



URBAN AGENDA FOR THE EU

PARTNERSHIP FOR URBAN MOBILITY

Developing guidelines on infrastructure for active mobility supported by relevant funding



1 Foreword

In order to develop the full potential of the active modes of transport, cycling and walking infrastructure has to be designed properly.

However, there are no European level standards or recommendations on how to build safe, comfortable, direct and attractive infrastructure for these active modes and the knowledge is missing in several Member States and cities. As a result, the quality of implemented projects varies, hampering a quicker increase of the share of walking and cycling, and decreasing the effectiveness of the public (including EU) funds used for financing such projects.

The purpose of this action was to address the absence of European guidance material as well as to raise awareness of the existence of relevant EU funds to invest in walking and cycling.

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3 The Partnership for Urban Mobility

More and more people are living and working in cities. With the current European trend towards urbanisation, the importance of cities and urban areas is set to continue to grow. At the same time, cities are facing even greater social challenges in respect of the environment, transport and social cohesion.

The Urban Agenda aims to address those challenges. Cities are the place where European sectoral legislation comes together (in sometimes conflicting ways) and is being implemented. To fully exploit the potential of urban areas the urban dimension should be stronger embedded within EU policies. This explicitly does not mean new or more competences for the EU, but a better working method, focused on cooperation between the EU, Member States and cities.

The Urban Agenda for the EU was officially established by the Pact of Amsterdam, agreed by the EU Ministers responsible for urban matters in May 2016.

The Urban Agenda aims to promote cooperation between Member States, cities, the European Commission, European organisations and other stakeholders in order to achieve a sustainable, socially inclusive, innovative and economically powerful Europe. The Urban Agenda sets out a new way of working together to stimulate growth, liveability and innovation in the cities, gain maximum benefits from their growth potential and successfully tackle current and future challenges.

This new approach includes the creation of a range of European partnerships aimed at:

- promoting the involvement of cities in EU policy making, and the development, implementation and evaluation of more 'urban friendly' European legislation ('**Better Regulation**');
- ensuring better access to and use of European funds ('**Better Funding**');
- improving the European urban knowledge base and stimulating the sharing of best practice and cooperation between cities ('**Better Knowledge Exchange**')

The partnerships focus on 14 agreed priority themes of the Urban Agenda for the EU. One of these is the Partnership for Urban Mobility.



4 European quality design guidance for cycling infrastructure

During the duration of the Partnership on Urban Mobility, cycling guidance documents were developed on behalf of DG MOVE. These guidelines feature a section on cycling infrastructure, including information about **cycling infrastructure design principles** and a series of factsheets about **different types of cycling infrastructure**. It also lists **existing cycling infrastructure quality design guidance (and standards)** from the local, regional and national level in several EU Member States.

https://ec.europa.eu/transport/themes/urban/cycling/guidance-cycling-projects-eu_en

DG MOVE and ECF recommend using these documents as a *source of inspiration* when designing, building and maintaining cycling infrastructure.

Other **recommended** documents with international perspective on cycling infrastructure design include:

- **Cycle Highway Manual:** The Cycle Highway Manual is a product of the CHIPS (Cycle Highways Innovation for smarter People transport and Spatial planning) INTERREG NWE project. It summarises three years of knowledge sharing and research between partners from Belgium, the Netherlands, Germany, UK and Denmark. The Cycle Highway Manual aims to help professionals that deal with cycle highway planning, design, construction, selling, maintenance, monitoring or evaluation.
<https://cyclehighways.eu/>
- **Safer Cycling Advocate Program – Best practice guide:** This best practice guide is the product of a joint effort of the European Cyclists' Federation and its Danish and Dutch members (Cyklistforbundet and, Fietsersbond). The guide includes a dedicated section on cycling infrastructure, showing approaches from the two top cycling countries, the Netherlands and Denmark, on how to build and maintain safe, attractive and convenient infrastructure.
<https://safercycling.roadsafetynegos.org/best-practice-guide/>
- **Urban Corridor Road Design: Guides, Objectives and Performance Indicators**
Developed in the frame of the MORE project (Multimodal Optimisation of Roadspace in Europe), the document addresses particularly challenging urban corridors that combine multiple functions in limited spaces and includes a detailed comparison of design parameters for cycling infrastructure in eight countries.
https://www.roadspace.eu/wp-content/uploads/2019/11/MORE_D1_2_FINAL.pdf

5 Beyond the project phase of the Partnership on Urban Mobility

To develop 'European quality **design guidance for** safe, attractive, direct and comfortable **cycling** infrastructure', DG MOVE and ECF recommend to create a project that

- i. will systematically analyse the existing cycle infrastructure quality design guidance documents and
- ii. set up a sounding board consisting of experts from different EU Member States to discuss and agree on common European quality requirements.

It is recommended to conduct such a project as part of the implementation of the Road Infrastructure Safety Management Directive which obliged the European Commission to develop **quality requirements for infrastructure for pedestrians, cyclists and other vulnerable road users** in close co-operation with Member State experts. [Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management: <https://eur-lex.europa.eu/eli/dir/2019/1936/oj>]

6 Providing EU funding for active mobility

The EU will have invested about 2 billion Euros at the end of this Multiannual Financial Framework (MFF) 2014 – 2020 into walking and cycling projects. This amount is almost triple to the previous MFF 2007 – 2013 investment when only about 700 million Euros were invested in active mobility.

The European Cyclists' Federation has systematically screened over 200 programming documents and identified funding opportunities for cycling. This analysis is compiled in the 'EU Funds Observatory for Cycling': <https://ecf.com/what-we-do/european-funding/eu-funds-observatory-cycling>

The observatory also includes good practices examples and is regularly updated.

In order to raise awareness among relevant stakeholders with regard to the upcoming MFF 2021 – 2027, the ECF organised, together with the Romanian EU Presidency and the North-West Europe Interreg CHIPS project, a high-level stakeholder event in April 2019: <https://ecf.com/news-and-events/news/investing-eu-funds-active-mobility---7-takeaways-high-level-ecf-event>

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For further information on the Urban Agenda for the EU,
the Partnership for Urban Mobility and the final deliverables please visit:

www.ec.europa.eu/futurium/en/urban-agenda

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