

Integrating cycling into the Trans-European Transport Network (TEN-T)

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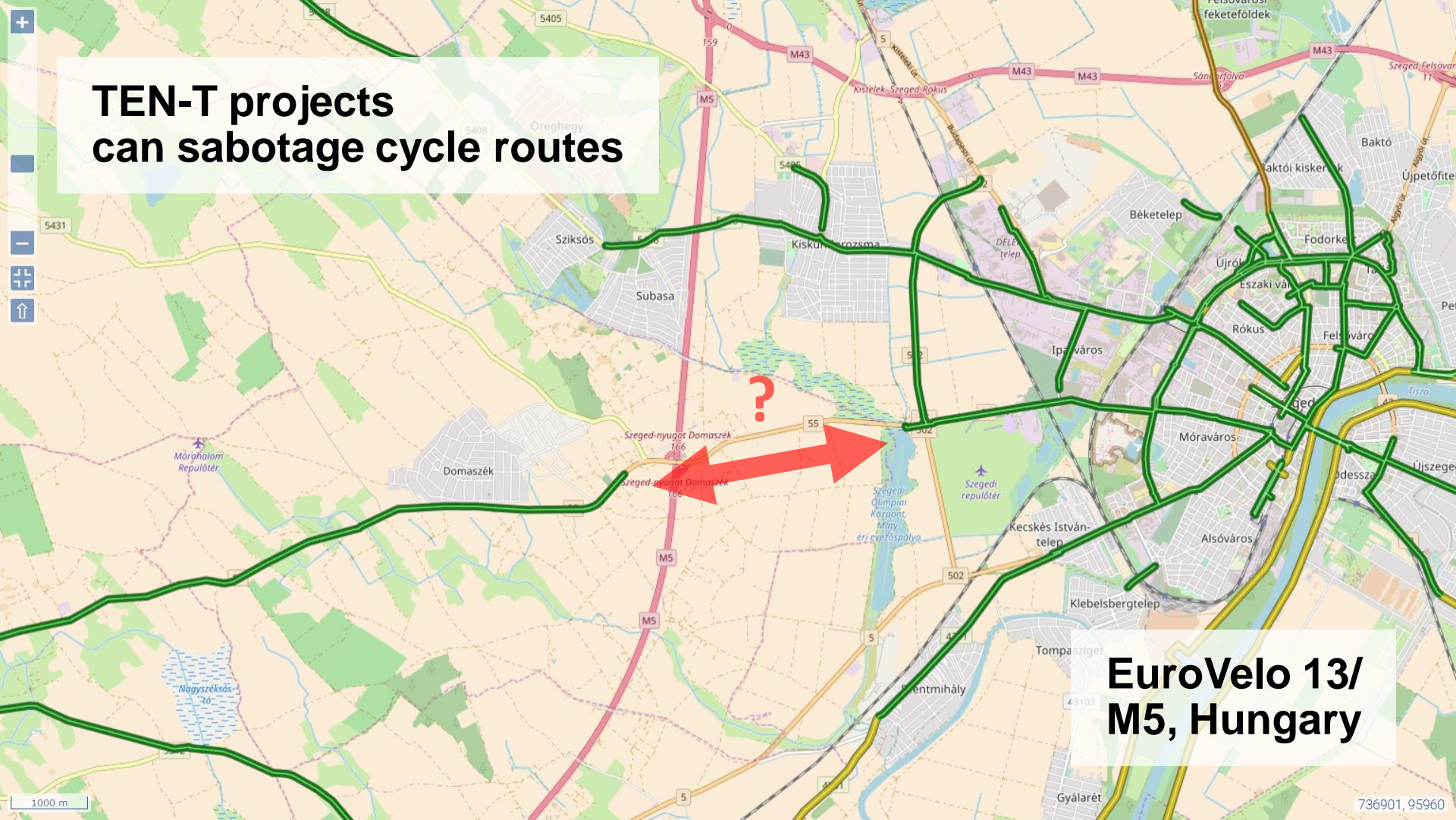
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Regulation (EU) No 1315/2013

Recital 9:

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

TEN-T projects can sabotage cycle routes



**EuroVelo 13/
M5, Hungary**

TEN-T rail projects also create barriers for cycling



10 km of quadruple track
3 towns, 90,000 inhabitants
5 stations
Only 1 cycle crossing



- Trails
- - - Bicycle-friendly roads
- Dedicated lanes
- - - Dirt/unpaved trails

F3/HST-route, Belgium



RijnWaalpad, NL



TEN-T: what should be improved?

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

[-> ecf.com/what-we-do/ten-t-eurovelo-and-cycling](https://ecf.com/what-we-do/ten-t-eurovelo-and-cycling)



**Not only urban nodes:
42% of cyclists' fatalities
happen in rural areas**

