



The integration of cycling into the Trans-European Transport Network (TEN-T)

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Cycling
Industries
Europe

ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe.

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Overview:

- Introduce ECF and the benefits of cycling
- What is the TEN-T and what has it got to do with cycling (tourism)?
- How to integrate cycling in the TEN-T?
- Closing

European Cyclists' Federation

Established 1983, with more than 60 members across more than 40 countries today



European Cyclists' Federation

One goal: To promote cycling as a sustainable and healthy means of transportation and recreation



European Cyclists' Federation

Benefits occur in many areas and policy fields.

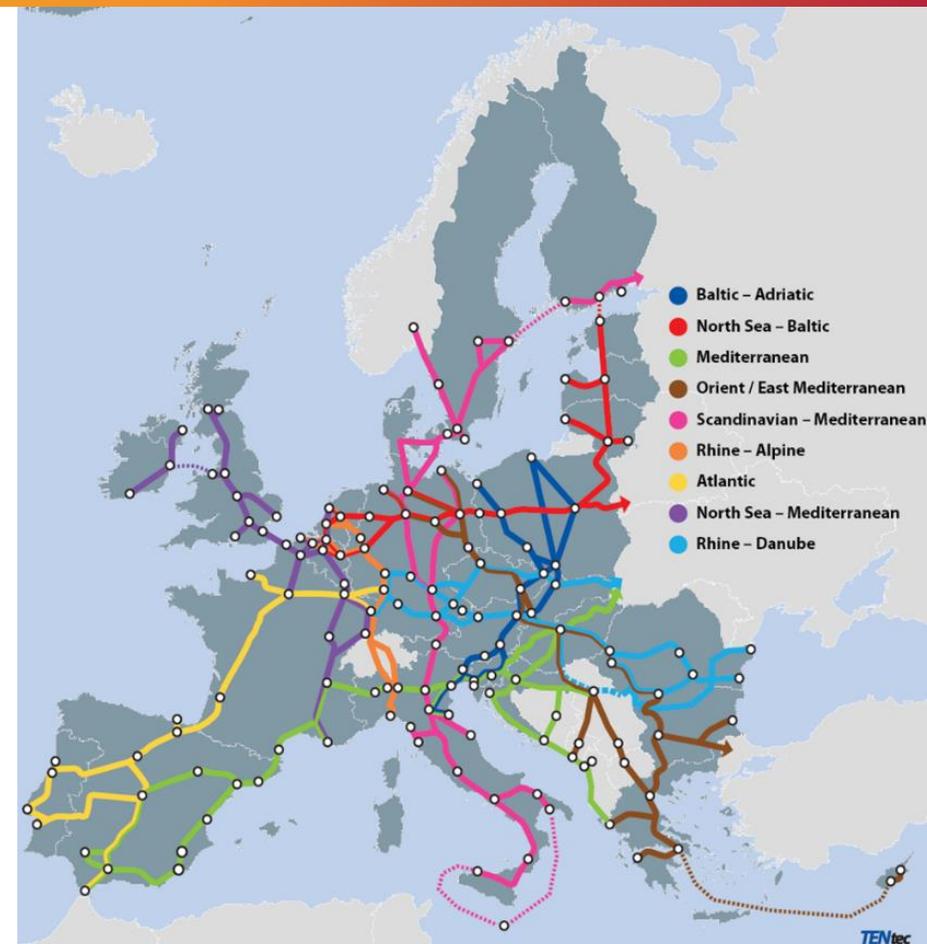
Environment + Climate 	Business 	Social Affairs 
Energy + Resources 	Technology + Design 	Mobility 
Health 	Time + Space 	Diversity of cultures 

What is the TEN-T?

The Trans-European Transport Network (TEN-T) is the EU's flagship transport policy.

It is a network of roads, railway lines, inland waterways, ports, maritime shipping routes, airports, and railroad terminals in Europe.

The TEN-T policy objective is to close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU.



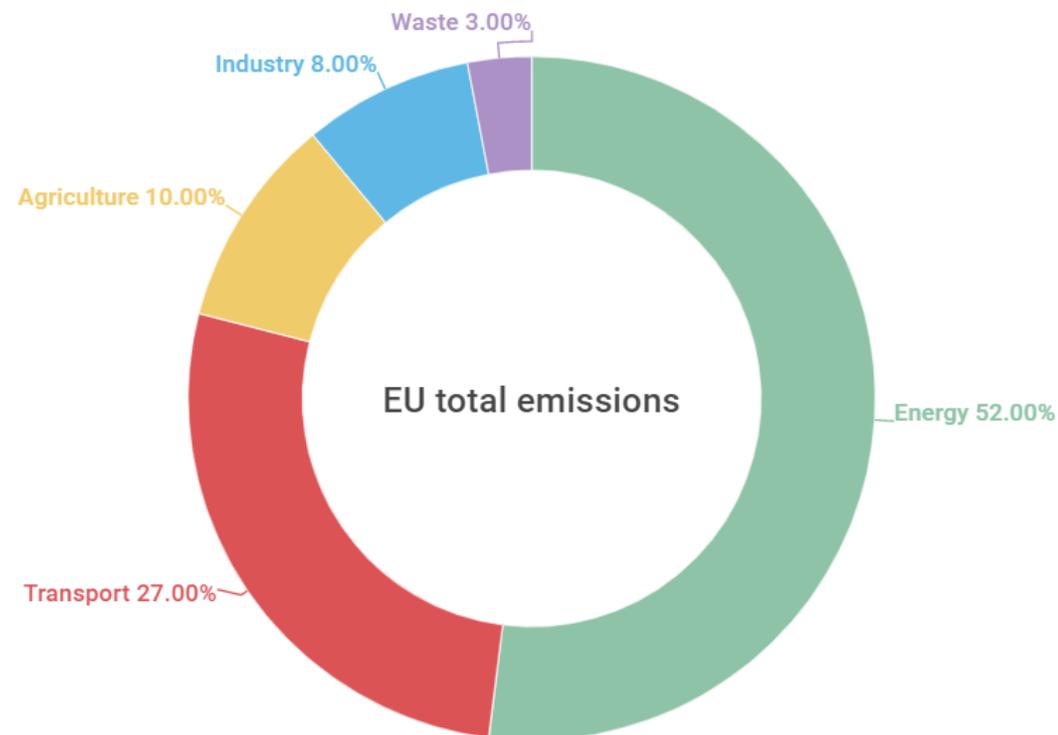
Note: the nine TEN-T core network corridors are based on the CEF and TEN-T Regulations (1316/2013 & 1315/2013); they have been created as a coordination instrument to facilitate the completion of major parts of the core network of strategic importance.
Source: European Commission, Directorate-General for Mobility and Transport, TENtec Information System

What has it got to do with cycling (tourism)?

A significant increase in the number of trips made by bike will be needed to meet the objectives of the European Green Deal to reduce the transport sector's greenhouse gas emissions by 90% by 2050.

Cycling must play a central role in Europe's transportation network and, by extension, the TEN-T.

Its inclusion would lead to better cycling infrastructure across Europe.



Why?

TRANSPORT	<ul style="list-style-type: none">• Releasing long-distance roads from commuting traffic• Multimodality (e.g. bigger catchment areas for railways)
FINANCES	<ul style="list-style-type: none">• Cheaper infrastructure• High return on investments• Better use of existing infrastructure• Support tourism sector
SYNERGIES	<ul style="list-style-type: none">• Health, air quality, climate (Green Deal!), economy...
POLITICAL	<ul style="list-style-type: none">• Common European idea• Unique European know-how

Why?



How to integrate cycling in the TEN-T?

1. EuroVelo as another TEN-T network
2. Integrate elements of cycling infrastructure in other TEN-T networks

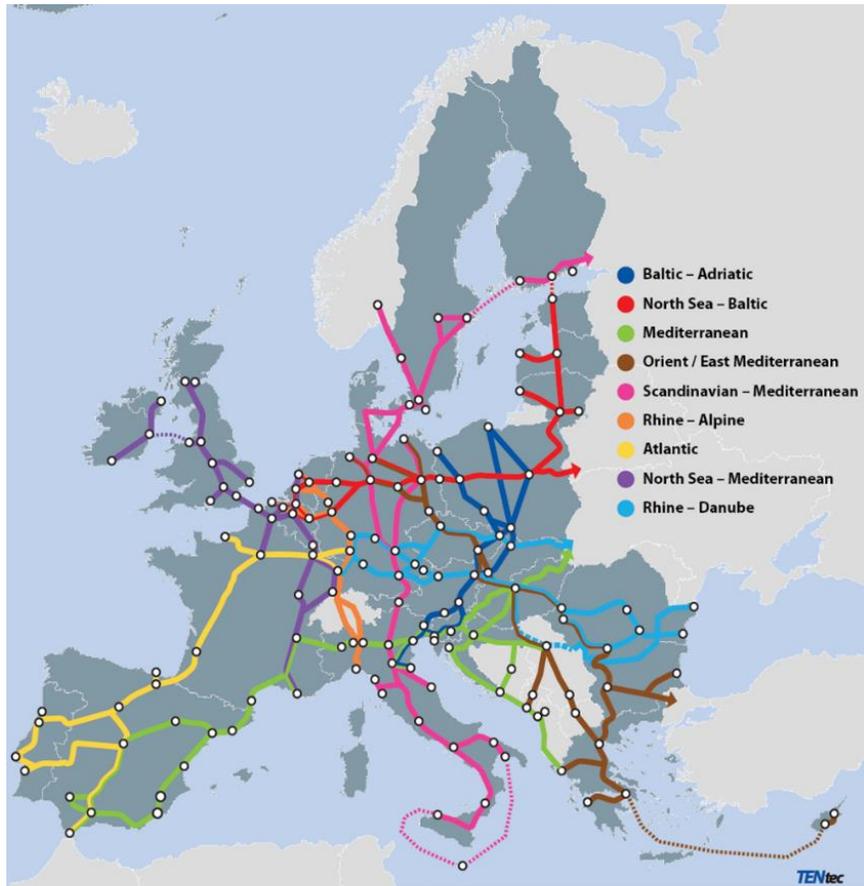


EuroVelo, the European cycle route network

There are 17 EuroVelo routes in the network

A combined length of more than 90,000 km.





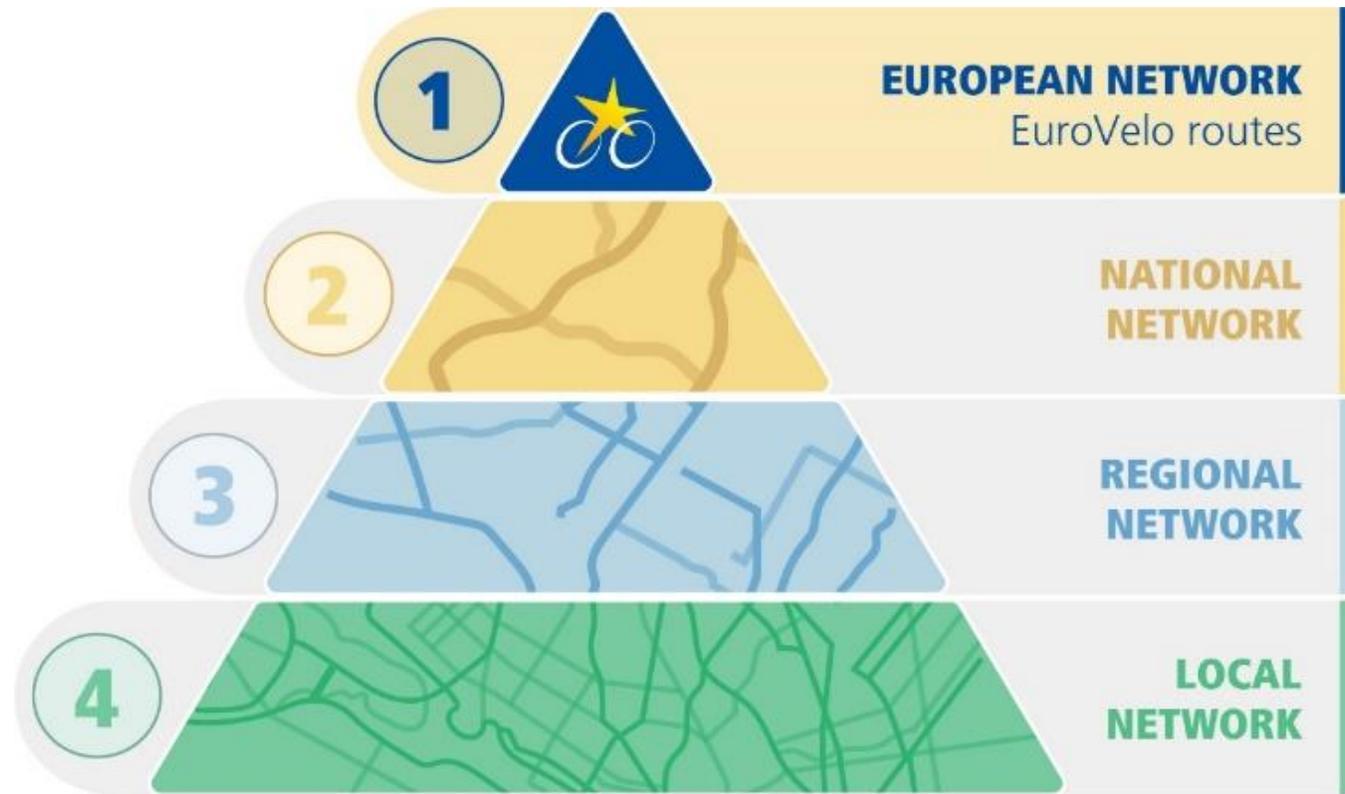
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Member States call for a European cycle route network

“...active mobility in the current and future European funding and financing schemes to enable the extension and improvement of infrastructure for active mobility, including the development of a Trans-European Cycling Network.”

Graz Declaration, 2018

Benefits of including EuroVelo and cycling in the TEN-T



Traffic on TEN-T and EuroVelo: international or local?

- Most traffic on the TEN-T road network consists of local and regional trips.
- Most of the TEN-T rail traffic is local or regional as well.
- Many of the most expensive TEN-T projects are located in big agglomerations – where the TEN-T corridors are dominated by local traffic.
- International bicycle traffic exists!



EuroVelo, the European cycle route network

- Symbol of the importance of cycling to the European transportation network
- Ambitious but achievable
- A European success story

Austria



Croatia



Czechia



France



Germany



Greece



Hungary



Italy (Friuli-Venezia Giulia)



The Netherlands



Slovenia



Poland



Serbia



Switzerland



Spain (Valencia)



The United Kingdom



How to integrate cycling in the TEN-T?

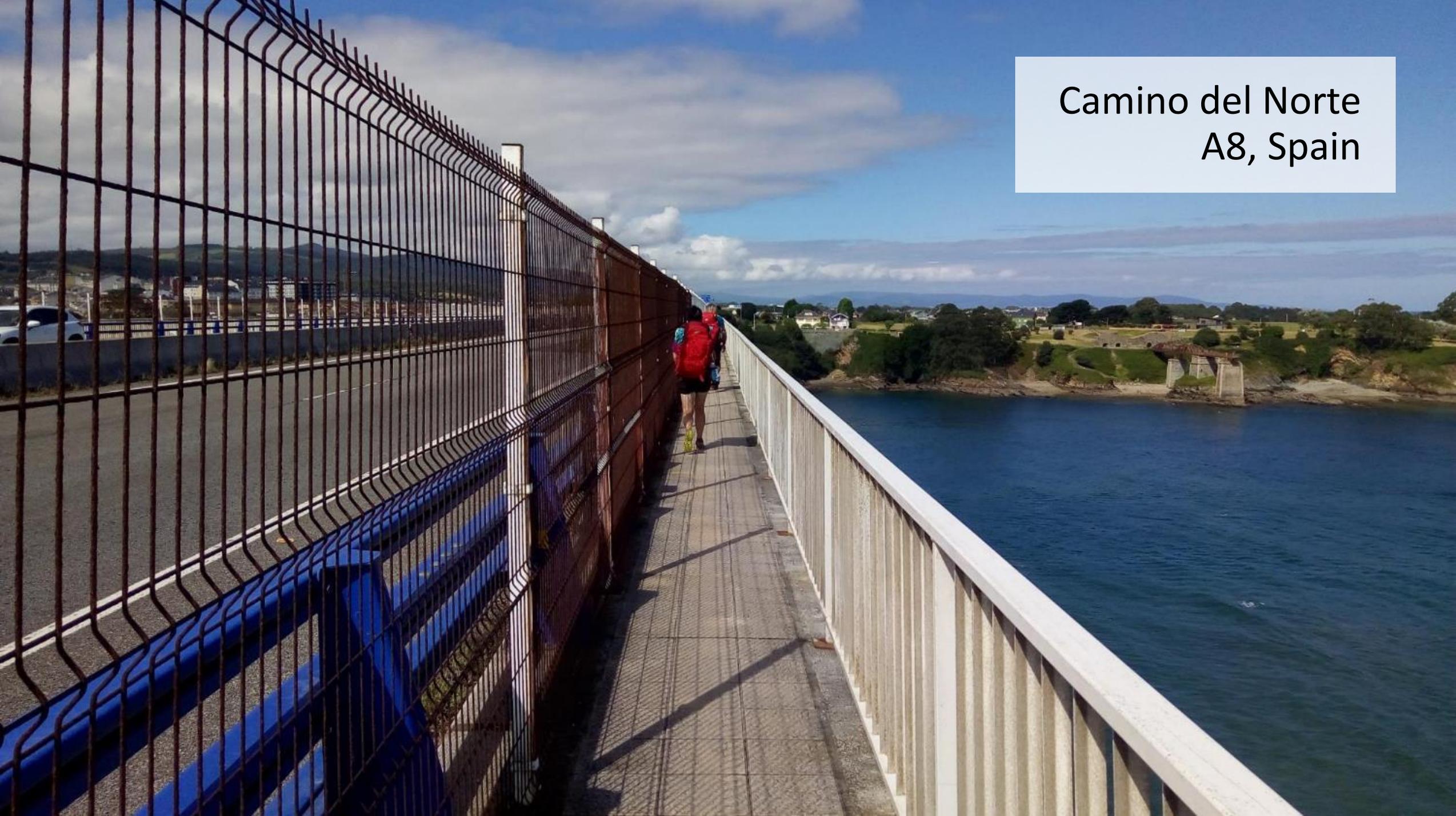
1. EuroVelo as another TEN-T network
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**No alternative:
bridges**

Camino del Norte
A8, Spain



Press F11 to exit full screen

**TEN-T corridors
cross densely
populated urban
agglomerations**

S8, Poland



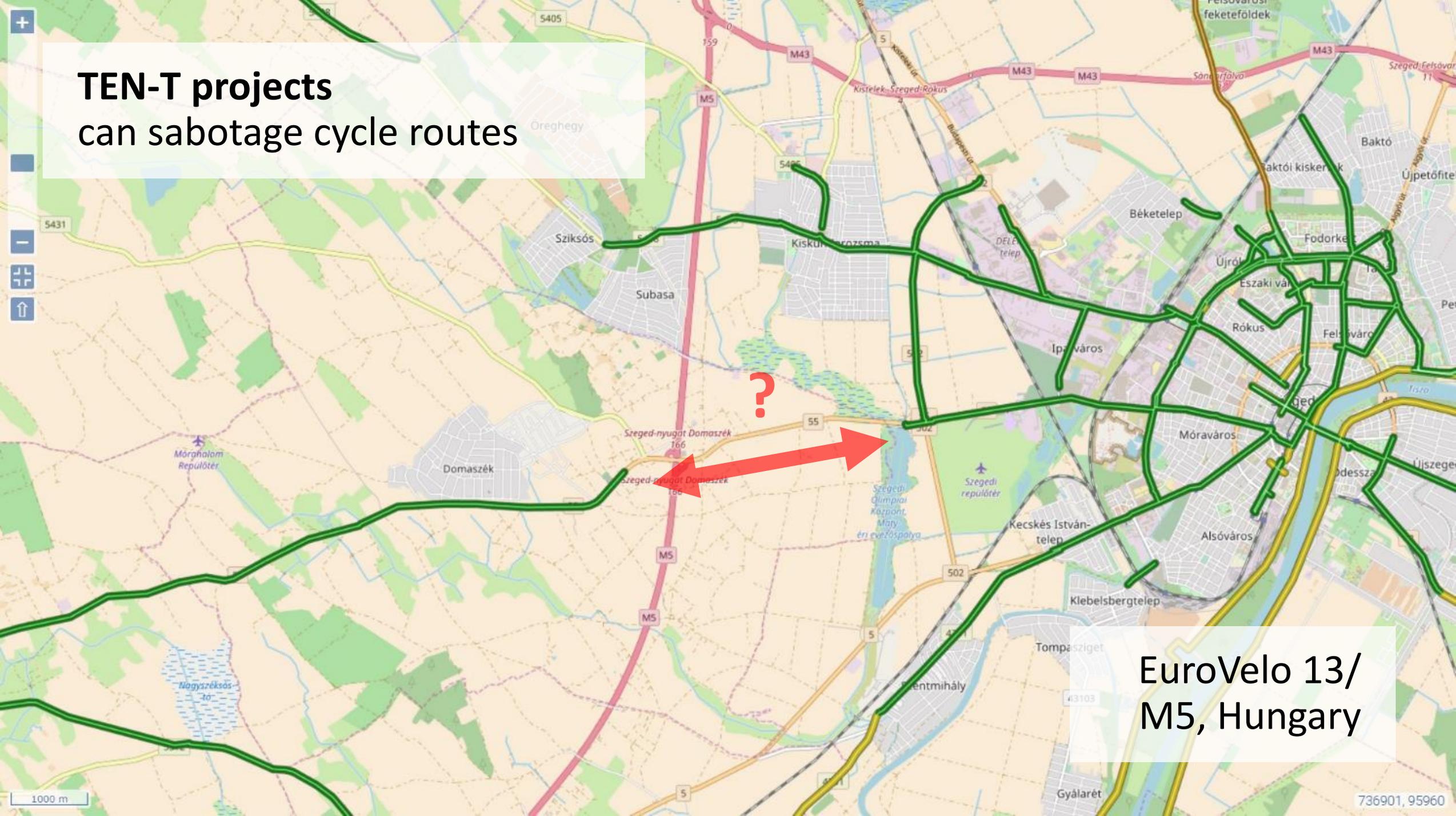
Google

**TEN-T corridors
connect towns
and villages**

Pagėgiai, Lithuania



TEN-T projects can sabotage cycle routes



EuroVelo 13/
M5, Hungary

TEN-T project
can be an opportunity



Lesson learned:

the section along/across a TEN-T road is often the most expensive part!





F3, Belgium

F3
↑
Veltem 4,0
Leuven 12,0

↑
37
🚲
TOEGELIJK VLAANDEREN

🚲



Huge potential along
railways/inland waterways

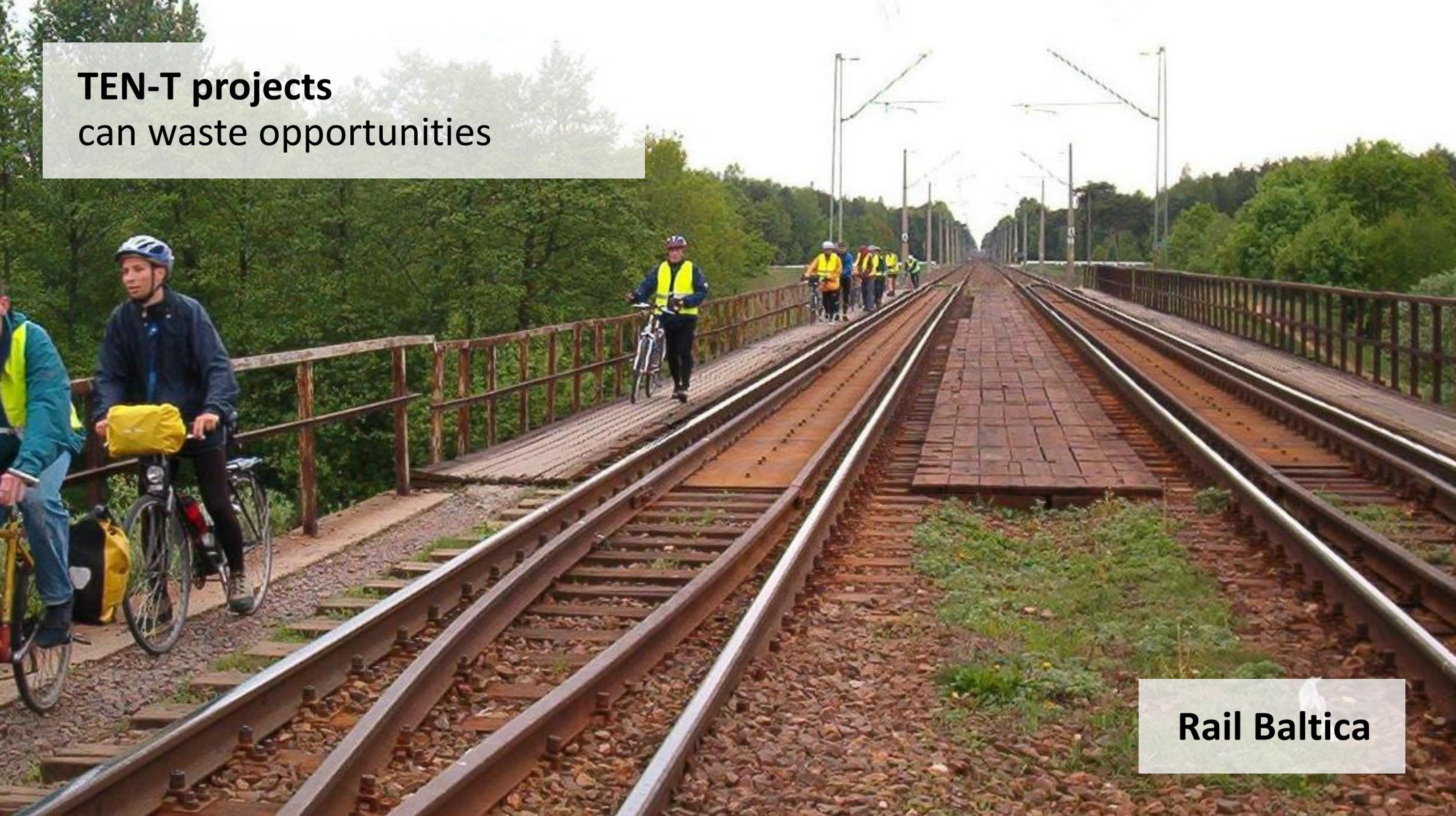


Snelbinder:
6000 cyclists/day

F1 Antwerp – Mechelen (B):
Benefit/cost ratio: 2–14



TEN-T projects
can waste opportunities



Rail Baltica

Current regulation (EU) No 1315/2013

Recital 9

[...] Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for long-distance cycling paths like the EuroVelo routes.

TEN-T meets EuroVelo

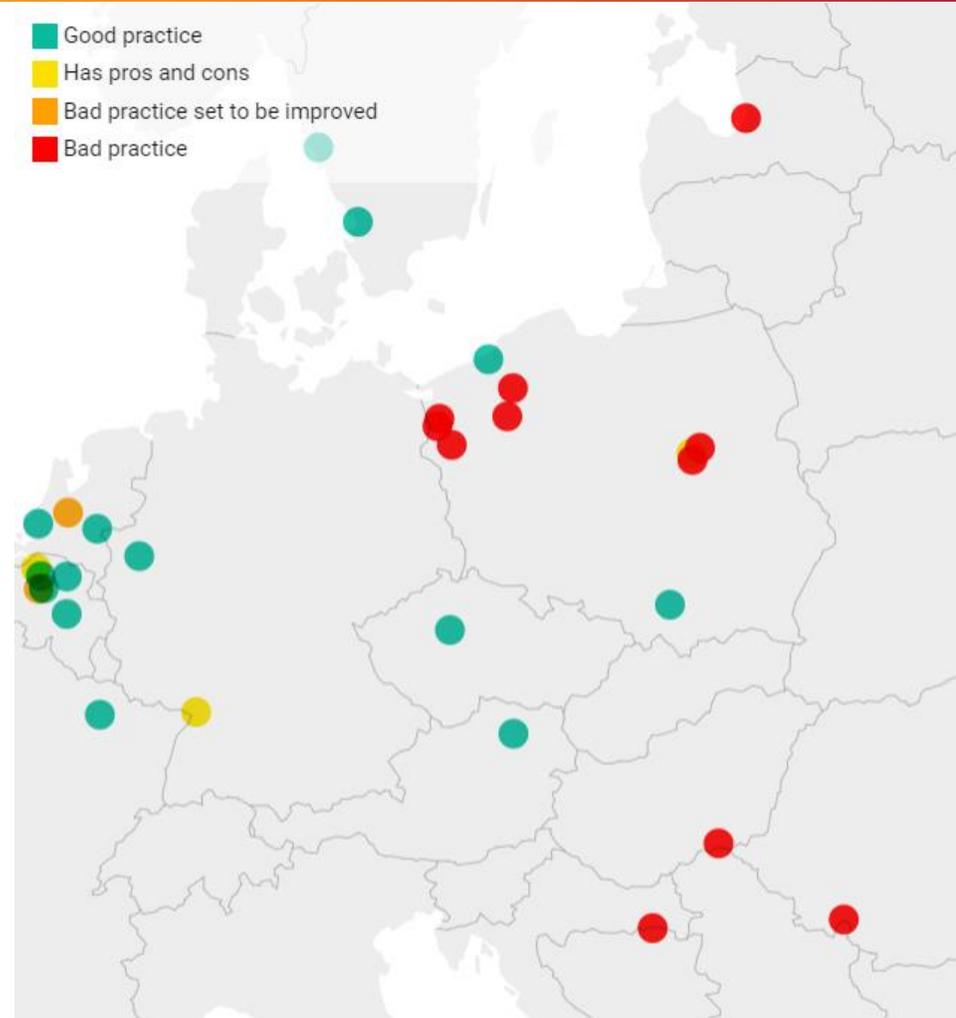
7,861 locations
9,926 km overlaps

(EU-27+UK, EV14 not included)



Priority for the coming years

Interactive map of TEN-T/cycling case studies



How to integrate cycling in the TEN-T?

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Next steps – How you can help

The review of the guidelines is likely to take several years.

Public consultation open until 5th May [here](#)

The biggest gains are often achieved at the beginning of the process, so we would like to encourage you to contribute at this relatively early stage.





**EUROVELO & CYCLING TOURISM
CONFERENCE 2021**

CYCLING CITIES AND BEYOND

AXA AUDITORIUM
BARCELONA, 5 - 7 OCTOBER 2021

Thank you for your attention



EUROPEAN CYCLISTS' FEDERATION

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