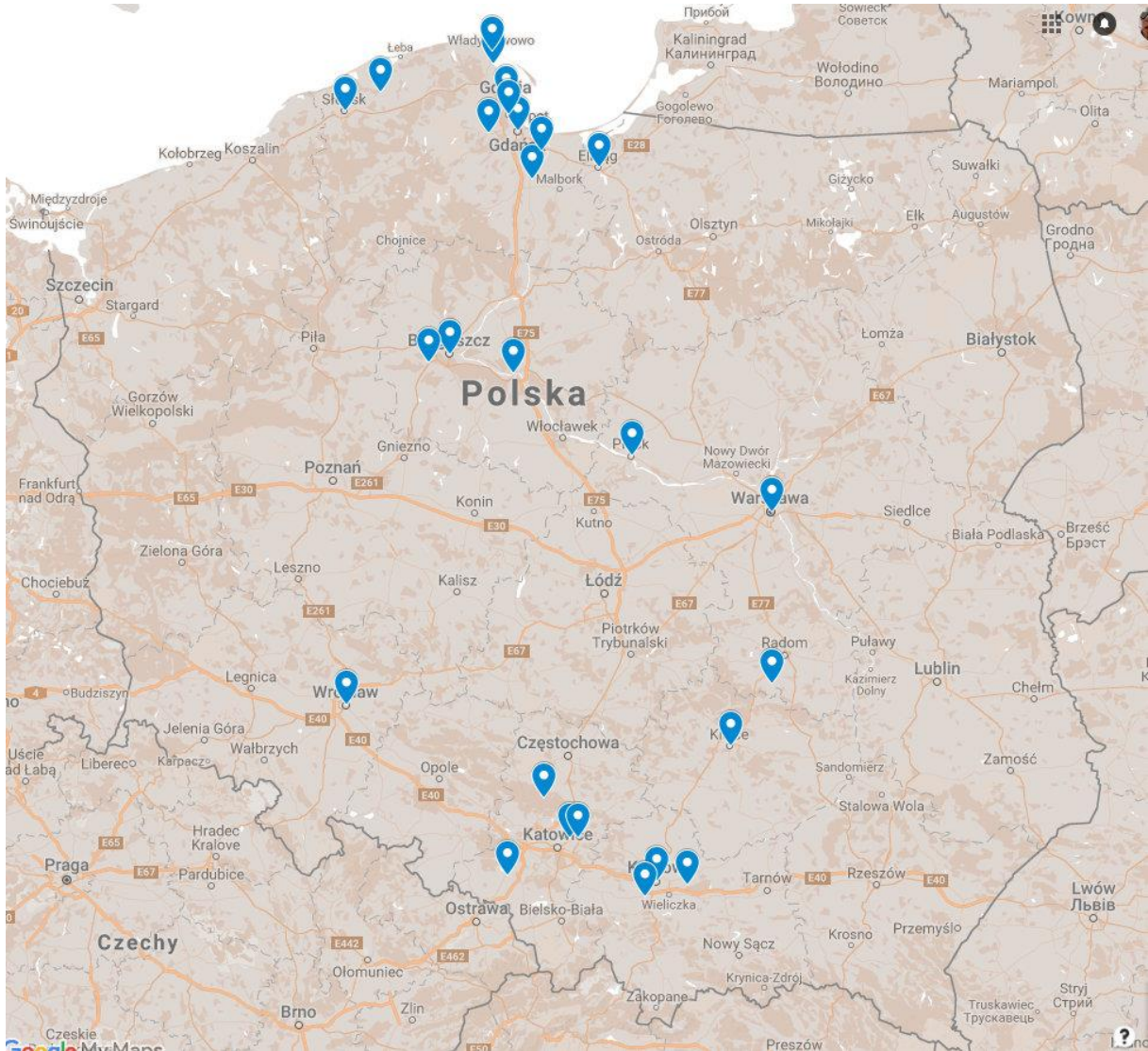
Existence of a national network of cycle routes	No
Coherence with eurovelo	-
Total Length	-
% finished	-
Number of routes	-

Table 199: National network main data

4. Policies / best practices

4.1 Cycling May

Campaign for cycling to school



4.2 Good basement

From many years in Poland dozens of Non Government Organisation work on cycling development. Because of that in many cities and region network of cycle routes are created. In many cities cycle hire scheme are operating.

4.3 Green Velo

First long distance cycle routes around 2000 km through east part of Poland.

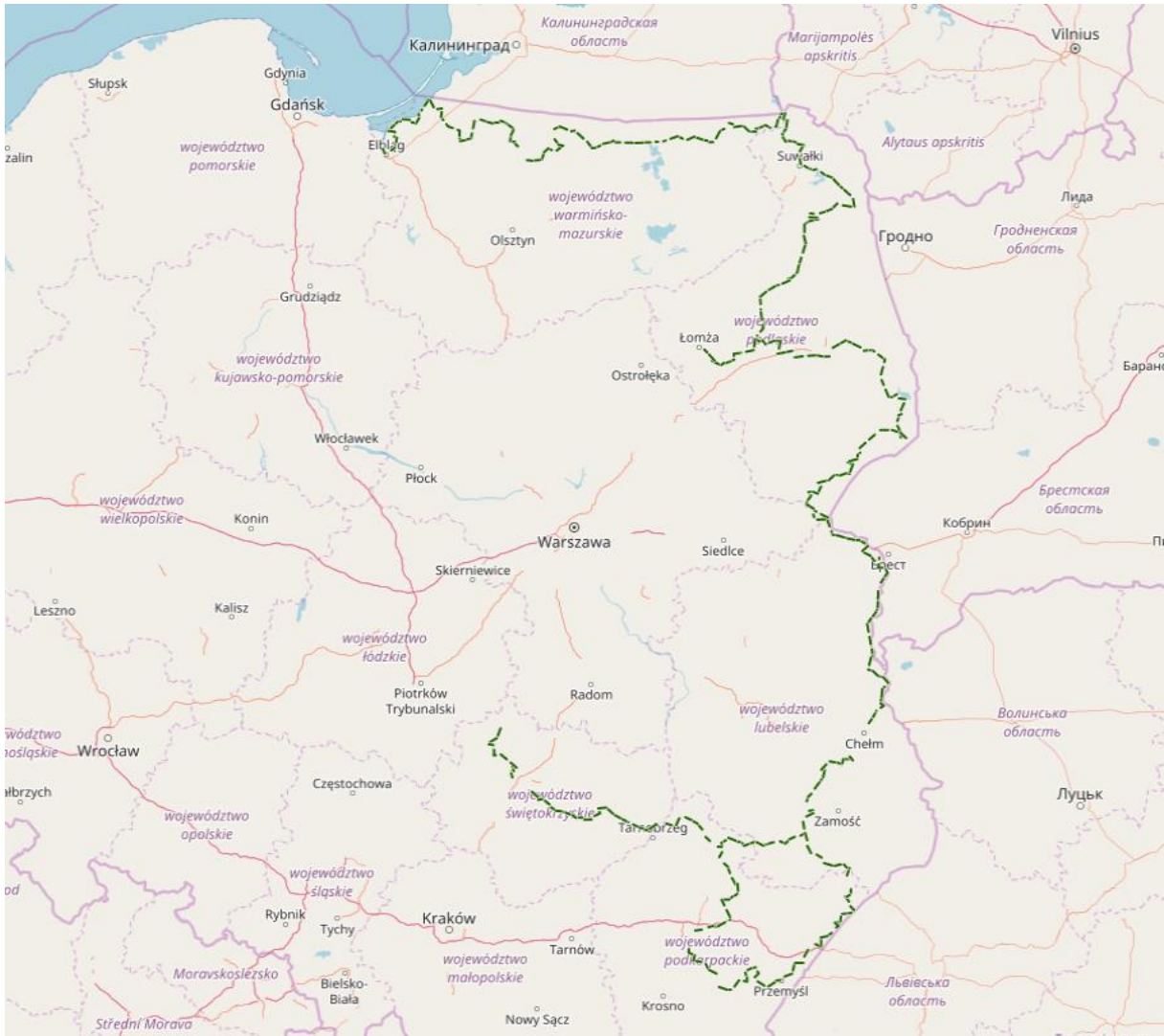


Figure 138: Green Velo cycling route in Poland

4.4 Malopolska cycling investment programme

It is planned to build more than 650 km of cycling routes in 2014-2020 years.

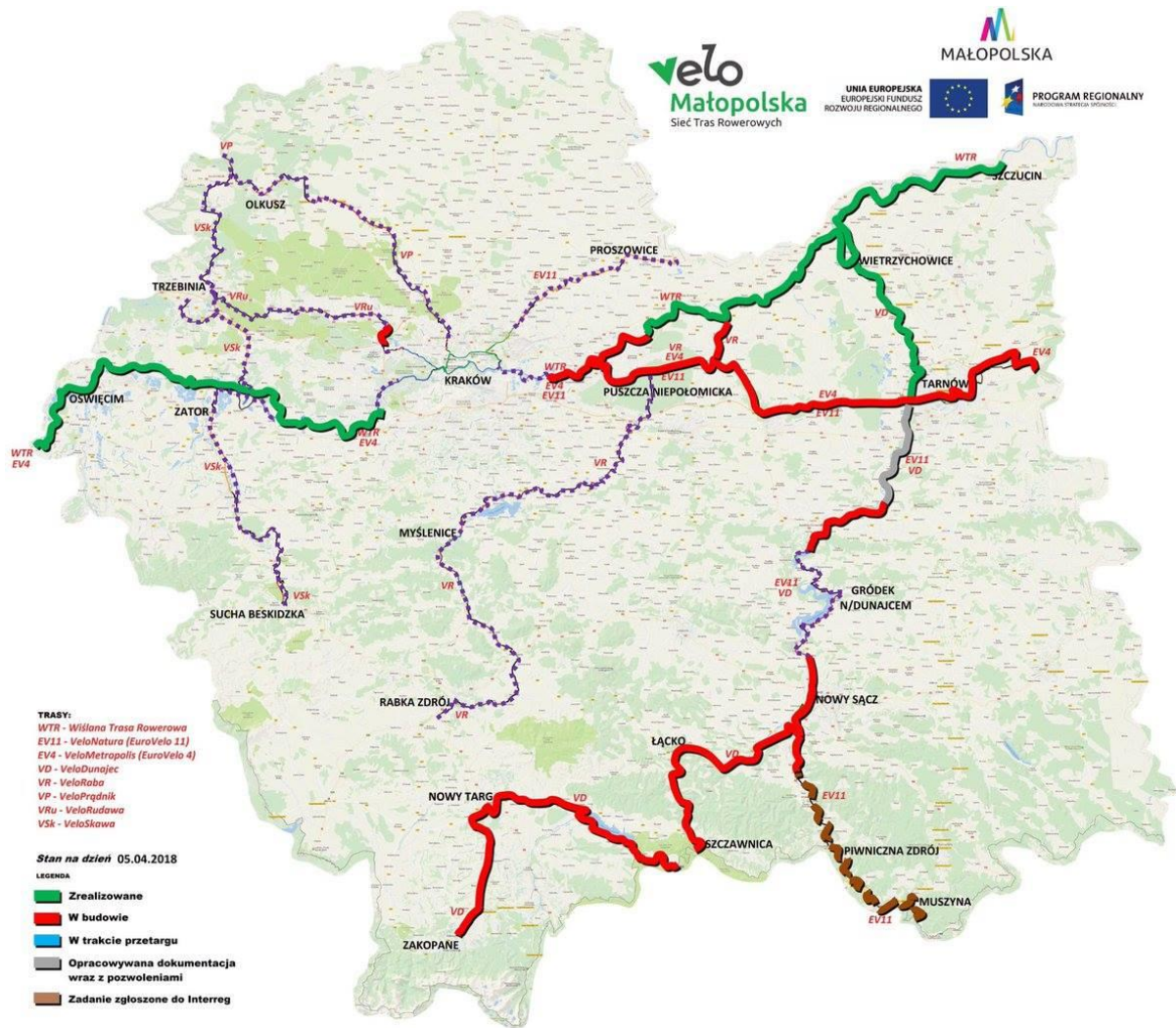


Figure 139: Malopolska investment programme

5. Capital

Name	Warsaw
Population	1 758 143 inhabitants
Area	517,24 km ²
Density	3391 inhabitants / km ²
Cycle network length	535 km
Eurovelo	EV2 and EV11

Table 200: Main facts about capital



Figure 140: Warsaw cycling map



**PROGRAM ROZWOJU TRAS ROWEROWYCH
WARSZAWY DO ROKU 2020
RAPORT KOŃCOWY**

Figure 141: Warsaw cycling development strategy

Sources:

- 110. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
- 111. Support study on data collection and analysis of active modes use and infrastructure
in Europe (EC/COWI, 2017)
- 112. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
- 113. EuroVelo - the European cycle routes network (eurovelo.com)
- 114. http://zm.org.pl/?a=ruch_rowerowy_w_gpr2010
- 115. Warsaw cycling routes development plan

RUSSIAN FEDERATION

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 201: Russian Federation national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	No data
Average budget per year	No data
Details on funding	No data

Table 202: Russian Federation national bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	No data
Length	No data
Mandatory / recommended	No data
English summary	No data
Design	No data
Building	No data
Maintenance	No data
Combined transport	No data

Table 203: Technical standards in Russian Federation

3.2 EuroVelo network

Eurovelo coordinator	No data
Eurovelo nodes	-

Table 204: EuroVelo in Russian Federation - main data

Route	Main cities crossed
EV2	Smolensk, Moscow
EV10	Sankt Petersburg, Vyborg, Kaliningrad

Table 205: EuroVelo routes in Russian Federation



Figure 142: EuroVelo routes in Russian Federation

Details on EV 2

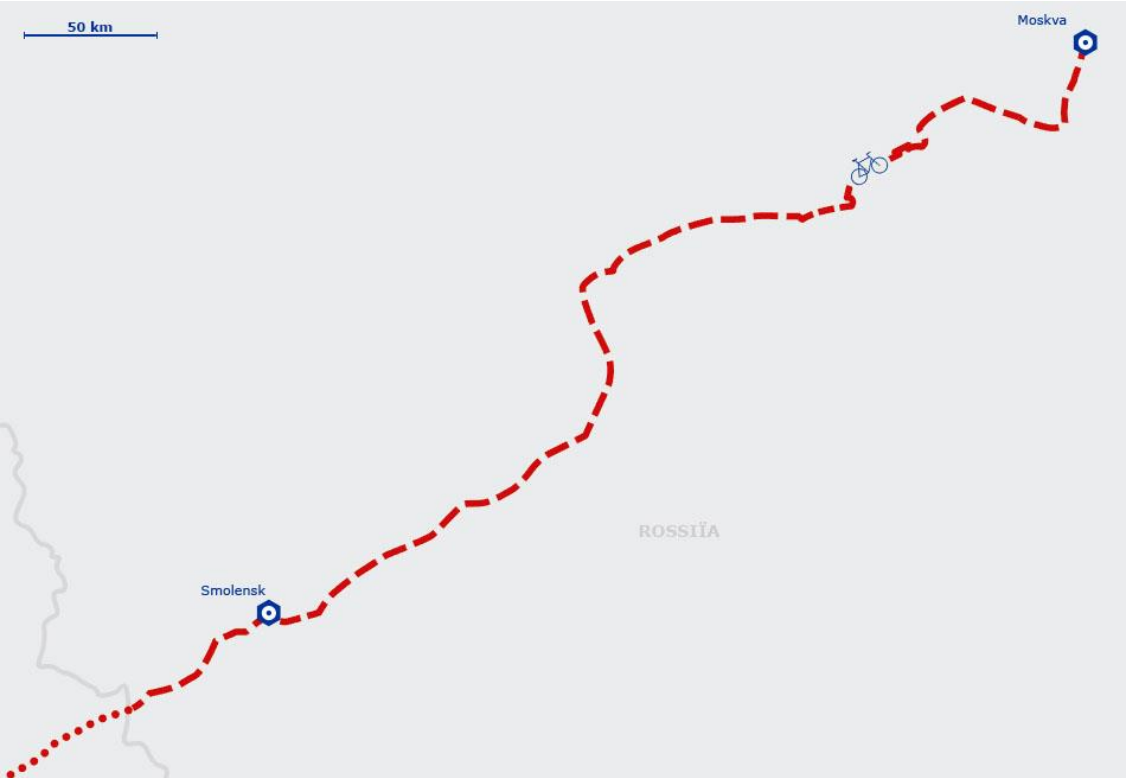


Figure 143: EV2 in Russian Federation

Route	EV2 in Russia Federation
Length	No data
Length finished	No data
Length certificated	No data
Main cities	Smolensk, Moscow
Neighbouring countries	Belarus

Table 206: EV2 in Russian Federation

Details on EV10



Figure 144: EV10 in Russian Federation

Route	EV10 in Russian Federation
Length	133 km
Length finished	No data
Length certificated	No data
Main cities	Sankt Petersburg, Vyborg, Kaliningrad

Neighbouring countries	Finland, Estonia
------------------------	------------------

Table 207: EV10 in Russian Federation

Details on EV13



Figure 145: EV13 in Russian Federation

Route	EV13 in Russian Federation
Length	133 km*

Length finished	No data
Length certificated	No data
Main cities	Sankt Petersburg, Vyborg, Kaliningrad
Neighbouring countries	Finland, Estonia

Table 208: EV13 in Russian Federation

3.3 National network

Existence of a national network of cycle routes	No data
Coherence with eurovelo	No data
Total Length	No data
% finished	No data
Number of routes	No data

Table 209: Russian Federation national network main data

4. Policies / best practices

4.1 Winter bicycle parade

The Moscow winter bicycle parade organized by Let's bike it and the Transport Department of Moscow. During the freezing temperature of -28C hundreds of participants cycle together through the capital city of Russia.



Figure 146: Participant of Moscow winter bicycle parade

5. Capital

Name	Moscow
Population	11 503 501 inhabitants
Area	2,511 km ²
Density	4 581 inhabitants / km ²
Cycle network length	No data
Eurovelo	EV2

Table 210: Main facts about capital

Next goals and First Priority Projects

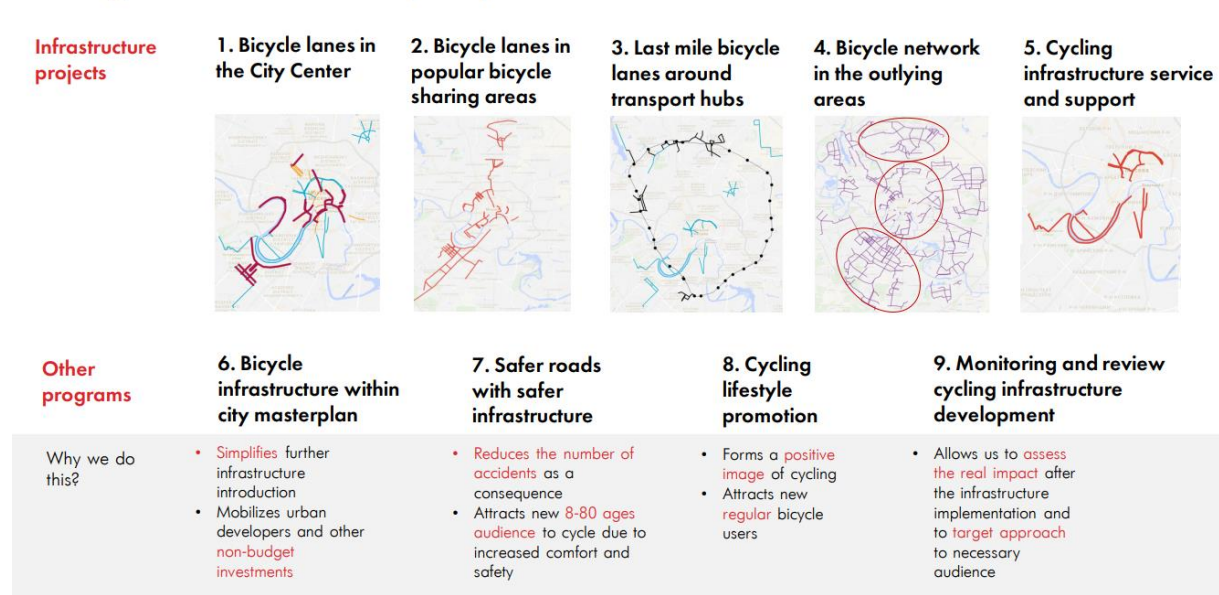


Figure 147: Moscow cycling priority projects

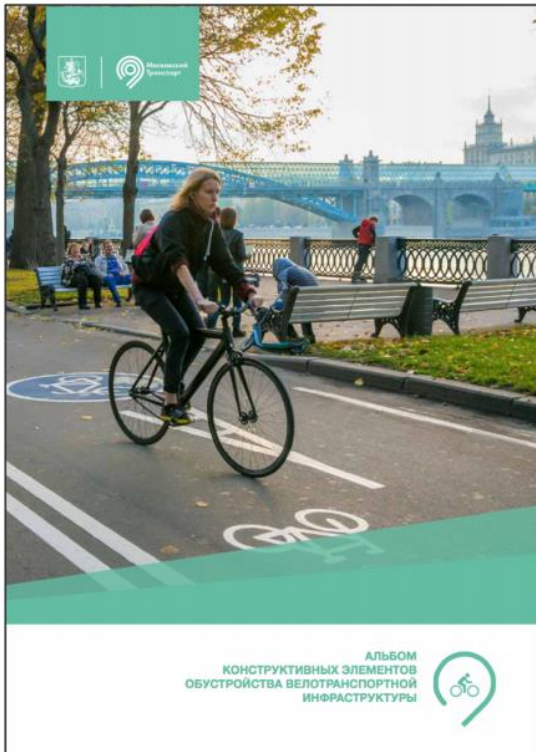


Figure 148: Moscow cycling standards

Cycling Infrastructure Design Guide was written and produced by Moscow Department of Transport for implementation in any urban development or reconstruction project. There are good example of implementing Design Guide in the public space of Moscow like below Bolshaya Nikitskaya street.



Figure 149: Cycling route on Bolshaya Nikitskaya street

Sources:

116. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
117. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
118. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
119. EuroVelo - the European cycle routes network (eurovelo.com)
120. <https://ecf.com>
121. https://www.unece.org/fileadmin/DAM/trans/doc/2017/wp5/WP5_30th_session_Ms_Maltseva_Part2.pdf

ROMANIA

10.Introduction



Figure 150: Romania location

Country name	Romania
Capital	Bucharest
Top 5 most populated cities	Cluj-Napoca, Timisoara, Lasi, Constanta, Craiova
Population	19 638 000 inhabitants
Area	238 397 km ²
Density	82 inhabitants / km ²
Roads length	86 472 km

Road density	0,36 km / km ²
GDP per capita	25 533 USD

Table 211: Main facts about Romania

Modal Share of bicycle (year)	10%*
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	410 000 / 20
Ebike sales total / per 1000 capita	2 000 / 0,1
Share of ebike in bike sales	2%
Average price of a bicycle	200€

Table 212: Modal share and bicycle market in Romania

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 213: Romania national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	-
Average budget per year	-
Details on funding	-

Table 214: Romania national bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	No data
Length	-
Mandatory / recommended	-
English summary	-
Design	-
Building	-
Maintenance	-
Combined transport	-

Table 215: Technical standards in Romania

3.2 EuroVelo network

Eurovelo coordinator	No data
Eurovelo nodes	-

Table 216: EuroVelo in Romania - main data

Route	Main cities crossed
EV6	Galati, Constanta
EV13	Dorbeta - Turnu Severin

Table 217: EuroVelo routes in Romania



Figure 151: EuroVelo routes in Romania

Details on EV6



Figure 152: EV6 in Romania

Route	EV6 in Romania
-------	----------------

Length	1075 km
Length finished	No data
Length certificated	No data
Main cities	Galati, Constanta
Neighbouring countries	Serbia, Bulgaria

Table 218: EV6 in Romania

Details on EV13



Figure 153: EV13 in Romania

Route	EV13 in Romania
Length	280 km
Length finished	No data
Length certificated	No data
Main cities	Dorbeta - Turnu Severin
Neighbouring countries	Serbia, Bulgaria

Table 219: EV13 in Romania

3.3 National network

Existence of a national network of cycle routes	No data
Coherence with eurovelo	No data
Total Length	No data
% finished	No data
Number of routes	No data

Table 220: Romania national network - main data

4. Policies / best practices

No data.

5. Capital

Name	Bucharest
Population	1 883 425 inhabitants
Area	228 km ²
Density	8260 inhabitants / km ²
Cycle network length	5,97 km
Eurovelo	No

Table 221: Main facts about Romania capital

Bucharest's local government has unveiled plans to further develop the network of bicycle paths within the city. These are part of the Integrated Urban Development Plan (PIDU) and the Urban Mobility Plan Bucharest (in Romanian).



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Figure 154: Bucharest Urban Mobility Plan

Sources:

122. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
123. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
124. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
125. EuroVelo - the European cycle routes network (eurovelo.com)
126. Bucharest Urban Mobility Plan

SWEDEN

1. Introduction



Figure 155: Sweden location

Country name	Sweden
Capital	Stockholm
Top 5 most populated cities	Stockholm, Gothenburg, Malmö, Uppsala, Västerås
Population	10 120 242 inhabitants
Area	450 295 km ²
Density	22.5 inhabitants / km ²
Roads length	162 707 km
Road density	0.36 km / km ²
GDP per capita	53 248 USD

Table 222: Main facts about Sweden

Modal share of bicycle (year)	7% (2010)
Total length of cycling infrastructure	19 000 km (source: COWI)
Bike sales total / per 1000 capita	576 000 / 56.9
Ebike sales total / per 1000 capita	45 000 / 4.4
Share of ebike in bike sales	7.8%
Average price of a bicycle	575 EUR

Table 223: Modal share and bicycle market in Sweden

2. National bicycle strategy

2.1 Main data

Name of the strategy	Safer cycling - a common strategy for the period 2014-2020
Year of adoption	2014
Website or link	https://trafikverket.ineko.se/Files/sv-SE/10923/RelatedFiles/2014_030_sakrare_cykling.pdf
Was it the first strategy?	No
Is there any English translation or summary	Translation (https://trafikverket.ineko.se/Files/sv-SE/10924/RelatedFiles/2014_035_safer_cycling_a_common_strategy_for_the_period_2014_2020.pdf)

Table 224: Swedish bicycle strategy - main data

2.2 Funding

Total budget	105 million EUR
Period	2018 - 2020
Average budget per year	35 million EUR
Details on funding	E-bike purchase subsidies

Table 225: Swedish bicycle strategy - funding

2.3 Main principles and assumptions

Increased cycle travel is an important aspect of sustainable transportation. Cycling also has a positive impact on public health and is an important way of dealing with the congestion in cities and large towns. For many decades, the infrastructure has been largely based on the needs and requirements of automobiles. Cyclists and pedestrians have been allocated common areas to share, as though they have the same needs and requirements. Cycling is now beginning to take its rightful place in the transport system and is regarded as its own individual mode of transport with specific requirements in the infrastructure. There is a clear ambition to increase cycling. Despite this, it is today still difficult, on a national scale, to provide evidence of any clear increase in the proportion of travel that is undertaken by bicycle.

The traffic safety work that is conducted in Sweden is based on Vision Zero, and aims at fulfilling the stage goal for 2020.

In view of the challenges and measures that we presented earlier, we propose that priority be given to the following five action areas:

1. Improve operation and maintenance in both winter and summer
2. Design cycling infrastructure based on the needs of cyclists
3. Start development processes for safer cycles and better equipment
4. Promote safe behaviour and increase the use of helmets and studded tyres
5. Develop knowledge on primarily the risks of accidents and cost-benefit status



Figure 156: Swedish Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	https://www.trafikverket.se/contentassets/2f3d3b73236441d9a0ba74559875d95f/gcm_handbok.pdf
Length	170 pages
Mandatory / recommended	No data
English summary	Not found
Design	Probably yes (the document is written in Swedish)
Building	Probably yes (in Swedish)
Maintenance	Probably yes (in Swedish)

Combined transport

Probably no (in Swedish)

Table 226: Technical standards in Sweden



Figure 157: Technical standards in Sweden

3.2 EuroVelo network

EuroVelo coordinator <http://www.cykelframjandet.se>

EuroVelo nodes 4

Table 227: EuroVelo in Sweden - main data

	Route	Main cities crossed
	EV 3	Gothenburg
	EV 7	Gothenburg

EV 10 Stockholm, Malmö, Gothenburg

EV 12 Gothenburg

Table 228: EuroVelo routes in Sweden



Figure 158: EuroVelo routes in Sweden

Details on EV 3



Figure 159: EV 3 in Sweden

Route	EV 3 in Sweden
Length	no data
Length finished	0 km
Length certified	0 km
Main cities	Gothenburg
Neighbouring countries	Norway, Denmark

Details on EV 7



Figure 5: EV 7 in Sweden

Route	EV 7 in Sweden
Length	100 km
Length finished	100 km
Length certified	0 km
Main cities	none
Neighbouring countries	Norway, Sweden

Details on EV 10

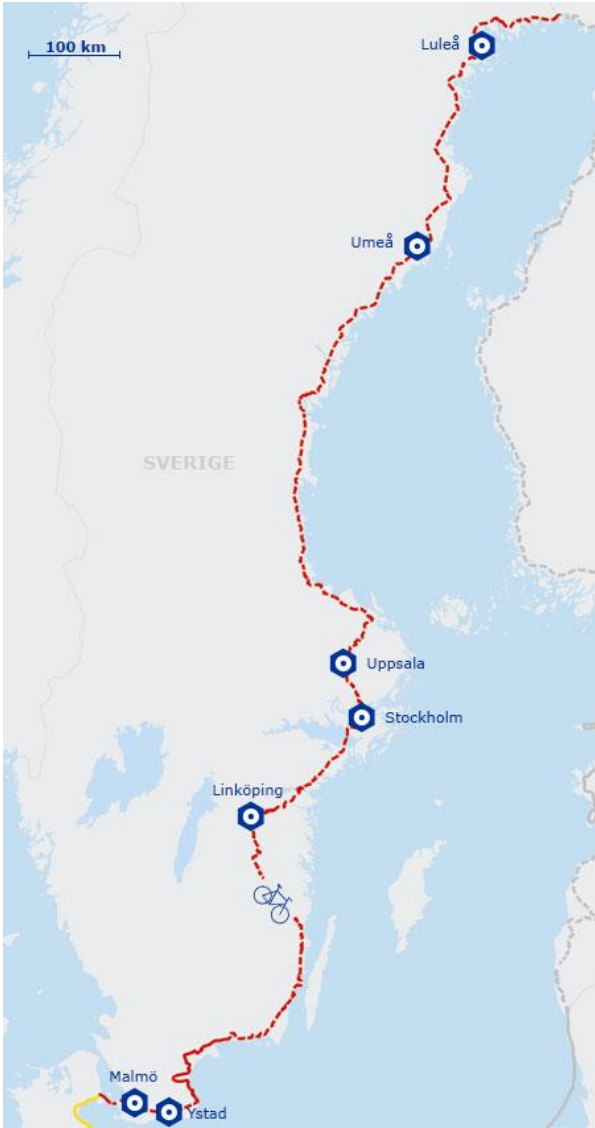


Figure 5: EV 10 in Sweden

Route	EV 10 in Sweden
Length	2 500 km
Length finished	no data
Length certified	0 km
Main cities	Stockholm, Malmö, Gothenburg
Neighbouring countries	Denmark, Finland



Figure 5: EV 12 in Sweden

Route	EV 12 in Sweden
Length	380 km
Length finished	140 km
Length certified	0 km
Main cities	Gothenburg
Neighbouring countries	Norway, Denmark

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	No

Total Length	2 620 km (main routes) + 3 980 km (secondary)
% finished	100 % signposted, only a small portion uses dedicated infrastructure
Number of routes	15 main routes, 14 secondary routes

Table 229: Swedish national network - main data



Figure 6: Swedish national network

Table of national routes (format varies depending on available data)

Name / number	1H
Length (planned)	389,2
Length (already finished)	389,2
Main cities	Karesuando–Karungi
Intersections	2
International connexions?	Finland

Name / number	2A
Length (planned)	24,9
Length (already finished)	24,9
Main cities	Karungi–Haparanda
Intersections	1, 3
International connexions?	Finland
Name / number	3H
Length (planned)	460,1
Length (already finished)	460,1
Main cities	Karungi–Ruskesele
Intersections	2, 4, 8
International connexions?	none
Name / number	4A
Length (planned)	194,6
Length (already finished)	194,6
Main cities	Ruskesele–Holmsund
Intersections	3, 8
International connexions?	Finland
Name / number	5H
Length (planned)	120,1
Length (already finished)	120,1
Main cities	Ruskesele–Lyckesele–Åsele
Intersections	3, 4, 6, 9
International connexions?	none
Name / number	6A
Length (planned)	135,9
Length (already finished)	135,9
Main cities	Åsele–Vilhelmina–Stalon
Intersections	5, 7, 8, 9
International connexions?	none
Name / number	7A

Length (planned)	132,2
Length (already finished)	132,2
Main cities	Stalon–Dikanäs–Skalmodal
Intersections	6, 8
International connexions?	Norway
Name / number	8A
Length (planned)	175,9
Length (already finished)	175,9
Main cities	Stalon–Klimpfjäll–Gäddede
Intersections	6, 7
International connexions?	Norway
Name / number	9H
Length (planned)	273,5
Length (already finished)	273,5
Main cities	Åsele–Ramsele–Laggarberg
Intersections	5, 6, 10, 13, 14
International connexions?	none
Name / number	10A
Length (planned)	370,8
Length (already finished)	370,8
Main cities	Laggarberg–Frösön–Valne
Intersections	9 ,11, 12, 13, 14
International connexions?	none
Name / number	11A
Length (planned)	115,3
Length (already finished)	115,3
Main cities	Valne–Hotagen–Valsjöbyn
Intersections	10, 12
International connexions?	Norway
Name / number	12A
Length (planned)	129

Length (already finished)	129
Main cities	Valne–Åre–Sandvika
Intersections	10, 11
International connexions?	Norway
Name / number	13H
Length (planned)	12,8
Length (already finished)	12,8
Main cities	Laggarberg–Sundsvall
Intersections	9, 10, 14
International connexions?	none
Name / number	14H
Length (planned)	365,9
Length (already finished)	365,9
Main cities	Sundsvall–Bollnäs–Torsång
Intersections	9, 10, 13, 15, 16, 17, 18, 19
International connexions?	none
Name / number	15A
Length (planned)	252,3
Length (already finished)	252,3
Main cities	Torsång–Mora–Kroksättra
Intersections	14, 16, 17, 18, 19
International connexions?	Norway
Name / number	16A
Length (planned)	250,3
Length (already finished)	250,3
Main cities	Torsång–Hagfors–Karlstad
Intersections	14, 15, 17, 18, 19, 21, 26
International connexions?	none
Name / number	17H
Length (planned)	7,1
Length (already finished)	7,1

Main cities	Torsång–Gustafs
Intersections	14, 15, 16, 18, 19
International connexions?	none
Name / number	18A
Length (planned)	299,5
Length (already finished)	299,5
Main cities	Gustafs–Sala–Stockholm
Intersections	14, 15, 16, 17, 19
International connexions?	Finland
Name / number	19H
Length (planned)	220
Length (already finished)	220
Main cities	Gustafs–Nora–Snavlunda
Intersections	14, 15, 16, 17, 18, 21
International connexions?	none
Name / number	20A
Length (planned)	35,5
Length (already finished)	35,5
Main cities	Snavlunda–Askersund–Tived
Intersections	21, 22, 23, 27
International connexions?	none
Name / number	21A
Length (planned)	137,7
Length (already finished)	137,7
Main cities	Tived–Kristinehamn–Karlstad
Intersections	19, 20, 22, 23
International connexions?	none
Name / number	22H
Length (planned)	15,5
Length (already finished)	15,5
Main cities	Snavlunda–Gålsjö

Intersections	20, 21, 23, 24
International connexions?	none
Name / number	23A
Length (planned)	303,2
Length (already finished)	303,2
Main cities	Stockholm–Katrineholm–Gålsjö
Intersections	18, 20, 21, 22, 24
International connexions?	none
Name / number	24H
Length (planned)	180,7
Length (already finished)	180,7
Main cities	Gålsjö–Linköping–Oppeby
Intersections	22, 23, 25
International connexions?	none
Name / number	25A
Length (planned)	65,2
Length (already finished)	65,2
Main cities	Oppeby–Överum–Sundby
Intersections	24, 30
International connexions?	Finland
Name / number	26A
Length (planned)	262
Length (already finished)	262
Main cities	Karlstad–Vänersborg–Hålanda
Intersections	16, 21, 27, 28
International connexions?	none
Name / number	27A
Length (planned)	238,4
Length (already finished)	238,4
Main cities	Tived–Falköping–Hålanda
Intersections	19, 20, 21,22, 23, 26, 28

International connexions?	none
Name / number	28A
Length (planned)	66,8
Length (already finished)	66,8
Main cities	Hålanda–Göteborg
Intersections	26, 27
International connexions?	Norway
Name / number	29A
Length (planned)	307,5
Length (already finished)	307,5
Main cities	Göteborg–Gislaved–Blädinge
Intersections	28, 32, 33 ,35
International connexions?	none
Name / number	30H
Length (planned)	90,4
Length (already finished)	90,4
Main cities	Oppeby–Vimmerby–Kristdala
Intersections	24, 25, 31, 32
International connexions?	none
Name / number	31A
Length (planned)	28,2
Length (already finished)	28,2
Main cities	Kristdala–Oskarshamn
Intersections	30, 32
International connexions?	none
Name / number	32H
Length (planned)	172,8
Length (already finished)	172,8
Main cities	Kristdala–Virserum–Blädinge
Intersections	29, 30, 31, 33
International connexions?	none

Name / number	33H
Length (planned)	24,9
Length (already finished)	24,9
Main cities	Blädinge–Torne–Vrankunge
Intersections	29, 32, 35
International connexions?	none
Name / number	34A
Length (planned)	282,8
Length (already finished)	282,8
Main cities	Vrankunge–Kalmar–Byxelkrok
Intersections	31, 35
International connexions?	none
Name / number	35H
Length (planned)	143,2
Length (already finished)	143,2
Main cities	Vrankunge–Mörrum–Önnestad
Intersections	33, 34, 36, 39
International connexions?	none
Name / number	36A
Length (planned)	84,8
Length (already finished)	84,8
Main cities	Önnestad–Tomelilla–Svenstorp
Intersections	35, 37, 38, 39
International connexions?	none
Name / number	37A
Length (planned)	13,8
Length (already finished)	13,8
Main cities	Svenstorp–Ystad
Intersections	36, 38
International connexions?	no data
Name / number	38A

Length (planned)	72,5
Length (already finished)	72,5
Main cities	Svenstorp–Trelleborg
Intersections	36, 37
International connexions?	Denmark
Name / number	39H
Length (planned)	144,6
Length (already finished)	144,6
Main cities	Önnestad–Helsingborg
Intersections	35, 36
International connexions?	Denmark

Table 230: Swedish national cycle routes

4. Policies / best practices

4.1 25% subsidy for electric bike purchase (programme for 3 years)

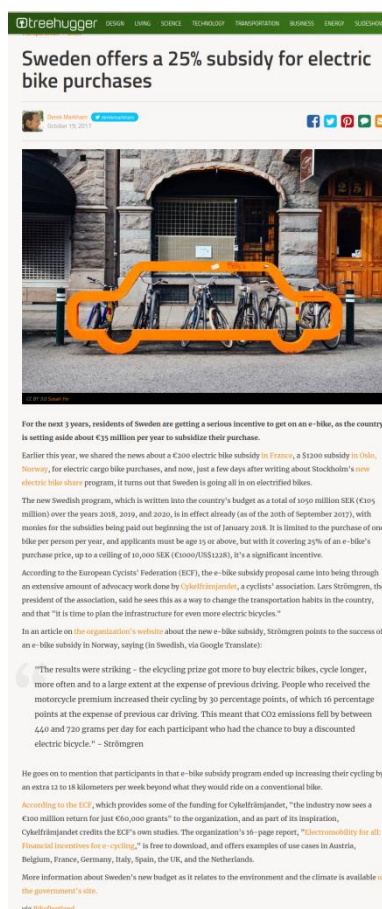


Figure 7: Stockholm's green wave for cyclists (Source: pilotplatscykel.se)

4.2 Stockholm's 9 km long green wave for cyclists



Figure 7: Stockholm's green wave for cyclists (Source: pilotplatscykel.se)

5. Capital

Name	Stockholm
Population	949 761 inhabitants
Area	188 km ²
Density	5 100 inhabitants / km ²
Cycling network length	750 km
EuroVelo	EV 10
Strategy	http://miljobarometern.stockholm.se/content/docs/mp19/planer/cykelplan.pdf

Table 231: Main facts about Swedish capital



Figure 8: Stockholm Strategy

Sources:

127. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
128. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
129. European Cyclists' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
130. EuroVelo - the European cycle routes network (eurovelo.com)
131. Swedish Cycle Routes network (<http://www.svenska-cykelsallskapet.se>)

SLOVENIA

11.Introduction



Figure 160: Slovenia location

Country name	Slovenia
Capital	Ljubljana
Top 5 most populated cities	Maribor, Celje, Kranj, Koper/Capodistria, Velenje
Population	2 065 895 inhabitants
Area	20 273 km ²
Density	101 inhabitants / km ²

Roads length	43 670 km
Road density	2,15 km / km ²
GDP per capita	25,329 USD

Table 232: Main facts about Slovenia

Modal Share of bicycle (year)	6,7% (2007)
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	240 000 / 116
Ebike sales total / per 1000 capita	1 000 / 0,48
Share of ebike in bike sales	0,40%
Average price of a bicycle	250€

Table 233: Modal share and bicycle market in Slovenia

2. National bicycle strategy

2.1 Main data

Name of the strategy	The National Cycling Network Development Strategy in the Republic of Slovenia
Year of adoption	2000 by the Ministry of Transport, updated in 2005
Website or link	http://predlagam.vladi.si/webroot/files/772_publicacija_kolesarji.pdf
Was it the first strategy ?	No data
Is there any English translation or summary	https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies

Table 234: Slovenian national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	-

Average budget per year	-
Details on funding	-

Table 235: Slovenian national bicycle strategy - funding

2.3 Main principles and assumptions

The National Cycling Network Development Strategy in the Republic of Slovenia focuses on the development of safe and comfortable cycling infrastructure, especially the long distance national cycle routes. The document adopted by the Ministry of Transport aims to double the number of trips made by bicycle in the country. Therefore, the cycling mode share could rise from 6.7% in 2005 to approximately 14% in a near future. The Ministry of Infrastructure is planning to adopt a new national cycling strategy focusing on a much wider range of themes.

3. Cycling infrastructure

3.1 Technical standards

Some technical details for cycling infrastructure are located in general cycling documents in slovenian language.

Document	http://predlagam.vladi.si/webroot/files/772_publicacija_kolesarji.pdf
Length	56
Mandatory / recommended	No data
English summary	-
Design	-
Building	-
Maintenance	-
Combined transport	-

Table 236: Technical standards in Slovenia



Figure 161: Technical standards in Slovenia

3.2 EuroVelo network

Eurovelo coordinator	No data
Eurovelo nodes	-

Table 237: EuroVelo in Slovenia main data

Route	Main cities crossed
EV8	Koper
EV9	Maribor, Ljubljana
EV13	Lendava

Table 238: EuroVelo routes in Slovenia

Details on EV8



Figure 162: EV8 in Slovenia

Route	EV8 in Slovenia
Length	35 km
Length finished	35 km
Length certificated	0 km
Main cities	Koper
Neighbouring countries	Italy, Croatia

Figure 163: EV8 in Slovenia

Details on EV9

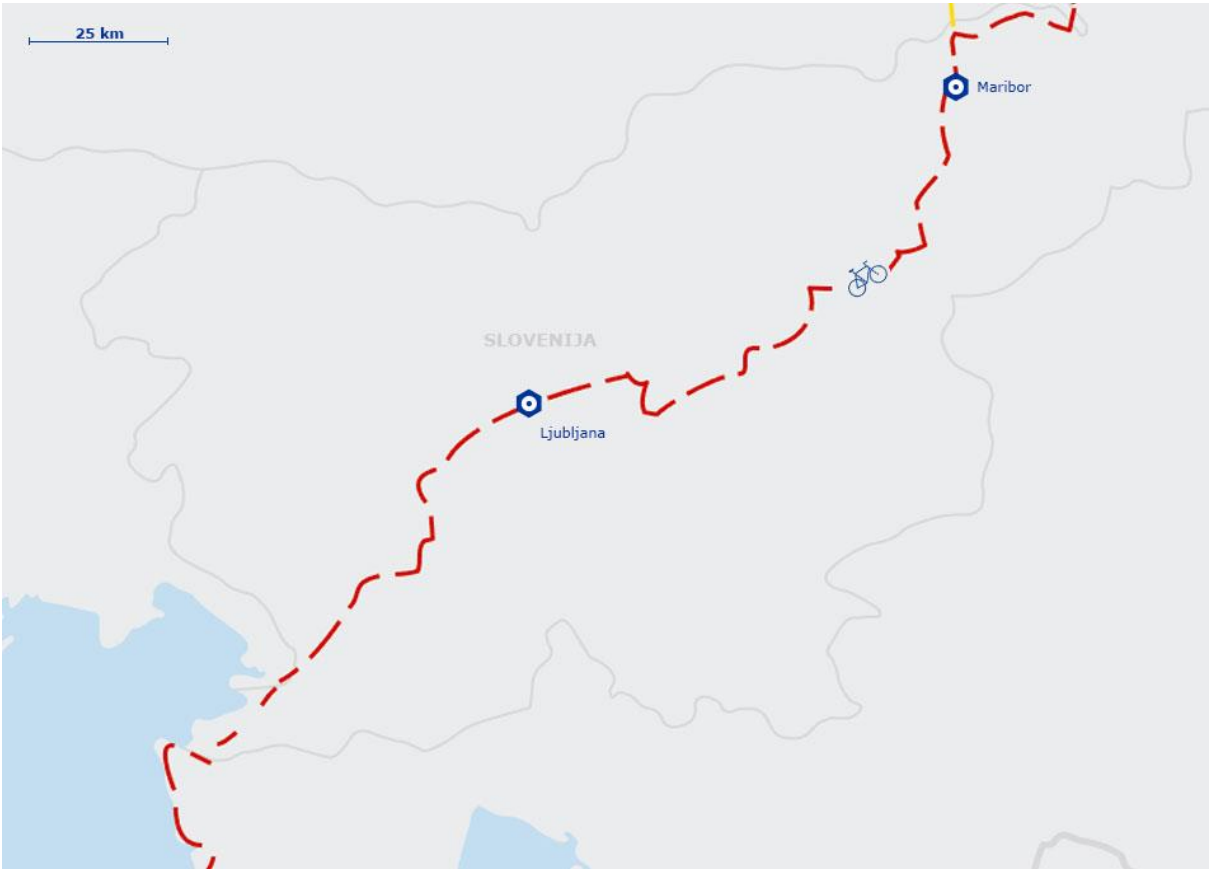


Figure 164: EV9 in Slovenia

Route	EV9 in Slovenia
Length	350 km
Length finished	No data

Length certificated	0 km
Main cities	Maribor, Ljubljana
Neighbouring countries	Austria, Italy

Figure 165: EV9 in Slovenia

Details on EV13



Figure 166: EV13 in Slovenia

Route	EV13 in Slovenia
Length	107 km
Length finished	107 km
Length certificated	0 km
Main cities	Lendava
Neighbouring countries	Hungary, Croatia

Figure 167: EV13 in Slovenia

3.3 National network

There are two national network of cycle routes. One is official published by Ministry of Infrastructure and second published by Association of specialist hiking and cycling hotels and partner destinations in Slovenia.

Existence of a national network of cycle routes	Yes / Yes
Coherence with eurovelo	Partly / No
Total Length	No data / 6126 km
% finished	No data / No data
Number of routes	50 / 9

Table 239: Slovenian national network main data

National network of cycle routes by Ministry of Infrastructure:

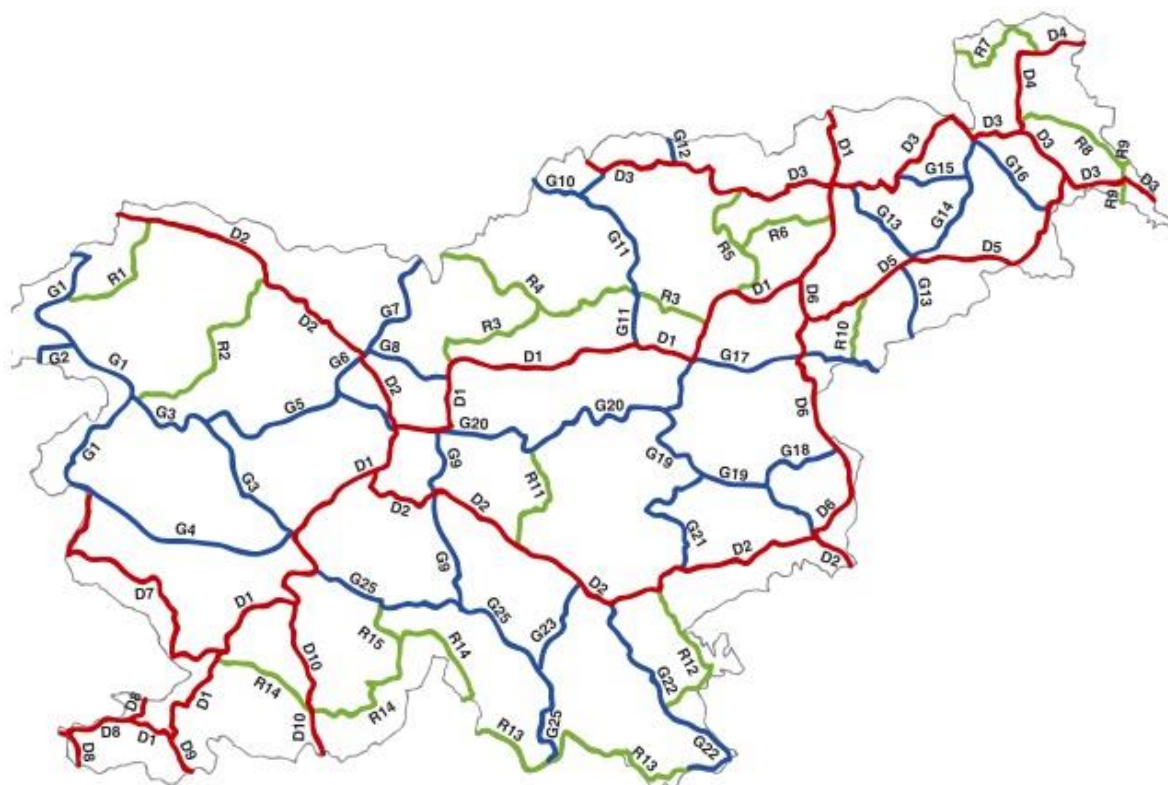


Figure 168: Slovenian national cycling routes network by Ministry

Table of national routes:

Name / number	D1	Name / number	G16
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Koper, Lublana, Marribor	Main cities	-
Intersections	D2, D3, D6, D7, D8, D9, D10, R3, R5, R14, G3, G4, G25, G6, G8, G11, G17, G20	Intersections	D3, D5, G14
International connexions	Italy, Austria	International connexions	No
Name / number	D2	Name / number	G17
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Lublana, Nove Mesto	Main cities	Celje
Intersections	D1, D6, R1, R2, R11, R12, G7, G8, G9, G19, G20, G21, G22, G23	Intersections	D1, D6, G20, R10
International connexions	Austria, Croatia	International connexions	Croatia
Name / number	D3	Name / number	G18
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Maribor	Main cities	-
Intersections	D1, D4, G10, G12, G13, G15, G16, R5, R8, R9	Intersections	D6, G19
International connexions	Austria, Hungary	International connexions	No
Name / number	D4	Name / number	G19
Lenght (planned)	No data	Lenght (planned)	No data

Length (already finished)	No data	Length (already finished)	No data
Main cities	Murska Sobota	Main cities	-
Intersections	D3, R7, R8	Intersections	D2, D6, G18, G20, G21
International connexions	Hungary	International connexions	No
Name / number	D5	Name / number	G20
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Ptuj	Main cities	Lublana
Intersections	D3, G13, G14, G16, R10	Intersections	D1, G9, G19, R11
International connexions	No	International connexions	No
Name / number	D6	Name / number	G21
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D1, D2, D3, D5, G17, G18, R6	Intersections	D2, G19
International connexions	No	International connexions	No
Name / number	D7	Name / number	G22
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D1, G4	Intersections	D2, R12, R13

International connexions	No	International connexions	Croatia
Name / number	D8	Name / number	G23
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Koper	Main cities	Nove Mesto
Intersections	D1	Intersections	D2, G25
International connexions	Croatia	International connexions	No data
Name / number	D9	Name / number	G24
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D1	Intersections	D10, G25, R15
International connexions	Croatia	International connexions	No
Name / number	D10	Name / number	G25
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D1, R14	Intersections	G9, G23, R13
International connexions	Croatia	International connexions	Croatia
Name / number	G1	Name / number	R1
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data

Main cities	-	Main cities	-
Intersections	G2, G3, G4, R1	Intersections	D2, G1
International connexions	Italy	International connexions	No
Name / number	G2	Name / number	R2
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	G1	Intersections	D2, G3
International connexions	Italy	International connexions	No
Name / number	G3	Name / number	R3
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Godovic	Main cities	-
Intersections	D1, G1, G4, G5	Intersections	D1, R4
International connexions	No	International connexions	No
Name / number	G4	Name / number	R4
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D1, D7, G1, G3	Intersections	G11, R3
International connexions	Italy	International connexions	Austria
Name / number	G5	Name / number	R5

Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	G3	Intersections	D1, D3, R6
International connexions	No	International connexions	No
Name / number	G6	Name / number	R6
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D2, G5, G7, G8, G20	Intersections	D1, R5
International connexions	No	International connexions	No
Name / number	G7	Name / number	R7
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D2, G6, G8	Intersections	D4, R7
International connexions	Austria	International connexions	Austria
Name / number	G8	Name / number	R8
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	Murska Sobota
Intersections	D1, G6, G7	Intersections	D3, D4, R9

International connexions	No	International connexions	-
Name / number	G9	Name / number	R9
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Lublana	Main cities	-
Intersections	D1, D2, G20	Intersections	D3, R8
International connexions	No	International connexions	Hungary, Croatia
Name / number	G10	Name / number	R10
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D3, G11,	Intersections	D5, G17
International connexions	Austria	International connexions	No
Name / number	G11	Name / number	R11
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Velenje	Main cities	-
Intersections	D1, G10, R3	Intersections	D2, G20
International connexions	No	International connexions	No
Name / number	G12	Name / number	R12
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data

Main cities	-	Main cities	-
Intersections	D3	Intersections	D2, G22
International connexions	Austria	International connexions	Croatia
Name / number	G13	Name / number	R13
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Maribor, Ptuj	Main cities	-
Intersections	D3, D5, G14	Intersections	G22, G25
International connexions	Croatia	International connexions	Croatia
Name / number	G14	Name / number	R14
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	Ptuj	Main cities	-
Intersections	D3, D5, G13, G16	Intersections	D1, D10, R15
International connexions	No	International connexions	Croatia
Name / number	G15	Name / number	R15
Lenght (planned)	No data	Lenght (planned)	No data
Length (already finished)	No data	Length (already finished)	No data
Main cities	-	Main cities	-
Intersections	D3, G14	Intersections	G24, R14
International connexions	No	International connexions	No

Table 240: Slovenian national cycling routes network by Ministry

National network of cycle routes by Association od specialist hiking and cycling hotels and partner destinations in Slovenia:



Figure 169: Slovenian national cycling routes network by Association

Table of national routes:

Name / number	Trans Slovenia
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Nova Gorica, Koper / Capodistria
Intersections	Slovenian Apline Cycle-Touring Trail, Petrol Cyclin Traversal
International connexions	Austria, Croatia
Name / number	Trans Karavanake
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Prevalje

Intersections	Trans Slovenia, Slovenian Apline Cycle-Touring Trail, Drava Cycling Trail, Petrol Cyclin Traversal
International connexions	Austria, Croatia
Name / number	Pohorje Cycling Trail
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Marribor
Intersections	Petrol Cyclin Traversal, Trans Karavanake, Slovenian Apline Cycle-Touring Trail, Via Bella Krajina
International connexions	No
Name / number	Drava Cycling Trail
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Marribor
Intersections	Petrol Cyclin Traversal, Trans Karavanake, Slovenian Apline Cycle-Touring Trail, Via Bella Krajina
International connexions	Austria, Croatia
Name / number	Parenzana
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Koper / Capodistria
Intersections	Trans Slovenia, Petrol Cyclin Traversal, Slovenian Apline Cycle-Touring Trail
International connexions	Italy, Croatia
Name / number	Jure Robic Cycling Trail

Lenght (planned)	No data
Length (already finished)	No data
Main cities	-
Intersections	Trans Karavanake, Slovenian Apline Cycle-Touring Trail, Petrol Cyclin Traversal
International connexions	Austria
Name / number	Slovenian Apline Cycle-Touring Trail
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Koper / Capodistria, Marribor, Lubljana
Intersections	Trans Slovenia, Trans Karavanake, Pohorje Cycling Trail, Drava Cycling Trail, Parenzana, Jure Robic Cycling Trail, Slovenian Apline Cycle-Touring Trail, Via Bella Krajina, Petrol Cyclin Traversal
International connexions	No
Name / number	Via Bella Krajina
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Crnomelj
Intersections	Slovenian Apline Cycle-Touring Trail, Petrol Cyclin Traversal
International connexions	Croatia
Name / number	Petrol Cyclin Traversal
Lenght (planned)	No data
Length (already finished)	No data
Main cities	Koper / Capodistria, Novo Mesto, Marribor, Lubljana, Novo Gorica, Velenje, Murska Sobota

Intersections	Trans Slovenia, Trans Karavanake, Pohorje Cycling Trail, Drava Cycling Trail, Parenzana, Jure Robic Cycling Trail, Slovenian Apline Cycle-Touring Trail, Via Bella Krajina, Petrol Cyclin Traversal
International connexions	Austria

Figure 170: Slovenian national cycling routes network by Association

4. Policies / best practices

No data.

5. Capital

Name	Lublana
------	---------

Population	279 756 inhabitants
Area	163,8 km ²
Density	1 708 inhabitants / km ²
Cycle network length	230 km
Eurovelo	EV9

Table 241: Main facts about Slovenian capital

In 2015, Ljubljana first made it onto the list of top 20 bicycle friendly cities in the world taking the 13th place. In 2017 improved its ranking and got the 8th place on the »Copenhagenize Bicycle Friendly Cities Index 2017«.



Figure 171: Cycle routes in Ljubljana

Ljubljana has approximately 230 kilometres of well-maintained cycling paths. Cycling is also allowed in the opposite direction of traffic on select one-way streets, namely, over 70 of them. Cyclists can also ride in the pedestrian zone in the city centre where they have to give the right of way to the pedestrians and should not put them in danger when riding a bicycle. We are continuously updating and expanding the cycling infrastructure during repair works as well as when constructing new roads and renovating public spaces. As we are aware that monitoring progress is of key importance for planning further measures to improve conditions for cyclists, we have published the Cycling Yearbook of the City of Ljubljana 2012-2013 and the Cycling Yearbook of the City of Ljubljana 2014-2015 which cover the most important achievements, projects, statistical data and findings with regard to cycling in the City of Ljubljana in the set period.

Since early 2011 in Ljubljana one of the most successful city bike schemes is in place. Based on public-private partnership the company Europlakat is operating the JC Decaux Cyclo-scheme with 300 bicycles and 31 bike terminals. City bike BIKIKELJ is now considered a popular transportation means and also a symbol of bike friendly mobility in a city.

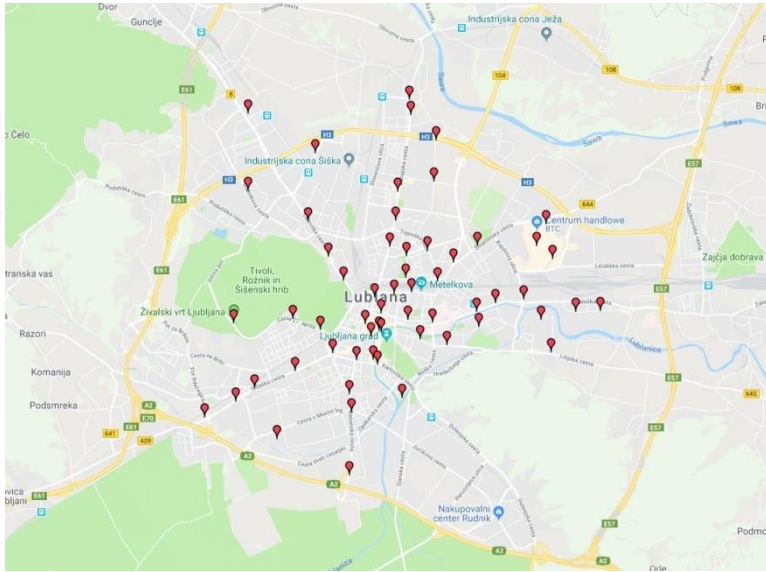


Figure 172: Bicycle station in Lubljana

Sources:

132. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
133. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
134. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
135. EuroVelo - the European cycle routes network (eurovelo.com)
136. <http://en.bicikelj.si/All-Stations/Station-Map>

SLOVAKIA

1. Introduction



Figure 173: Slovakia location

Country name	Slovakia
Capital	Bratislava
Top 5 most populated cities	Bratislava, Košice, Prešov, Žilina, Banská Bystrica
Population	5 435 343 inhabitants
Area	49 035 km ²
Density	111 inhabitants / km ²
Roads length	43.761 km
Road density	0.89 km / km ²
GDP per capita	19 128 USD

Table 242: Main facts about Slovakia

Modal share of bicycle (year)	1.5% – 2% (2012)
Total length of cycling infrastructure	918 km
Bike sales total / per 1000 capita	40 000 / 7.3
Ebike sales total / per 1000 capita	2 000 / 0.4
Share of ebike in bike sales	5%
Average price of a bicycle	220 EUR

Table 243: Modal share and bicycle market in Slovakia

2. National bicycle strategy

2.1 Main data

Name of the strategy	National Strategy of Development of Cycling Transport and Cycle Touring in the Slovak Republic
Year of adoption	2013
Website or link	http://www.telecom.gov.sk/index/open_file.php?file=doprava/cyklistika/Cyklostrategia_2013_druhe_vydanie_SK.pdf
Was it the first strategy?	No data
Is there any English translation or summary	Translation (http://www.telecom.gov.sk/index/open_file.php?file=doprava/cyklistika/Cycling_Strategy_2013_2nd_edition_EN.pdf)

Table 244: Slovak bicycle strategy - main data

2.2 Funding

Total budget	12.7 million EUR
Period	2018 - 2020
Average budget per year	4.2 million EUR
Details on funding	Integrated Regional Plan grants for municipalities building cycling infrastructure

Table 245: Slovak bicycle strategy - funding

2.2 Main principles and assumptions

The Strategy set priorities, grouped into 4 main areas of activity:

1. Management and legislative support
 - 1.1. Management and coordination of cycling transport and cycle touring
 - 1.2. Strategic framework of implementation of cycling infrastructure
 - 1.3. 3 Legislative support of integration of cycling transport and its safety
2. Development of cycling infrastructure
 - 2.1. Main cycling infrastructure
 - 2.2. Supplementary cycling infrastructure
3. Provision of funds for the development of infrastructure for cycling transport and cycling tourism
Research and education
 - 3.1. Establishment of a permanent financial mechanism for the implementation of the Cycling Strategy
 - 3.2. Cofinancing of public construction projects
4. Education, research and training
 - 4.1. Educational activity for improvement of general awareness and safety of cycling transport and cycle touring
 - 4.2. Research in the area of cycling transport and cycle touring
 - 4.3. Education

Each priority consists of more detailed measures, e.g. priority 1.1. “Management and coordination of cycling transport and cycle touring” contains 2 measures:

Measure 1.1.1 Creation of the position of national cycling coordinator and positions of cycling coordinators at the level of HTUs and cities responsible for coordination of cycling transport at the level of self-government

Measure 1.1.2 Establishment of interministerial working group for the development of cycling transport and cycle touring in SR.

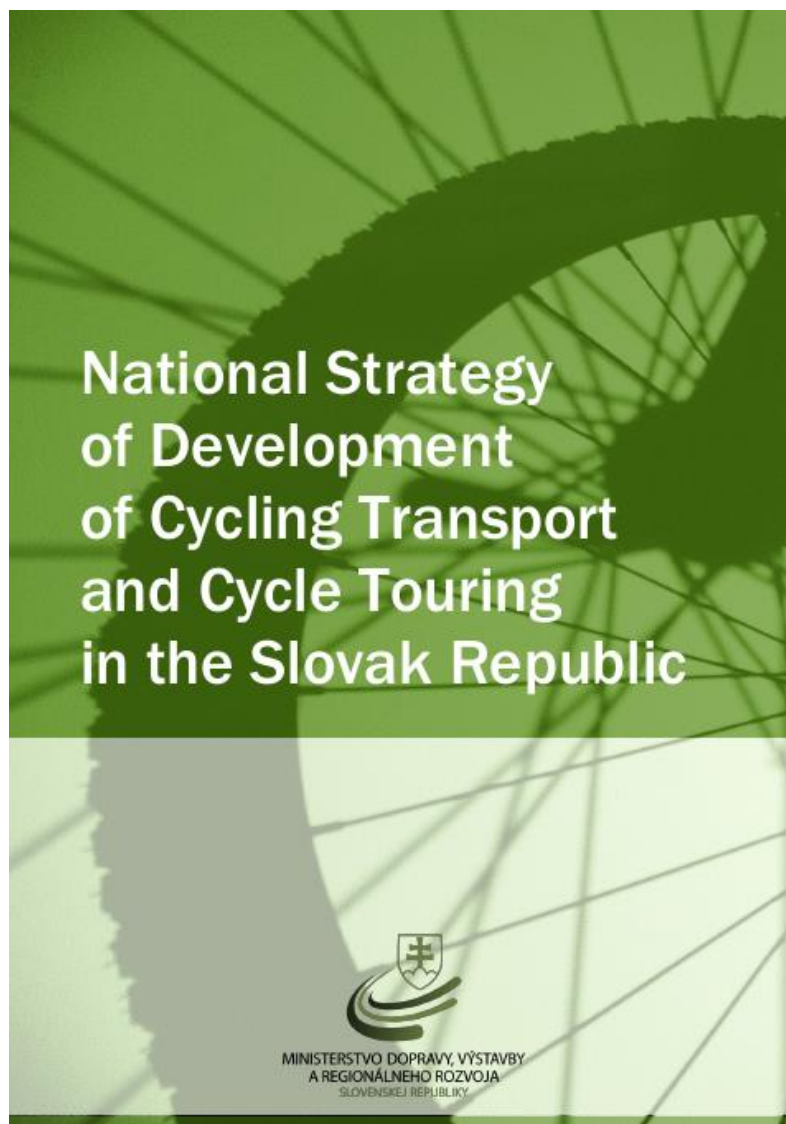


Figure 174: Slovak Strategy

3. Cycling infrastructure

3.1 Technical standards

Document	http://region-bsk.sk/en/SCRIPT/ViewFile.aspx?docid=10056827
Length	77 pages
Mandatory / recommended	Recommended
English summary	Not found
Design	Probably yes (the document is written in Slovakian)
Building	Probably yes (in Slovakian)
Maintenance	Probably no (in Slovakian)
Combined transport	Probably no (in Slovakian)

Table 246: Technical standards in Slovakia

Ministerstvo dopravy, výstavby a regionálneho rozvoja SR
Sekcia cestnej dopravy a pozemných komunikácií

TP 07/2014

TECHNICKÉ PODMIENKY
NAVRHOVANIE CYKLISTICKEJ INFRAŠTRUKTÚRY

účinnosť od: 01.11.2014

Figure 175: Technical standards in Slovakia

3.2 EuroVelo network

EuroVelo coordinator <http://www.cykloklub.sk/>

EuroVelo nodes Bratislava

Table 247: EuroVelo in Slovakia - main data

Route	Main cities crossed
EV 6	Bratislava
EV 11	Košice
EV 13	Bratislava

Table 248: EuroVelo routes in Slovakia

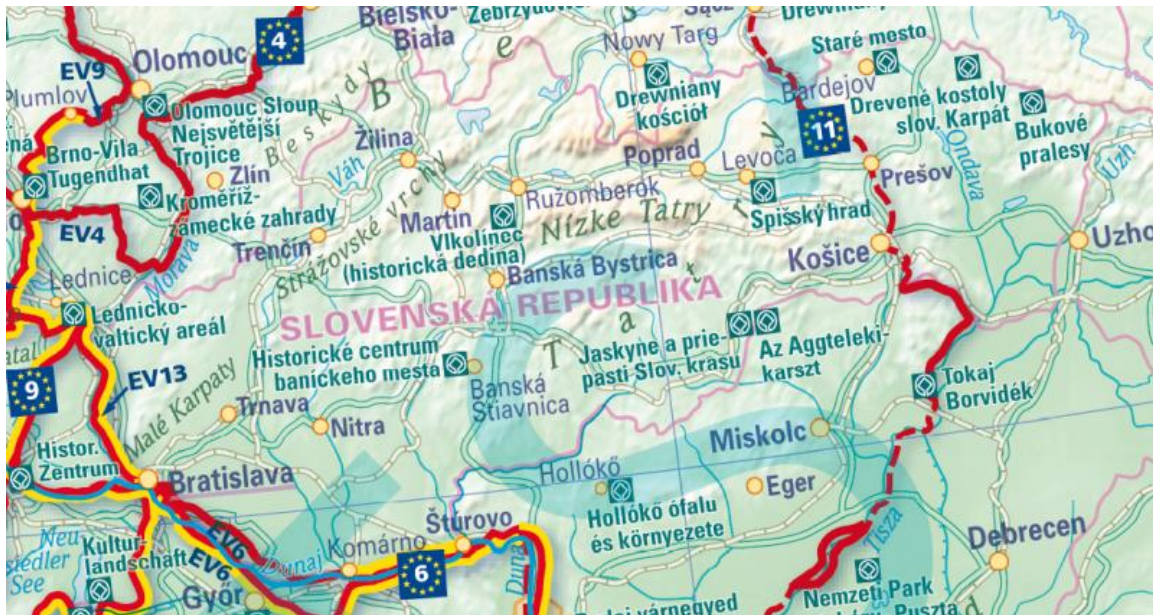


Figure 176: EuroVelo network in Slovakia

Details on EV 6

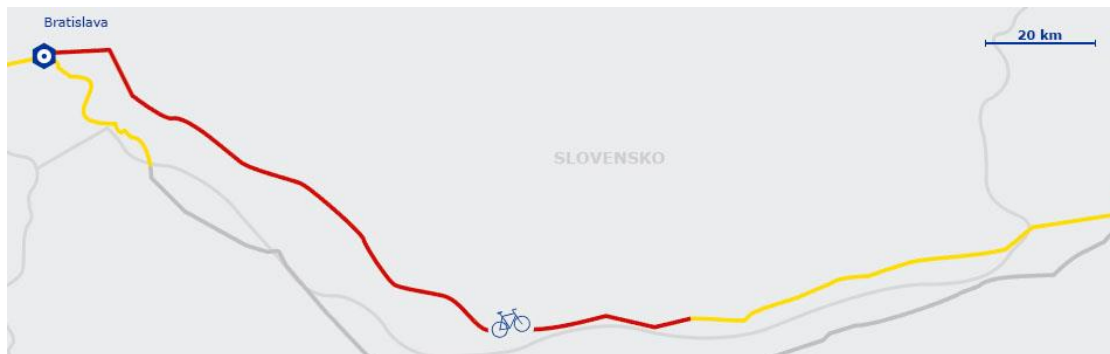


Figure 177: EV 6 in Slovakia

Route	EV 6 in Slovakia
Length	320 km
Length finished	320 km
Length certified	0 km
Main cities	Bratislava
Neighbouring countries	Hungary, Austria

Details on EV 11



Figure 5: EV 11 in Slovakia

Route	EV 11 in Slovakia
Length	200 km
Length finished	0 km
Length certified	0 km
Main cities	Košice, Prešov
Neighbouring countries	Poland, Hungary

Details on EV 13

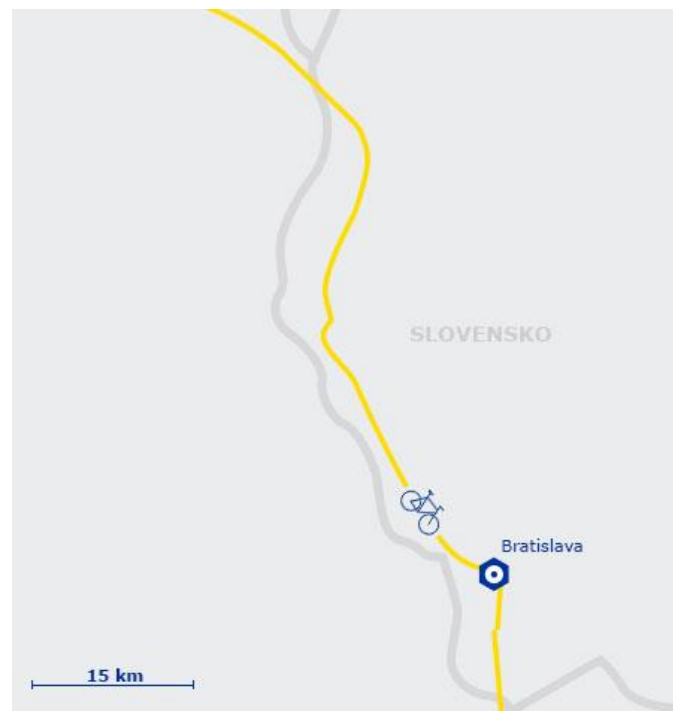


Figure 5: EV 13 in Slovakia

Route	EV 13 in Slovakia
Length	90 km
Length finished	100%
Length certified	0 km
Main cities	Bratislava
Neighbouring countries	Austria, Germany

3.3 National network

Existence of a national network of cycle routes	Yes
Coherence with eurovelo	Partially (some EV segments included)
Total Length	2 926 km
% finished	No data
Number of routes	10

Table 249: Slovak national network - main data



Figure 6: Slovak national network

Table of national routes (format varies depending on available data)

Name / number	1
Length (planned)	180 km
Length (already finished)	180 km
Main cities	Bratislava
Intersections	No data
International connexions?	Austria, Hungary
Name / number	2
Length (planned)	21 km
Length (already finished)	No data

Main cities Kolárovo, Komárno

Intersections No data

International connexions? No data

Name / number 3

Length (planned) 104 km

Length (already finished) No data

Main cities Vysoká pri Morave, Buková, Vrbové, Krakovany, Čachtice, Nové Mesto nad Váhom

Intersections No data

International connexions? No data

Name / number 6

Length (planned) 120 km

Length (already finished) No data

Main cities sedlo Demänová, Oravská Lesná, Lokca, Trstená, Zuberec, Bobrovník, Ružomberok

Intersections No data

International connexions? No data

Name / number 7

Length (planned) No data

Length (already finished) No data

Main cities No data

Intersections No data

International connexions? No data

Name / number 8

Length (planned) 25 km

Length (already finished) No data

Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	9
----------------------	----------

Length (planned)	50 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	11
----------------------	-----------

Length (planned)	20 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	12
----------------------	-----------

Length (planned)	81 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	13
----------------------	-----------

Length (planned)	72 km
Length (already finished)	No data
Main cities	No data

Intersections	No data
International connexions?	No data

Name / number	18
----------------------	-----------

Length (planned)	23 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	21
----------------------	-----------

Length (planned)	70 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data

Name / number	22
----------------------	-----------

Length (planned)	57 km
Length (already finished)	No data
Main cities	Senica, Prietrž, Myjava, Stará Turá, Čachtice, Považany
Intersections	No data
International connexions?	No data

Name / number	24
----------------------	-----------

Length (planned)	124 km
Length (already finished)	No data
Main cities	Devín, Zohor, Malacky, Šaštín Stráže, Skalica, Senica
Intersections	No data

International
connexions? No data

Name / number 24

Length (planned) 53 km

Length (already
finished) No data

Main cities Považská Bystrica, Prečín, Malé Lednice, Veľká Čierna, Rajec, Višňové,
Žilina

Intersections No data

International
connexions? No data

Name / number 25

Length (planned) 33 km

Length (already
finished) No data

Main cities No data

Intersections No data

International
connexions? No data

Name / number 29

Length (planned) 200 km

Length (already
finished) No data

Main cities No data

Intersections No data

International
connexions? No data

Name / number 33

Length (planned) 27 km

Length (already
finished) No data

Main cities No data

Intersections No data

International No data

connexions?

Name / number	36
Length (planned)	10 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data
Name / number	37
Length (planned)	21 km
Length (already finished)	No data
Main cities	No data
Intersections	No data
International connexions?	No data
Name / number	45
Length (planned)	34 km
Length (already finished)	No data
Main cities	Slepčany, Zlaté Moravce, Veľká Lehota
Intersections	No data
International connexions?	No data

Table 250: Slovak national cycle routes

4. Policies / best practices

4.1 National Cycling Coordinator



Figure 7: Slovak National Cycling Coordinator Peter Klučka (Source: www.zivot.sk)

5. Capital

Name	Bratislava
Population	421 801 inhabitants
Area	367.584 km ²
Density	1 147 inhabitants / km ²
Cycling network length	112 km
EuroVelo	EV 6, EV 13
Strategy	https://zastupitelstvo.bratislava.sk/data/att/12846.pdf

Table 251: Main facts about Slovak capital

MAGISTRÁT HLAVNÉHO MESTA SLOVENSKEJ REPUBLIKY BRATISLAVY

Materiál na rokovanie
Mestského zastupiteľstva
hlavného mesta SR Bratislavy
dňa 7 - 8. 12. 2016

Akčný plán rozvoja cyklistickej a pešej dopravy pre rok 2017

Predkladateľ:

JUDr. Ivo Nesrovnal, v.r.
primátor

Zodpovedný:

RNDr. Želmíra Greifová, v.r.
vedúca oddelenia stratégie a projektov

Spracovateľ:

Ing. Pavol Griac, v.r.
Oddelenie stratégie a projektov

Materiál obsahuje:

1. Návrh uznesenia
2. Dôvodová správa
3. Vlastný materiál
4. Výpis zo záznamu rokovania Komisie dopravy a informačných systémov MsZ zo dňa 28. 11. 2016
5. Uznesenie Mestskej rady č. 455/2016 zo dňa 24. 11. 2016

december 2016

Figure 8: Bratislava Strategy

Sources:

137. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
138. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
139. European Cyclists' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
140. EuroVelo - the European cycle routes network (eurovelo.com)
141. Ministry of Transport and Construction (<http://www.mindop.sk/>)

SERBIA

12.Introduction



Figure 178: Serbia location

Country name	Serbia
Capital	Belgrad
Top 5 most populated cities	Nowy Sad, Nisz, Kragujevac, Subotica, Kraljevo
Population	7 111 024 inhabitants
Area	88 361 km ²
Density	80 inhabitants / km ²
Roads length	44 248 km

Road density	0,5 km / km ²
GDP per capita	14 493 USD

Table 252: Main facts about Serbia

Modal Share of bicycle (year)	No data
Total length of cycling infrastructure	No data
Bike sales total / per 1000 capita	No data
Ebike sales total / per 1000 capita	No data
Share of ebike in bike sales	No data
Average price of a bicycle	No data

Table 253: Modal share and bicycle market

2. National bicycle strategy

2.1 Main data

Name of the strategy	No data
Year of adoption	-
Website or link	-
Was it the first strategy ?	-
Is there any English translation or summary	-

Table 254: Serbia national bicycle strategy - main data

2.2 Funding

Total budget	No data
Period	-
Average budget per year	-
Details on funding	-

Table 255: Serbia national bicycle strategy - funding

2.3 Main principles and assumptions

No data.

3. Cycling infrastructure

3.1 Technical standards

Document	No data
Length	-
Mandatory / recommended	-
English summary	-
Design	-
Building	-
Maintenance	-
Combined transport	-

Table 256: Technical standards in Serbia

3.2 EuroVelo network

Eurovelo coordinator	Vladan Kreckovic, Danube Competence Center
Eurovelo nodes	Beograd (EV6, EV11)

Table 257: EuroVelo in Serbia - main data

Route	Main cities crossed
EV6	Novi Sad, Belgrad
EV11	Krusevac, Nis
EV13	-

Table 258: EuroVelo routes in Serbia

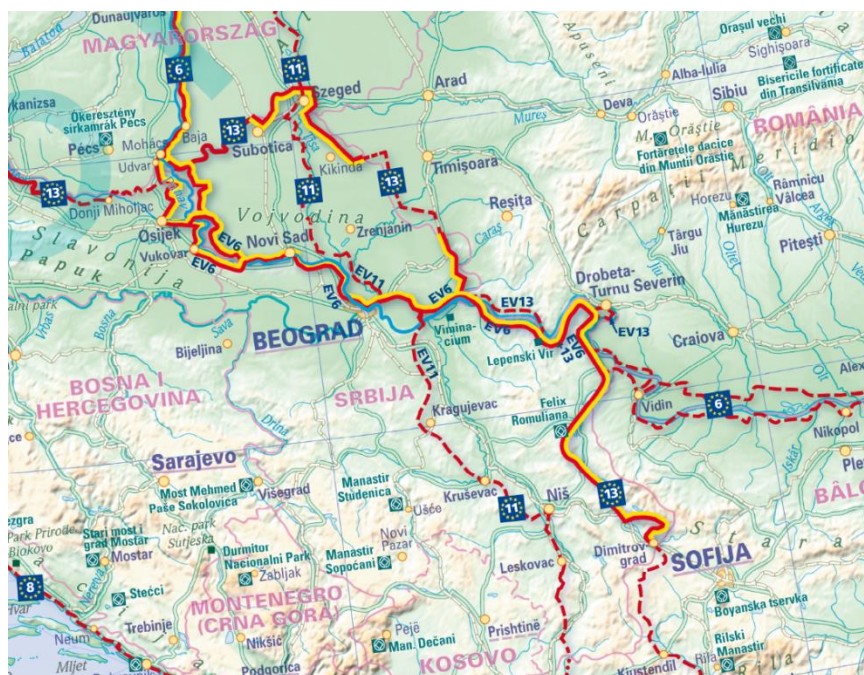


Figure 179: EuroVelo routes in Serbia

Details on EV 6

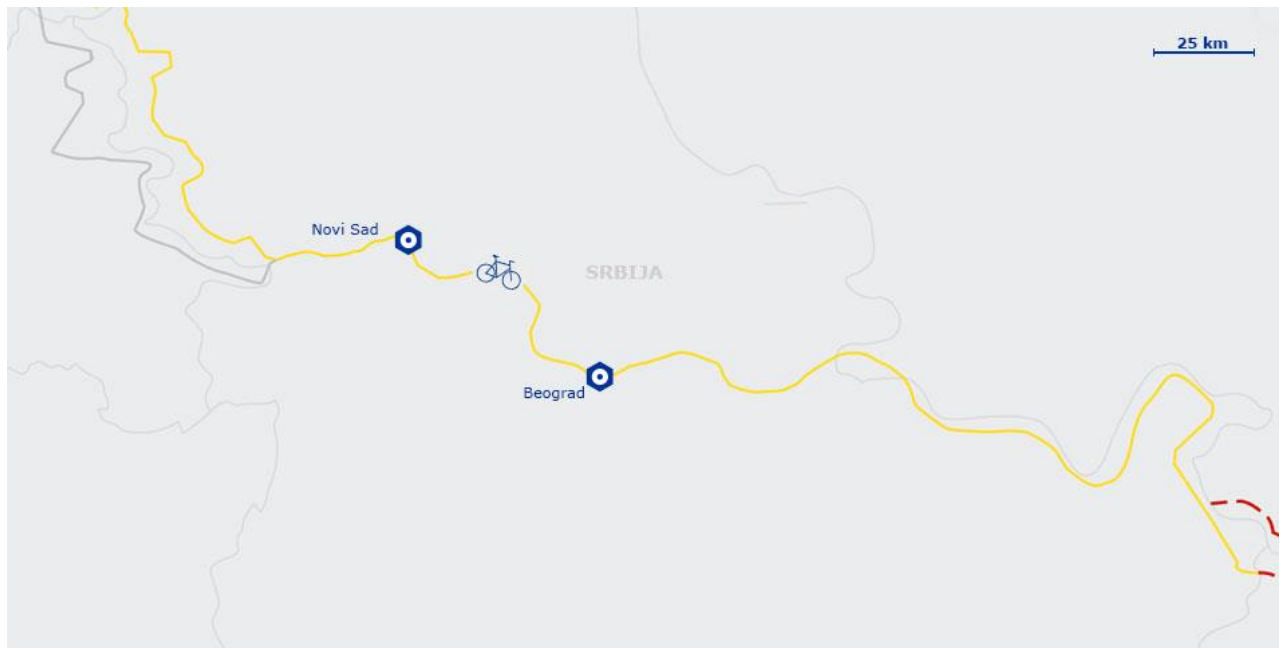


Figure 180: EV6 in Serbia

Route	EV6 in Serbia
Length	732 km
Length finished	732 km
Length certificated	0 km
Main cities	Novi Sad, Belgrad
Neighbouring countries	Croatia, Romania

Table 259: EV6 in Serbia

Details on EV 11

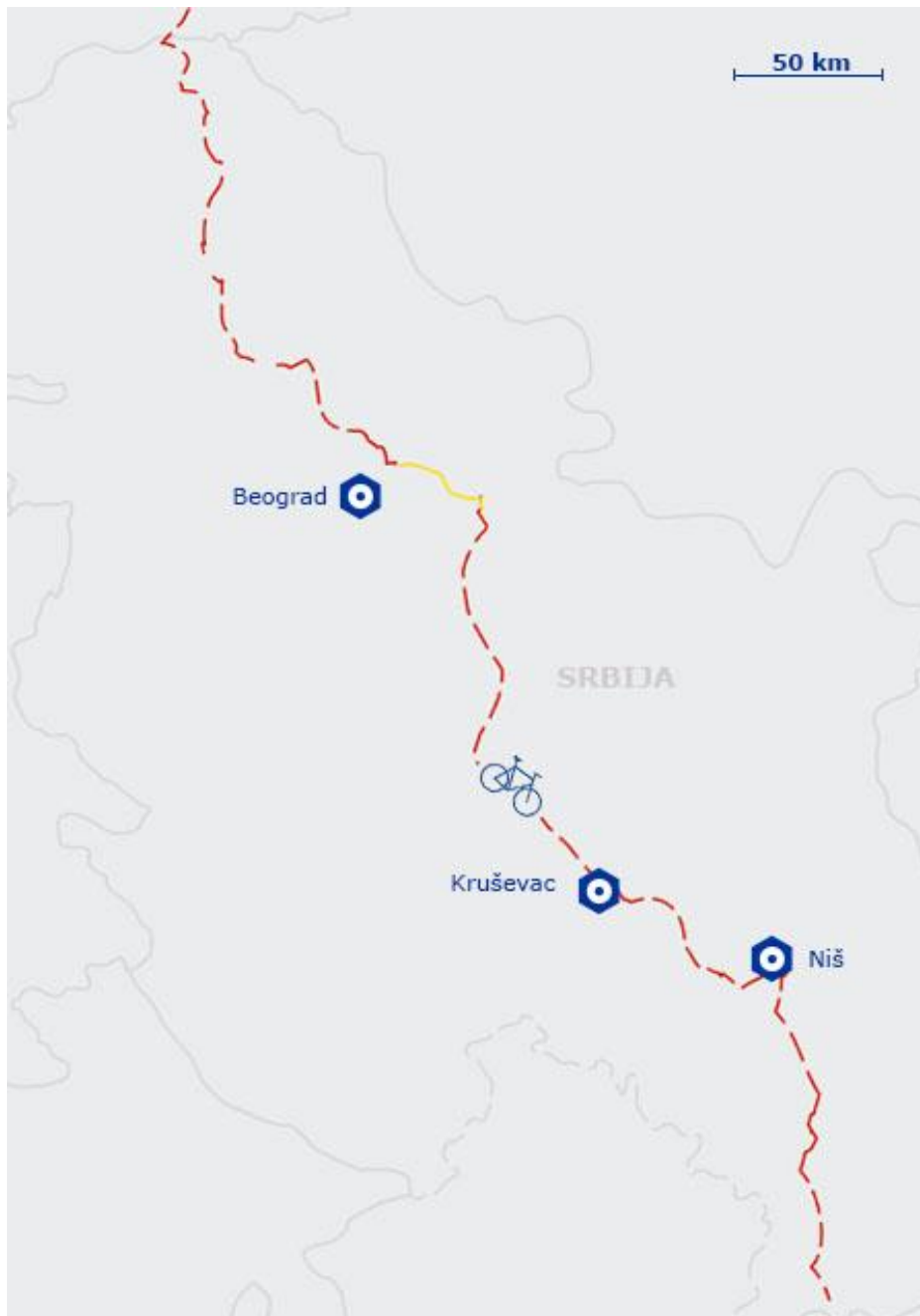


Figure 181: EV11 in Serbia

Route	EV11 in Serbia
Length	560 km
Length finished	No data
Length certificated	0 km
Main cities	Krusevac, Nis

Neighbouring countries	Hungary, Macedonia
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Table 260: EV11 in Serbia

Details on EV 13

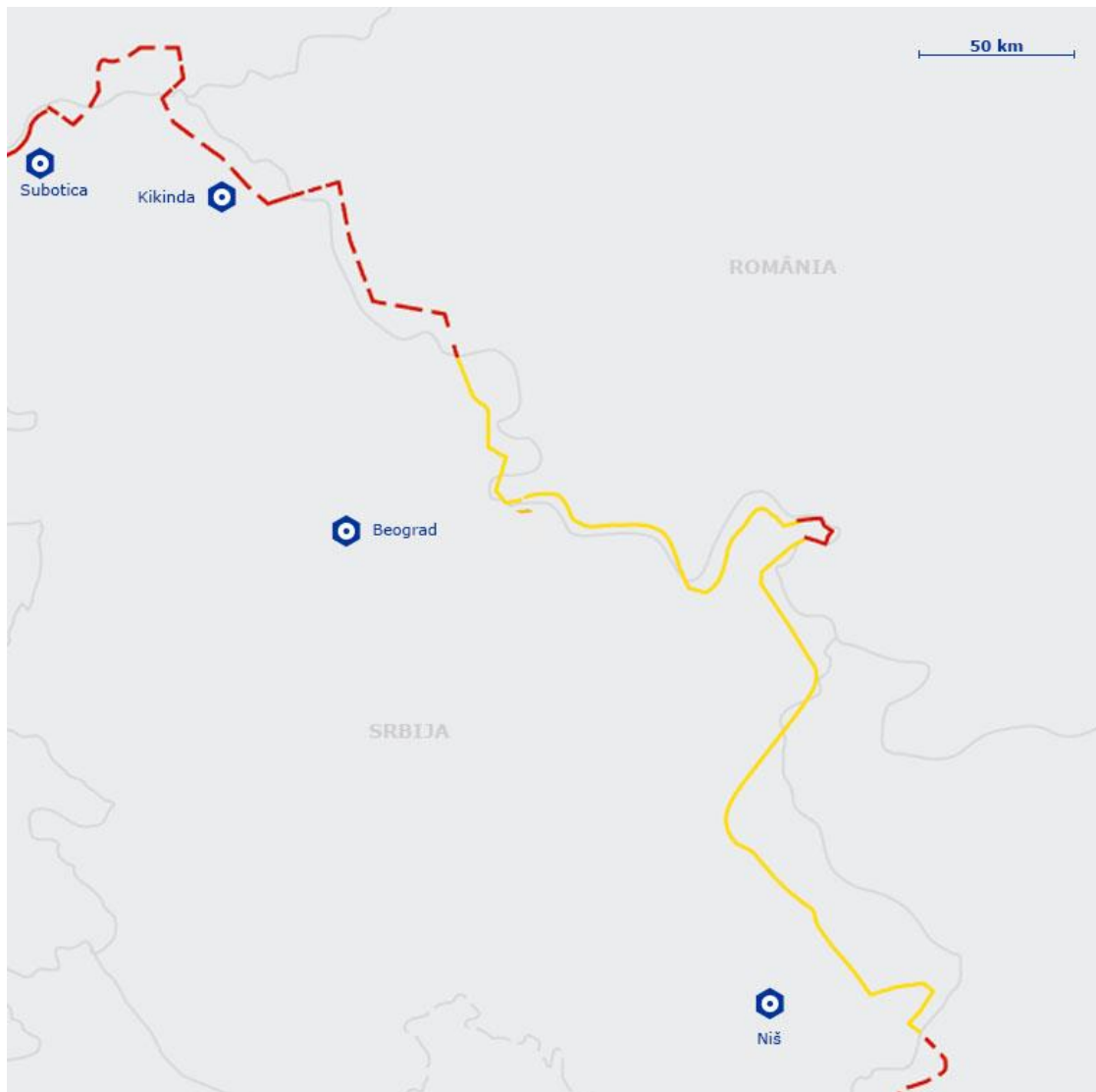


Figure 182: EV13 in Serbia

Route	EV13 in Serbia
Length	750 km
Length finished	No data
Length certificated	0 km
Main cities	-
Neighbouring countries	Croatia, Romania

Table 261: EV13 in Serbia

3.3 National network

Existence of a national network of cycle routes	No data
Coherence with eurovelo	No data
Total Length	No data
% finished	No data

Table 262: Serbia national network main data

4. Policies / best practices

No data.

5. Capital

Name	Belgrad
Population	1 659 440 inhabitants
Area	359,9 km ²
Density	4610 inhabitants / km ²
Cycle network length	around 70 km
Eurovelo	EV6

Table 263: Main facts about Serbia capital

Mobility Management plan of The CITY OF BELGRADE



Figure 183: Belgrad mobility management plan

The objectives of Mobility Management Plan are:

- Creation of the conditions for alternative forms of transportation and decrease in car use - Increase the participation of public transport in the overall transportation of citizens particularly of trolleys, bikes and boats (river transport).
- Providing information to users on the best transport means in Belgrade.
- **Construction of infrastructure (bicycle lanes, increase tram lines and introduction of river transport) at the moment are set as top priority in achieving MMP**
- A special efforts should be made for the education of citizens (beneficiaries) in order to rise awareness for the importance of MMP implementation.

Sources:

142. Confederation of the European Bicycle Industry - Facts and figures
(<http://www.conebi.eu/facts-and-figures>)
143. Support study on data collection and analysis of active modes use and infrastructure in Europe (EC/COWI, 2017)
144. European Cyclist' Federation - National cycling policies
(<https://ecf.com/what-we-do/cycling-all-policies/national-cycling-policies>)
145. EuroVelo - the European cycle routes network (eurovelo.com)
146. Mobility management plan of city of Belgrade