



The state of national cycling strategies in Europe (2021)



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Executive summary

This report provides a comprehensive overview, for the first time ever, of the status of national cycling strategies in 47 European countries, at a time of growing political interest across the world in cycling as a sustainable and healthy mode of transport.

A national cycling strategy is a crucial policy tool for countries to develop and grow cycling's modal share at the national level, with all the positive impacts that this generates, such as cleaner air, healthier and happier citizens, more liveable cities and towns, better rural connectivity and more vibrant local economies. National cycling strategies are also instrumental if the world is to cut transport emissions quickly and effectively and avoid the worst of the climate crisis.

With the adoption of the Pan-European Master Plan for Cycling Promotion in May 2021, under the umbrella of WHO/Europe and the UN Economic Commission for Europe, 54 countries in the pan-European region are now politically bound to develop and implement a national cycling strategy by 2030. But with data from 47 European countries, ECF's analysis shows that most countries have a long way to go if they are to reach this objective.

Developing a national cycling strategy is not a new policy instrument. The Netherlands "invented" it in 1990, followed by Germany in 2002 and the Czech Republic in 2004. Yet half of the European countries have never implemented a cycling strategy or similar policy document (24).

Of 47 countries, 23 have at some point adopted a national cycling strategy. Cycling strategies are currently in force in only 13 of these countries, while they have expired and therefore need updating in ten, including in the cycling nation of Denmark. Of the remaining 24 countries analysed in the report, only five are currently in the process of developing such a strategy for the first time.

To reach the master plan's 2030 goal, cut transport emissions and reap the many societal benefits of cycling, many countries must urgently begin the process of developing or renewing their national cycling strategy. Most of the countries that have never had such a strategy – and are not currently in the process of developing one – are located in the Balkans, Eastern Europe and the Caucasus.

While national cycling strategies can be instrumental for the development of cycling in a country, the scope and duration of such strategies differ widely. Some of the most popular measures pursued by countries include the promotion of intermodality (18), legal changes to highway codes (15) and the development of a national cycle route network (13). The duration of most strategies corresponds to the term of the government that adopted it (8), while others are seven-year (3), ten-year (6) or even 25-year strategies (Northern Ireland).

The findings in this report will provide a benchmark against which ECF intends to publish annual update reports to track progress on the development, implementation and effectiveness of national cycling strategies in Europe towards 2030.

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Introduction

In May 2021, the Pan-European Master Plan for Cycling Promotion was adopted at the Fifth High-level Meeting on Transport, Health and Environment. Part of the Vienna Declaration, it is the first officially adopted supranational document on cycling policy transcending the EU.

The master plan's main purpose is to politically acknowledge the growing importance of cycling in transport and give guidance at a national level on how to support cycling across respective countries through central government policies. Covering 54 countries, including all 27 EU member states, it was developed under the umbrella of the Transport, Health and Environment Pan-European Programme (THE PEP), which was coordinated by WHO/Europe and UNECE (United Nations Economic Commission for Europe) and co-chaired by Austria and France. The European Cyclists' Federation (ECF) actively contributed to the development of the cycling master plan since its inception in 2014.

The key objective (part I) of the master plan is very ambitious: "To significantly increase cycling in every country to contribute to the overall target of doubling cycling in the region as a whole" by 2030. To that end, the plan says that **all countries by 2030 will have to develop and implement a national cycling policy.**

Up until now, no comprehensive analysis had been done of which countries in the UNECE region have a national cycling strategy, or a similar document, already in place. Analysing data from 47 of the 54 master plan countries, the main purpose of ECF's new report is to fill this gap.

The strategies identified in this report are categorised by the number of their iteration as well as their scope and duration, and more detailed country reviews describing the details of each national cycling strategy are provided where applicable. The content of the country reviews is based on the official documents published by the governments or ministries and does not take other initiatives, such as National Energy and Climate Plans¹ or national COVID-19 recovery plans², into account.

ECF intends to publish annual update reports to track progress on the development and implementation of national cycling strategies towards 2030.

¹ <https://ecf.com/news-and-events/news/cycling-underrepresented-eu-member-states%E2%80%99-final-national-energy-and-climate>

² <https://ecf.com/news-and-events/news/final-analysis-cycling-becomes-mainstream-eu-member-states-covid-19-recovery>

What is a national cycling strategy?

A national cycling strategy is a multi-year plan that establishes a **global vision** aimed at coordinating **policies, objectives and actions for cycling**. It sets clear interventions, instruments and precise goals for the development of cycling at the national level. In short, a national cycling strategy ideally consolidates all policies taken at national level in support of cycling, hereby sending a political signal that **cycling matters** and that it should therefore be supported systematically by public authorities, businesses, academia and civil society organisations.

In this report, we include national cycling action plans that, in contrast to strategies, tend to be shorter on duration and less detailed in vision and goal setting. We also have taken into account wider national transport strategies that have a dedicated section on cycling (eg Norway).

Cycling strategies can be adopted at very different political levels: The “weakest” level being by one minister/ministry only. Typically, this would be the transport ministry, but it does not need to be. In order to ensure cross-departmental coordination and implementation, a preferred option is to have the entire government officially backing the strategy. Ideally, the strategy is also discussed in the national parliament where it finds endorsement and support. In rare cases, a cycling/active mobility act has been adopted.

More detailed information about the nature of national cycling strategies can be found in these documents.

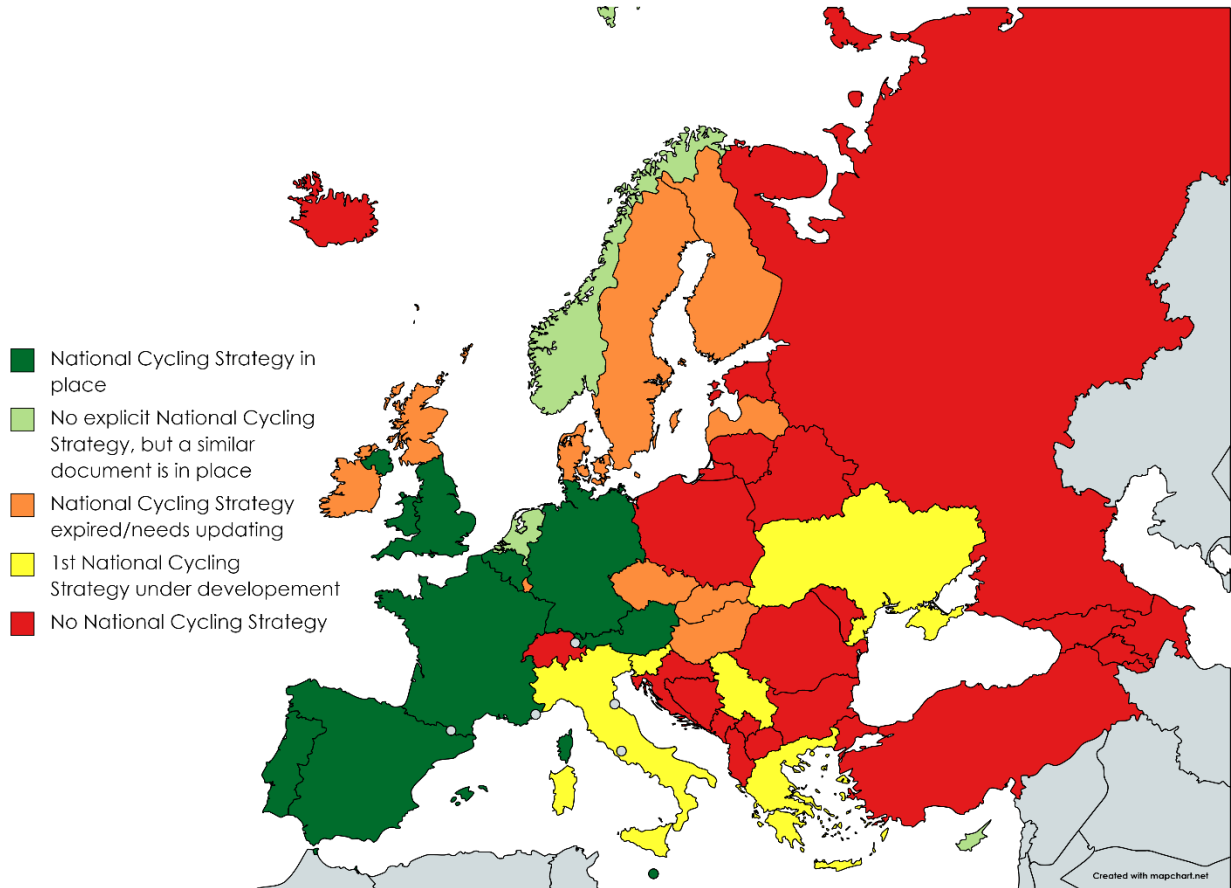
- Vrtalová Martinek: Danube Cycle Plans. Guidelines on how to set up a national cycling plan, 2021.³
- UNECE/WHO: The Pan-European Master Plan for Cycle Promotion, 2021.
- ECMT, National Policies to Promote Cycling. Organization for Economic Cooperation and Development (OECD), Paris, 2004.

We also want to bring attention to ECF’s analysis of the place of cycling within the EU-27 National Energy and Climate Plans.⁴

³ https://www.interreg-danube.eu/uploads/media/approved_project_public/0001/44/f8ecf58fffeb4f347bd9df73f96a208677bf4d73.pdf

⁴ <https://ecf.com/news-and-events/news/cycling-underrepresented-eu-member-states%E2%80%99-final-national-energy-and-climate>

Overview of the state of national cycling strategies



A total of 23 European countries have (or have had) a national cycling strategy or similar policy document in place. Of these, ten have expired, many of which at the end of 2020, and now need updating.

National Cycling Strategy (NCS)	Countries
NCS in place (10) (7 + 3)	Austria; Belgium; France; Germany; Malta; Portugal; Spain; England (UK); Northern Ireland (UK); Wales (UK)
No explicit NCS, but a similar document is in place (3)	Cyprus; Netherlands; Norway

NCS was in place, but has expired and needs updating (10) (9 + 1)	Czech Republic; Denmark; Finland; Hungary; Ireland; Latvia; Luxembourg; Slovakia, Sweden; <i>Scotland (UK)</i>
First NCS under development (5)	Greece; Italy; Slovenia; Ukraine; Serbia
No NCS (19)	Albania; Armenia; Azerbaijan; Belarus; Bosnia and Herzegovina; Bulgaria; Croatia; Estonia; Georgia; Iceland; Lithuania; Moldavia; Montenegro; North Macedonia; Poland; Romania; Russia; Switzerland; Turkey.

Five countries that have not adopted a strategy are in the process of adopting their first one. According to declarations from reliable sources, these were expected to be completed by the end of 2021.

This is the case with **Greece** (according to the announcement of the Greek Minister for Environment and Energy in September 2020⁵, a document called “National Bicycle Strategy 2020-2030” has been presented to the government but is still in consultation process), **Slovenia** (we were informed about the installation of an inter-ministerial group for a National Cycling Strategy) and **Italy** (the Minister of Transport recently announced that a plan will be released by the end of 2021⁶).

Other countries have a different form of governance, so they coordinate cycling policies on other levels. **United Kingdom** does not have one national strategy anymore, but the single countries (England, Wales, Scotland and Northern Ireland) do. **Belgium** only adopted its first “federal” strategy in 2021; until then, only its regions (Flanders, Brussels Capital Region and Wallonia), which have far-reaching competences on cycling policies, had adopted one.

Switzerland introduced “cycling” into its constitution through a referendum in 2018, which gives the federal level competence on cycling. A federal law mandating cantons to develop cycle route networks is in the making, but an encompassing national cycling strategy has yet to be developed.

⁵ “Greece Draws Up Strategy to Increase Bicycle Use” (7/09/2020), read the full GTP article here: <https://news.gtp.gr/2020/09/07/greece-draws-up-strategy-to-increase-bicycle-use/>

⁶ “Piano Nazionale della Mobilità Ciclistica: Giovannini annuncia il varo entro fine anno” (14/07/2021), read the full article written by Raffaele di Marcello here: https://fiabitalia.it/piano-nazionale-della-mobilita-ciclistica-giovannini-annuncia-il-varo-entro-fine-anno/?fbclid=IwAR3q5s_0vsK_k7giIVSFFkCXmqBPETna02UVpUDLbKIVM_kw0VoD3y4vk8k

Other countries have a substitute national cycling strategy. For instance, **Norway** does not have a cycling strategy as such, but has set some cycling targets in its “National Transport Plan 2014-2023.” The **Netherlands**, despite being the first European country to have had a national cycling strategy in the 1990s, does not have a genuine national cycling strategy either, but various stakeholders have come together in the “Tour De Force” and developed a joint document.

Others such as **Bulgaria, Croatia, Romania and Serbia** are partners of the Interreg Programme “Danube Cycle Plans,”⁷ a project that aims to facilitate the development of cycling policies at national and transnational levels based on a common transnational “Danube Cycling Strategy.”

Estonia, Iceland, Lithuania, Poland, Switzerland as well as most non-EU/EEA countries in Europe still do not have their own national cycling strategies. Among the EU’s neighbouring countries, the only ones in the process of developing a national cycling strategy, to our knowledge, are **Ukraine** and **Serbia**.

Duration of the strategies

National cycling strategies can differ widely in terms of duration. The shortest ones typically align with a government’s term (max 5 years), while others, such as in the Czech Republic and Hungary, aligned with the EU’s 2014-2020 financial period. Several countries opt for periods of about ten years, hereby setting a long-term vision and goals going beyond the immediate government term, with Northern Ireland being an outlier by opting for a 25-year period (2015-2040). However, we also identified national strategies without a clearly defined time horizon.

1-5 years (8)	7 years (3)	~ 10 years (6)	>10 years (1)	Not determined (5)
Belgium Cyprus Latvia Netherlands Slovakia England (UK) Scotland (UK) Spain	Czech Republic France Hungary	Austria Finland Germany Ireland Norway Portugal	Northern Ireland (UK)	Denmark Malta Netherlands Sweden Wales (UK)

⁷ Details available at: <http://www.interreg-danube.eu/approved-projects/danube-cycle-plans>

Number of national cycling strategies

While a few countries are already into their third national cycling strategy, the majority of countries have only adopted one or two of such policy documents.

First strategy (12)	Second strategy (7)	Third strategy (4)
Belgium	Czech Republic	Austria
Cyprus	Denmark	Germany
Hungary	Finland	Sweden
Ireland	France	Scotland (UK)
Latvia	Netherlands	
Luxembourg	England (UK)	
Malta	Wales (UK)	
Norway		
Portugal		
Slovakia		
Spain		
Northern Ireland (UK)		

Some characteristics of national cycling strategies

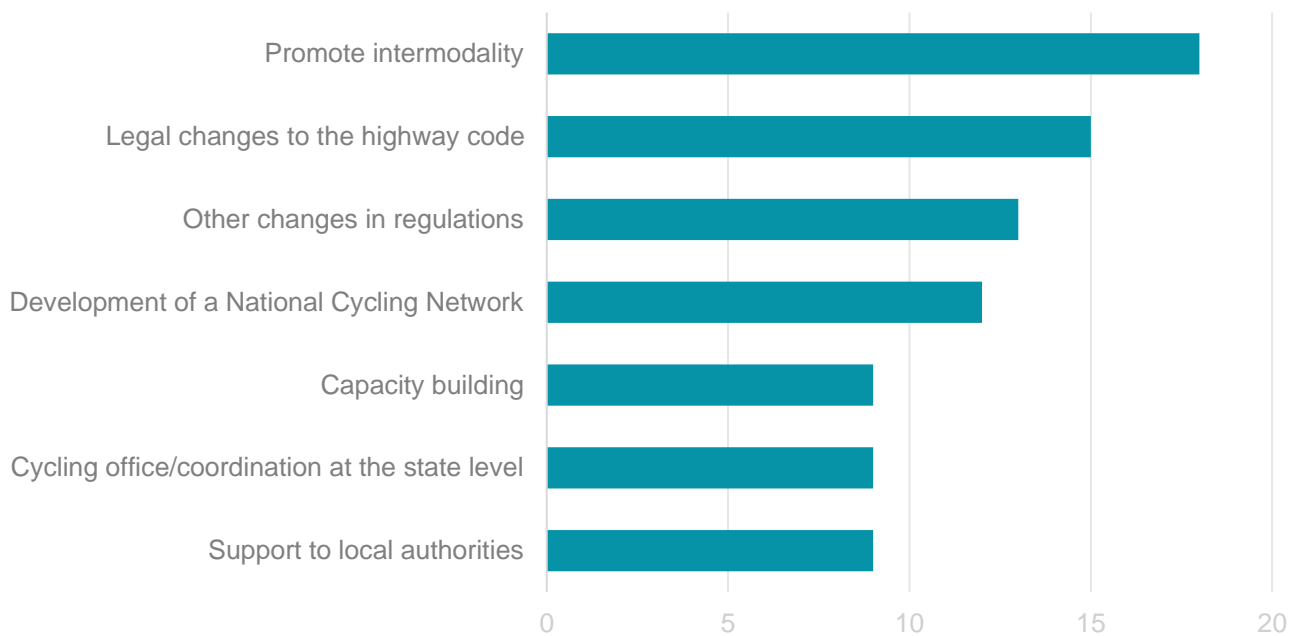
The **framework** set by national cycling strategies ideally refers to the coordination of cycling policies (across vertical and horizontal government authorities) towards some **specific targets** – the most common being, for instance, the increase in cycling’s modal share and/or kilometres travelled by bicycle, as well as road safety targets such as halving the number of road injuries among people cycling. The plans of Germany and Hungary are particularly impressive for the amount and clarity of targets set (see country review).

The main recurring content of cycling plans entail:

- The integration of cycling and public transport to promote **intermodality** (bicycle parking and more accessibility at stations, bicycle carriage on trains and buses).
- The development or expansion of a **national cycle route network**.
- The institution of a “**National Cycling Officer**” to be the face of the administration on cycling policies.
- The development of **capacity-building** initiatives for local and regional authorities (eg a “Bicycle Academy”).
- The funding of **pilot projects**, **research** and **awareness-raising** campaigns (eg promotion of national research programmes on cycling).
- The exchange and promotion of **good practices** (institution of annual awards and contests for municipalities, businesses or universities eg “Bicycle Tourism Solution of the Year” in Denmark, the “The German Cycling Award” in Germany or the “Cycle Friendly Campus Award” in Scotland)
- A systematic approach at national level to finance the construction for cycling infrastructure and promotion, with the institution of regular and permanent state **investments**.
- In addition to a general framework for the development of cycling, national cycling strategies can propose for new **legislative** and **fiscal** initiatives to be adopted at the national level. This is particularly relevant for highway codes, taxation policies or fiscal incentives to commute by bicycle. As declared in the German plan, this will create legal certainty and ensure the necessary conditions for more cycling. In particular, it will make it easier for municipalities to set up bicycle lanes. In addition, some plans entail the revision of norms regulating the protection of nature and landscape, to allow the circulation of bicycles in natural areas (eg Spain, Hungary and Slovakia).

Other recurring elements that can be seen as common priorities in national cycling strategies in the EU are:

- Improvements in the **production and monitoring of data** on walking and cycling volumes, possibly open source. In fact, as specified in the Finnish plan, without systematic statistics, it is impossible to monitor the achievement of the goals and assess the impact of the measures set in the strategies. For instance, in Germany, “The Bicycle Monitor” regularly provides information on cycling-related topics in the form of a representative survey.
- The **education programmes** addressed in particular to children (cycle-to-school initiatives; inclusion of cycling as an extracurricular subject).
- **Anti-theft measures** (safe bicycle parking; bicycle registration/identification systems managed at the municipal level).



Recurring characteristics of national cycling strategies

Some less common but particularly interesting features are to be found in the French plan, which utilises **technology** and **data** to promote intermodality. With its “Mobility Orientation Law,”⁸ France plans to make data describing cycle networks, bike sharing, rental and parking in stations and interchange centres available to service providers. These steps, in combination with the increased salience of data relating to other mobility services, aim to promote intermodality.

With regards to changes in legislation in favour of cycling, an interesting initiative is included in the Portuguese plan. It aims at improving **legislation on working conditions**, guaranteeing better conditions for those traveling by bicycle to the workplace (eg mandatory changing rooms and locker rooms for medium and large-sized companies). The Slovak plan recognises the necessity to introduce obligations to design cycle tracks in case of newly-constructed and renovated roads, as well as the obligation for administrative authorities to withhold their approval on any investment project that does not deal with the issue of cycling transport.

⁸ “La loi d'orientation des mobilités”, details available at: <https://www.ecologie.gouv.fr/loi-dorientation-des-mobilites>

Country reviews

Austria

The Austrian “Cycling Masterplan” sets as its broad objective an increase of the cycling modal share (from 7% in 2010 to 13% in 2025), which should be realised through new investments in quality cycling infrastructure and by raising awareness of cycling on a daily basis. The priorities of the plan are: push for investments at all levels for the promotion of cycling; more cycle-friendly conditions such as the consolidation of infrastructure; information campaigns and awareness raising; optimisation of coordination with other modes of transport; bikes as a healthy mode of transport. Austria is also a partner of the Danube Cycle Plans programme.

Name	Masterplan Radfahren / Cycling Masterplan⁹
Year(s)	2015-2025
Level of adoption	Published by the Austrian Ministry of Agriculture, Forestry, Environment and Water Management
No. of strategy iterations	Third (previous: “Cycling Master Plan 2011-2015” and “Cycling Master Plan 2006”)
Cycling share¹⁰	7% (2010)
EB 495/2019¹¹	8%

⁹ English version available at: https://www.klimaaktiv.at/mobilitaet/radfahren/masterplan_RF_2025.html

¹⁰ This always refers to the cycling share mentioned in the plan, if applicable.

¹¹ This refers to the percentage of people that indicated the bicycle as their main mode of transport in the Eurobarometer 495 survey of 2019. Data available at page 13 here: <https://op.europa.eu/en/publication-detail/-/publication/7db0dbb1-dd0c-11ea-adf7-01aa75ed71a1/language-en>

Measurable objectives	<p>CYCLING SHARE</p> <ul style="list-style-type: none"> - 13% (2025) <p>ROAD SAFETY (Austrian Road Safety Programme 2011-2020)</p> <ul style="list-style-type: none"> - 50% road deaths reduction; 40% serious injury reduction; 20% personal injury reduction.
Investments	<p>€9.4 million per year, €1.10 per capita/year (average in the past strategy 2011-2015). In 2020 the national government announced to increase the federal annual funding to cycling to €40 million.</p>
Other main interventions	<p>LEGAL CHANGES TO HIGHWAY CODE</p> <ul style="list-style-type: none"> - Further development of the road traffic regulations and adaptation of guidelines and standards at the federal level: - Anchoring the cycle path signposting - Reform of the special priority rule for cyclists - Setting One-way cycling streets in the local area as a standard, with the possibility of restriction - Improving the situation for cycling children. <p>PROMOTE INTERMODALITY</p> <p>Optimize the links with other means of transport. Make bicycle carriage on trains and buses more attractive</p> <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Advisory programs in cycling (carried out since 2006) for the promotion of cycling in the context of mobility management. The addressees being companies, fleet operators, cities, municipalities, regions, schools etc. <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Intensification of the nationwide coordination of Bicycle

	<p>Coordinators (RadkoordinatorInnen) at state and city level (in parallel with coordination and the expansion of the internet platform klimaaktivmobil.at/cycling for the exchange of information between all actors)</p> <p>OTHER</p> <ul style="list-style-type: none"> - Intensification of the Ministry’s research programs focusing on cycling by connecting bicycle industry, its customers and the research institutions - Further expansion of the bike rental system
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Belgium

The first-ever Belgian cycling action plan on the federal level was adopted in 2021. Whereas most competences have been transferred to its three regions (Flanders, Wallonia, Brussels Capital Region), this plan aims to build upon the emerging trends throughout the entire country brought about by the COVID-19 pandemic. The overarching goal is to facilitate more bicycle trips. The government undertakes to achieve an ambitious modal shift and to reduce greenhouse gases by 55% by 2030. The increase in the number of cyclists is also a means of reducing congestion. The Federal Planning Bureau calculated that traffic congestion in Belgium cost its citizens \$2.3 billion per year.

A total of 52 measures categorised across three main axes have been introduced. Additionally, every measure is assigned to one of the twenty Ministers and Secretaries of State who will monitor their own measures, in cooperation with other colleagues and will be responsible for their annual evaluation. These three axes are: 1) Facilitating practical and convenient access to bicycles; 2) Improving infrastructure safety and comfort (emphasis on theft prevention); 3) Making the bike option obvious and normal, as well as an additional group of supporting measures.

Name	BE CYCLIST - Plan d’Action pour la Promotion du Vélo du gouvernement fédéral 2021-2024¹² / Actieplan ter Promotie van de Fiets van de federale regering 2021-2024 / Action plan for the promotion of the Bicycle of the federal government 2021-2024
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¹² French version available: https://gilkinet.belgium.be/sites/default/files/articles/BECYCLIST_PlanFR.pdf

Year(s)	2021-2024
Level of adoption	Federal government – approved by Council of Ministers and supported by Prime Minister
No. of strategy iterations	First
Cycling share	-
EB 495/2019	12%
Measurable objectives	-
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Adapt the Highway Code - Update the “Bike Theft Manual” - Include the fight against bicycle theft in the new version of the comprehensive security framework note <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Improve the bicycle and train combination by the SNCB (national rail company) - Facilitate the development of cycle routes along the rails <p>OTHER</p> <ul style="list-style-type: none"> - The plan has broad ambitions regarding the popularisation and broad utilisation of cycling within the wider civil sector. These symbolic measures aim to directly increase the modal share of bikes among civil

	servants in all branches of the public sector. However, the main goal is to send a strong message to all citizens.
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Cyprus

Transport Minister Yiannis Karousos recently presented an "Action Plan for the Promotion of Bicycle Use 2021 - 2023" (Σχεδίου Δράσης Προώθησης της Χρήσης του Ποδηλάτου για την περίοδο 2021 - 2023)¹³ and announced investments of approximately €4 million (€1.3 per capita per year), which was approved by the government in February 2021. It is not a stand-alone document, but part of the National Plan for Energy and Climate 2021-2023. According to the declarations, the plan is a package of 17 actions, among which are the improvement of cycling infrastructure with newer and wider cycle paths, the updating of markings and standards of bike lanes, free transport of bicycles in public transport vehicles, construction of covered and safe bicycle parking stations, as well as locker rooms for employees in government buildings.

Name	Σχεδίου Δράσης Προώθησης της Χρήσης του Ποδηλάτου για την περίοδο 2021 – 2023 / Action Plan for the Promotion of Bicycle Use 2021 – 2023
Year(s)	2021 – 2023
Level of adoption	Governmental
No. of strategy iterations	First
Cycling share	-

¹³ Greek version available at: [Action Plan for the Promotion of the Use of the Bicycle 2021 - 2023 | Yiannis Karousos](#)

EB 495/2019	0%
Measurable objectives	-
Investments	€4 million
Other main objectives	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <p>Reduction of the speed limit to 30 km/h in neighbourhoods and in historic cores or special cores, as well as in city centres</p> <p>Traffic regulations for cyclists, such as a suitable signalling system and traffic lights to ensure continuous flow</p> <p>Update of markings and standards.</p> <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Free transport of bicycles by public transport vehicles. <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Providing free training courses for learning the proper use of the bicycle and the Road Traffic Code, as well as the cultivation of culture through educational programs, films, experiential workshops and general promotions in relation to the use of the bicycle. <p>OTHER</p> <ul style="list-style-type: none"> - Incentive plan and subsidy for the purchase of a new bicycle and a subsidy for the repair and maintenance of a bicycle

Czech Republic

The “Czech National Cycling Development Strategy 2013 – 2020” aimed at increasing the urban cycling modal share as well as the efficiency when building cycling infrastructure by improving coordination among the government, city and municipal authorities at both the state and regional level, focusing on four key priorities: 1) Finance, 2) Safety and Legislation, 3) Bicycle Academy (training programme), 4) Cyclotourism (Cesko jede / Czech Mobile). Czech Republic is also a Partner of Danube Cycle Plans.

Name	Czech National Cycling Strategy 2013-2020¹⁴
Year(s)	2013-2020
Level of adoption	Approved by the Government
No. of strategy iterations	Second (previous: "Cycling Strategy 2004")
Cycling share	-
EB 495/2019	6%
Measurable objectives	<p>CYCLING SHARE</p> <ul style="list-style-type: none"> - 10% (25% in urban areas) by 2020, 25% by 2025 (for trips under 5 km) <p>ROAD SAFETY</p> <ul style="list-style-type: none"> - Halve cyclists' fatalities (2020)
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Make changes to the Road Traffic Regulation for an easier and therefore cheaper development of cycling infrastructure (laws, regulations of technical standards and conditions, methodological manuals and guidelines), taking into account needs of cyclists <p>PROMOTE INTERMODALITY</p>

¹⁴ English version available at: <https://en.dobramesta.cz/history-cycling-strategy>

	<ul style="list-style-type: none"> - Implement measures that would help to interconnect cycling and public transport, eg providing bicycle parking in the Bike & Ride system at public transport stops and railway stations and other key transport hubs <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Bike Academy for cyclo-coordinators <p>OTHER</p> <ul style="list-style-type: none"> - Establish cyclo-coordinators (at the city level)
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Denmark

Denmark published its second national bicycle strategy in July 2014. It identified the steadily declining numbers of cyclists in the country during the 2000s as the main challenge and proposed a three-pillar strategy. Each pillar contained 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.

The first pillar – “everyday cycling” – set out to increase the overall modal numbers of cycling by improving infrastructure, encourage work commutes by bicycle and foster connections with public transportation. The second pillar – “active holidays and recreation” – aimed at improving citizens’ health by building more recreational cycling routes and investing in cycling tourism. Ultimately, the “new and safe cyclists” pillar focused on increasing the safety of children while cycling by launching educational campaigns and providing safer bike routes to schools.

Name	Denmark – on your bike! The national bicycle strategy¹⁵
Year(s)	2014
Level of adoption	Government

¹⁵ English version available at: <https://www.trm.dk/media/3802/engelsk-cykelstrategi-til-web.pdf>

No. of strategy iterations	Second (previous: “More bikes on the road of the country – 2007”)
Cycling share	16% (2010-2013)
EB 495/2019	12%
Measurable objectives	-
Investments	€57.3 million of investments planned (but not specified for how many years)
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - The Danish Road Directorate can grant a dispensation for a municipal road authority to allow cyclists to turn right at a red light (after running a test) <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Foster the relationship between cycling and public transport with the help of a new door-to-door strategy, with better and more secure bicycle parking at stations and transport hubs <p>OTHER</p> <ul style="list-style-type: none"> - Develop Cycle Superhighways

Finland

The strategic framework serves as a guideline for the national action plan for walking and cycling prepared by the Finnish Transport Agency. It also guides the cooperation between central and local governments in the development of transport system development in regions and municipalities. The Action Plan sets out four priorities: 1) a shift in attitudes, 2) infrastructure, 3) community structure and 4) administrative structure and legislation. These priority areas comprise 33 measures, responsibility for which is assigned to the competent authorities.

Name	Kävelyn ja pyöräilyn valtakunnallinen strategia 2020 / National Strategy for Walking and Cycling¹⁶ + The National Action Plan for Walking and Cycling 2020¹⁷
Year(s)	2011-2020
Level of adoption	Plan published by the Ministry, developed under request of the government
No. of strategy iterations	Second (previous: “Cycling and Walking Policy Programmes” – 2001)
Cycling share	Less than 10% (2005)
EB 495/2019	13%
Measurable objectives	<p>By 2020 (compared to 2005)</p> <ul style="list-style-type: none"> - No. of JOURNEYS BY BIKE/FOOT: 20% increase (300 million trips, from 32% to 35-38%) - No. of JOURNEYS BY CAR: 20% reduction (compared to 2005) <p>ROAD SAFETY:</p> <ul style="list-style-type: none"> - Halve the number of fatalities
Investments	-
Other main interventions	SUPPORT TO LOCAL AUTHORITIES

¹⁶ English version available at: <http://urn.fi/URN:ISBN:978-952-243-234-6>

¹⁷ English version available at: <https://bicycleinfrastructuremanuals.com/wp-content/uploads/2019/02/National-Action-Plan-for-Walking-and-cycling-2020-Finish-English-summary.pdf>

	<ul style="list-style-type: none"> - Finance the cooperation between the central and local governments <p>OTHER</p> <ul style="list-style-type: none"> - Reforming the overall structures of finance schemes to go beyond the current scarce funding from the State and municipalities for walking and cycling.
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France

The French plan is based on four axes aimed at responding to the identified obstacles and the expectations of the French people: 1) the development of quality cycling facilities and more generally improving road safety, 2) security: the fight against bicycle theft, 3) incentives: the establishment of an appropriate incentive framework that fully recognises cycling as a relevant and virtuous mode of transport and 4) the development of a cycling culture.

Name	Plan Vélo & Mobilités Actives / Cycling Plan & Active Mobilities¹⁸
Year(s)	2018-2024
Level of adoption	Adopted by the Government
No. of strategy iterations	Second (previous: “Plan National Vélo 2012-2020”)
Cycling share	3% (2018)
EB 495/2019	3%

¹⁸ French version available at: https://www.ecologie.gouv.fr/sites/default/files/Dossier_de_presse_-_Plan_v%C3%A9lo_-_vendredi_14_septembre_2018.pdf

Measurable objectives	Triple the share of cycling to 9% cycling modal share by 2024
Investments	Creation of a national active mobility fund, amounting to €350 million (for 7 years) ¹⁹ . Outside the Plan Vélo, the national level has pledged some €500 million to cycling.
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Changes in the Highway Code in favour of active mobility (by the end of 2019): <ul style="list-style-type: none"> - Provision of reserved parking spaces on the road - Advanced stop lines at traffic lights - Contraflow cycling - Authorisation to wear glare-free lighting devices not currently authorised - Allow abreast cycling in zone 30/low traffic areas - Heavy goods vehicles are prescribed with specific equipment that detects and warns of the presence of vulnerable users - Simplify the legal status of “voies vertes” (greenways) to facilitate the coexistence of road users. Strengthen the active mobility content in planning documents by prescribing the development of continuous and secure cycle/pedestrian lanes, as well as parking areas. <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Pay particular attention to intermodality facilitators. Make available data on cycle networks, share and rent schemes, as well as other mobility services to promote intermodality. <p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - "Cycling and territories" is a call for projects which allows territories to anticipate the implementation of the National "active mobility" Fund.

¹⁹ An additional “bicycle fund” has been created under the Mobility orientation law on transport (LOM): <https://climate-laws.org/geographies/france/laws/mobility-orientation-law-on-transport-lom>

	More generally, it supports territories, in particular medium-sized agglomerations, in the definition of their cycling policy.
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Germany

The National Cycling Plan is the Federal Government’s strategy for the promotion of cycling in Germany. It is, by far, one of the most complete plans, often taken as a model for other countries, with a very specific number of clearly defined targets. All of the actions and objectives were coordinated in dialogue with professional associations and representatives from federal states and local authorities. The guiding objectives of the strategy are: 1) Implementing seamless cycling infrastructure; 2) Becoming a country of cycling commuters and cyclists; 3) Placing cycling at the heart of modern mobility systems and becoming ubiquitous in urban and rural areas; 4) Vision Zero for cycling; 5) Conducting urban cargo transport by bicycle and 6) Making cycling smart and connected.

Name	Nationaler Radverkehrsplan 3.0 / National Cycling Plan 3.0²⁰
Year(s)	2021-2030
Level of adoption	Federal Government
No. of strategy iterations	Third (previous: “National Cycling Plan 2020 – Joining forces to evolve cycling – 2013”, “National Cycling Plan 2002-2012 – Ride your bike!”)
Cycling share	11% (2017)
EB 495/2019	15%

²⁰ English version available at: <https://nationaler-radverkehrsplan.de/en/federal-initiatives/national-cycling-plan-nvp-2020>

Measurable objectives	<p>By 2030 compared with 2017</p> <ul style="list-style-type: none"> - Distance travelled by bicycle to double (112 km/day to 224) - No. of trips to increase from 120 per year per person to 180 - Average length of trips to increase from 3.7 to 6 km <p>By 2030 compared with 2019</p> <ul style="list-style-type: none"> - Share of Germans who plan on cycling to increase from 41% to 60% - 40% reduction in the number of cyclists fatalities - Raise the aggregated financial support for cycling in all levels of government (local, county, regional, federal) from €11 to €30 per capita - At least 50% of users will give a positive rating to the quality of bicycle transport on public transport
Investments	<p>€365 million per year, €4.4 per capita per year (Federal Government funds)</p>
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES etc.</p> <ul style="list-style-type: none"> - Modernise the legal framework to support logistic concepts that integrate bicycles, thus encouraging the reallocation of public land to balance the interests of all road users - Review the obligation to use cycle lanes for cargo bikes and the right to use cycle lanes outside urban areas for pedelecs - Strengthen the legal framework for commercial bicycle use, with the clarification of the technical regulations for cargo bikes - Simplify design options in the public space, providing how and where bicycle rental systems can use public space, where parking facilities for cargo bikes can be designated and how junk bikes are dealt with <p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Nationwide cycling infrastructure roll-out with the expansion of cycling routes that are defined in the cycling networks of the federal states (German Cycling Network), signposted according to uniform standards <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Support the expansion of Bike & Ride facilities at railway stations; improve the integration of cycling into intermodal services in

municipalities; expand and harmonise bicycle transport offers by broadening the opportunities for bicycles on long-distance trains and make the stations barrier-free. Public bicycle rental systems will be linked to each other by fare systems and digitally to local and long-distance public transport

SUPPORT TO LOCAL AUTHORITIES

- Support programmes for municipalities and businesses with user-friendly and low-threshold funding opportunities. Enable ordinances to promote cycling in order to provide local governments with the flexibility they need to promote cycling

CAPACITY-BUILDING

- The Bicycle Academy organises seminars and training courses, especially for employees in local authorities

CYCLING OFFICE AT THE STATE LEVEL

- Create administrative structures, jobs and permanent contact persons which coordinate and implement the tasks of cycling promotion and incorporate these tasks into integrated concepts (at the levels of Federal government, Federal states and local authorities)

OTHER

- Integrate cycling requirements in regional planning, planning laws and building regulations
- Introduce mandatory safety management. Adapt road infrastructure safety management procedures to meet the needs of cycling (e.g. record additional information relevant to cycling safety management in police accident reports)
- Make funding permanent and consider establishing of a foundation to promote cycling culture
- Examine the option of applying a reduced VAT rate for bicycle purchases and bicycle-related services

Hungary

The share of cyclists in Hungary is higher than the European average, ranking third in the European Commission’s “Special Eurobarometer 495” survey. In addition to the fact that in small settlements in flat areas traditionally many people cycle, cycling in Hungary is increasing in popularity because of recent developments and measures that have benefited cycling. The length of cycle routes has been dynamically increasing in the country, while more and more services are available for cyclists. In 2006 Hungary drafted the "Cycling Plan of Hungary", which has never been officially adopted. This was followed by the “National Cycling Concept and Network Plan” (2012-2013) that contained medium and long-term objectives for cycling infrastructure development. The National Cycling Programme of 2014–2020 is the first official national cycling strategy designed to increase the number of people who regularly cycle in order to foster economic development, establish new workplaces, improve the health of the general population and increase the liveability of cities. Similar to Germany, the Hungarian plan is particularly impressive for their precise and challenging set of targets. It is also a Partner of the Danube Cycle Plans.

Name	National Cycling Programme Hungary 2014–2020²¹
Year(s)	2014-2020
Level of adoption	Government
No. of strategy iterations	First
Cycling share	22% (2014)
EB 495/2019	14%

²¹ English version available at: http://bringaznielmeny.hu/wp-content/uploads/2016/01/KKP_EN_screen.pdf

Measurable objectives	<ul style="list-style-type: none"> - 30% increase in the number of cycling commuters - Establishment of 21 cyclist-friendly settlements or districts - Establishment of 500 km new regional cycling routes - Development of 700 km new national cycling routes - 1200 km new designated route - 15 new bike sharing schemes nationwide - 5 new recreational bike rental systems, 50 users/day/system - 250,000 new bike parking and storage spaces - 10 new bike parks (for BMX, cross-country, downhill, cyclo-cross etc.) - Number of car drivers reached by cycling campaigns: 1,000,000 - Reach 5 million Hungarian and 1 million foreign cycling tourists - 15% income increase in the bicycle industry - 10% increase in the number of bicycles sales.
Investments	€42,428,571 per year, €4.34 per capita per year
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Review and harmonization of road design standards in the Highway Code. Introduce transport related legislation and requirements in favour of cycling - Obligatory integration of cycling developments into spatial and land use planning - Specify conditions for cycling in forests, natural reserves, flood prevention banks, protected zones of water reservoirs. <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Provide safe bicycle storage, parking and carriage of bikes on public transport vehicles with the connected marketing and awareness campaigns. Improve accessibility of public transport hubs, especially platforms of railway and bus stations <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Educate bicycle (traffic) trainers, tour guides, bicycle repair courses, professionals (instructors, police, architects and urban planners,

	<p>transportation engineers, local authorities etc.) with the assistance of international experts and by organising study trips</p> <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Establish a cycling coordination body <p>OTHER</p> <ul style="list-style-type: none"> - Establish a model of state funding for the maintenance and operation of cycling facilities
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Ireland

In Ireland the popularity of cycling has steadily declined since 1986, with the share of bike commuting falling from 7%, to 4.2% in 1996 and to 2% in 2006. With “Ireland’s First National Cycle Policy Framework”, the Government acted to build a new culture of cycling in Ireland by 2020 and set the very ambitious goal of reaching a 10% cycle modal share within just 11 years. The document recognises that no single action will prompt people to cycle. This is why the policy framework outlined a comprehensive package of interventions to make cycling not only easier, but safer too.

While no investments were announced as part of this cycling strategy, the new national government that took power in 2020 pledged to invest €360 million into active mobility, representing 20% of its transport capital investments (10% cycling, 10% walking).

Name	Ireland’s First National Cycle Policy Framework²²
Year(s)	2009-2020
Level of adoption	Government

²² English version available at: <https://www.hse.ie/eng/about/who/healthwellbeing/our-priority-programmes/healthpublications/national-cycle-policy-framework.pdf>

No. of strategy iteration	First
Cycling share	2% (2006)
EB 495/2019	1%
Measurable objectives	Cycling share of 10% (2020) Additional 125,000 people commuting to work by bike
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Revise road traffic legislation (Rules of the Road) in favour of more sustainable modes such as walking and cycling (eg contra-flow cycle lanes, exemptions to cyclists from certain banned turns and access restrictions, combined bus/cycle priority measures, advanced stop lines for cyclists at traffic signals etc.) - Revoke the Statutory Instrument which requires cyclists to use cycle tracks where they are provided - Develop national guidelines on bicycle parking. <p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Development of the National Cycle Network (NCN). <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Special attention to integrating cycling and public transport (PT), providing cycling parking at all appropriate PT interchanges and stops, safe routes to stations, bicycle carriage on PT. <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Facilitate in the creation of a network of cycling experts and training workshops / sessions for all design professionals.

	<p>OTHER</p> <ul style="list-style-type: none"> - Investigate the possibility of using the indirect tax system in order to reduce the cost of bicycle purchase - Institution of Local Authority Cycling Officers.
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Latvia

As explained in the document, the national cycling development plan of Latvia is not designed for cycling, “but for the economy and its promotion through cycling”. It encompasses production, trade, exports, transport, mobility, health, culture, safety, education, sport and many other areas where cycling is not the intended target, but rather a means to contribute to overall prosperity.

Name	Velosatiksmes attīstības plānu 2018-2020 / Bicycle Development Plan 2018-2020²³
Year(s)	2018-2020
Level of adoption	Plan was published by the Cabinet of Ministers. It was developed through the implementation of the Government Declaration for higher integration of cycling into the overall transport system in the Action Plan of 2016.
No. of strategy iterations	First
Cycling share	-
EB 495/2019	8%

²³ Latvian version available at: <http://veloriga.lv/box/files/smpl120618veloplans.1519.pdf>

Measurable objectives	<p>For 2020, with a 2016 baseline</p> <ul style="list-style-type: none"> - Increase no. of cyclists riding at least once a week from 23% to 30% - Increase no. of cyclists riding at least 5 days a week from 6 to 10% - Increase the total length of bicycle paths from 624 to 700 km.
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Update the Latvian standard “Road design Regulations” for bicycle traffic by including additional cycling requirements. <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Create multimodal transport hubs and bicycle parks. Upgrade railway stations and bus stations.

Luxembourg

In 2008, the Grand Duchy of Luxembourg published a “Soft mobility national action plan” specifically dedicated to active mobility. However, in the following years it was substituted with a general sustainable mobility plan (MoDu strategy, “Mobilité Durable” – 2012 and 2018 edition) in which cycling only represented a small part of the overall transport plan. The "Modu 2.0" strategy of 2018 highlights the progress made since the previous edition of 2012, providing current figures and setting targets for 2025. With regards to cycling, it aims to increase the share of home-to-work trips (under 5 km) from 5% (of 2017) to 10%, and home-to-school trips from 3% to 15%. In the document it is reported that the current cycling share in Luxembourg is 2% (2017). The government intends to improve this share by:

1. Adopting favourable regulations for cycling, such as a law to further secure the national cycling network and to introduce the notion of the “express cycleable track”
2. Amending the Highway Code, by implementing crossing sidewalks, non-compulsory cycle paths, cycling streets, prescribing a lateral distance of 1.5m while overtaking etc.
3. Setting up an attractive national cycling network, both for daily trips and for cycle tourism (including rural)
4. Integrating the bicycle in all infrastructure and transport offers.

Malta

The Maltese National Cycling Strategy, including a National Cycling Action Plan, is intended to promote and support cycling in Malta as a sustainable mode of transport. Five strategic goals have been developed: 1) Increase awareness and improve cycling skills throughout the Maltese population, 2) Ensure a connected, cycle-friendly urban environment where cycling infrastructure forms an integral component, 3) Improve safety conditions, 4) Develop a cycling culture and 5) Establish strong cooperation networks between all respective stakeholders. The scope and objectives of the National Cycling Strategy also fall within the current Government’s policy to promote healthier lifestyles, with the Government’s ambition of being a walking and cycling nation by 2025.

Name	National Cycling Strategy and Action Plan for The Maltese Islands²⁴
Year(s)	2018 (with targets set for 2025)
Level of adoption	Plan published by “Transport Malta” (the Authority for land, sea and air transport in Malta)
No. of strategy iterations	First
Cycling share	-
EB 495/2019	2%
Measurable objectives	<p>By 2050, compared with 2010</p> <ul style="list-style-type: none"> - Double the cycling share (for trips under 5 km) - Reduce injuries involving cyclists by 50% by 2050

²⁴ English version available at: https://meae.gov.mt/en/Public_Consultations/MTI/Documents/TM_National_Cycling_Strategy.pdf

Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Review Malta’s traffic regulations with the aim of enhancing cycling promotion. Increase enforcement, reduce speed limits in the earmarked Safe Cycling Corridors, regulate contra-flow for cyclists and allow the use of bicycles on promenades - Review legislation with respect to the registration of electric powered bicycles and the use of safety helmets - Provide design guidelines and standards for the provision of cycling infrastructure (which do not exist currently) - Review and update the national legislation so as to ensure that it promotes and facilitates cycling. <p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Bid to develop a safe National Cycling Network <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Establish an integration between cycling and public transport <p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - Promote the creation of Active Cycling Communities <p>OTHER</p> <ul style="list-style-type: none"> - Establish the Cycle Route Network of the Mediterranean promoted by Malta, Italy, Cyprus and Greece - A new stakeholder platform named “Cycling Malta”, will be chaired by Transport Malta. The goal is to bring together all relevant stakeholders in one national forum, both to promote the use of the bicycle in Malta as well as to oversee the implementation of the Strategy

Netherlands

In the Netherlands, functional cycling is the most developed at European and global level, as testified by the 41% of people that indicated bicycle as their main mode of transport for daily travel, as reported by the last Eurobarometer (EB495, 2019).

The Netherlands was a forerunner in conceptualising and implementing a national cycling strategy. The “1990 – 1997 Dutch Bicycle Master Plan” was the first of its kind. However, the national government then took the decision to transfer all responsibilities to the local and regional level and has not had a national cycling strategy in the strict sense ever since.

However, with the Tour de France starting 2015 in Utrecht, various governmental and non-governmental actors, businesses and academia came together in the “Tour de Force” with the intention to promote cycling in a joint effort. In 2017 they drafted a joint Bicycle Agenda 2017-2020 with several actions to overcome barriers and exploit opportunities in cities, rural areas and in combination with public transport.

Although not a strategy in the most formal sense, Tour de Force is conceptualised as a programme in which the central government has the role of a liaison or assistant that brings parties together, commissions research, conducts experiments, amends regulations and, in some cases, co-funds urban projects. The interested parties are expected to formulate ambitions and commit to these at a later stage in the programme.

The eight broader goals stated in the Tour’s agenda are: 1) Netherlands as the leading bicycle country, 2) More room for the bicycle in cities, 3) Boosting the quality on busy and important regional cycling routes, 4) Optimise the transition between modes, public transport-bike and car-bike, 5) Targeted cycling promotion, 6) Less cycling accidents, 7) Less stolen bicycles and 8) Increase in knowledge.

Name	Tour de Force Ambitieprogramme 2e etappe: Schaalsprong Fiets (ambition document 2nd stage: Scaling cycling)²⁵
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²⁵ Dutch version: <https://www.fietsberaad.nl/getmedia/b46be2c8-d935-412d-9888-c79f6d4dc349/Ambitiedocument-Tour-de-Force-2e-etappe-Schaalsprong-Fiets.pdf.aspx>

	Uitvoeringsprogramma Tour de Force 2020/2021 (Implementation programme Tour de Force 2020/ 2021)²⁶
Year(s)	2017-2020
Level of adoption	Central Government
No. of strategy iterations	Second
Cycle share	27%
EB 495/2019	41%
Measurable objectives	Increase the number of kilometres travelled by bicycle by 20% over the next ten years (2017)
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Ensure satisfactory representation of cycling in the Strategisch Plan Verkeersveiligheid 2030 (Road Safety Strategic Plan) <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Improve the link between the bicycle network and public transport - renovating or constructing of additional bicycle parking facilities at railway stations

²⁶ Dutch version <https://www.fietsberaad.nl/getattachment/Kennisbank/Uitvoeringsprogramma-Tour-de-Force-2020-2021/Uitvoeringsprogramma-TdF-2020-2021-120dpi-spread.pdf.aspx?lang=nl-NL>

	<ul style="list-style-type: none"> - Encourage and expand parking facilities for bicycles and (shared) bicycle supply at public transport hubs - Provide knowledge and expertise to boost the availability of services at public transport hubs <p>OTHER</p> <p>Introducing smart and inclusive solutions for key questions:</p> <ul style="list-style-type: none"> - How can we improve the link between the bicycle network and public transport? - How can smart technologies help cyclists? For example, traffic lights that turn green when a cyclist approaches, a system that indicates free spaces in bicycle parking facilities or a chip to help trace stolen bicycles - As people grow older, how can we ensure that they stay safe while cycling? - How can we fund these measures?
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Norway

Norway does not have a stand-alone document for the national cycling policy, but the government sets several targets and actions for cycling in its “National Transport Plan 2014-2023”²⁷. Its goal is to strengthen public transport and facilitate cycling and walking, particularly in urban areas where environmental and capacity challenges are prominent.

Name	National Transport Plan 2014-2023
Year(s)	2014 – 2023
Level of adoption	Governmental

²⁷ English version available at: <https://www.regjeringen.no/contentassets/e6e7684b5d54473dadeeb7c599ff68b8/en-gb/pdfs/stm201220130026000engpdfs.pdf>

No. of strategy iterations	First
Cycling share	4% (2014)
EB 495/2019	-
Measurable objectives	<p>By 2023 (compared to 2014)</p> <ul style="list-style-type: none"> - Increase cycling share from 4% to 8% - Build a total of 750 km of walking and cycling paths along the national road network (240 km of which in cities and towns) - Halve the number of serious injuries and fatalities in road traffic
Investments	€1 billion for measures for cyclists and pedestrians: €100 million/year, €18.86 per capita/year (highest budget so far)
Other main interventions	-

Portugal

With an integrated and clear strategy in the area of active cycling mobility, the aim of the Portuguese “National Strategy for Active Cycling Mobility 2020-2030” is to make Portugal a “proudly active” country, where cycling is a safe and widely practiced activity, constituting an accessible and attractive mobility option, thus maximising benefits for public health, the economy, employment, the environment and citizens. It provides 51 measures to promote active cycling mobility in four cross-cutting areas: 1) framework and legislation, 2) research and development, 3) monitoring and evaluation and 4) financing. This is in addition to three specific axes of intervention: 1) infrastructure and intermodality, 2) capacity building and support and 3) culture and behaviours.

Name	Estratégia Nacional para a Mobilidade Ativa Ciclável 2020-2030 / National Strategy for Active Cycling Mobility 2020-2030²⁸
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²⁸ Portuguese version available at: <https://dre.pt/web/guest/home/-/dre/123666113/details/maximized?fbclid=IwAR33HEXkCHVsg-nzd1rlzcpF0ZD7ly5R56nea6uimCwa0TfoHiMmATkMBco>

Year(s)	2020-2030
Level of adoption	Approved by the Government
No. of strategy iterations	First
Cycling share	1% (2014)
EB 495/2019	0%
Measurable objectives	<p>2025 GOALS</p> <ul style="list-style-type: none"> - Modal share of bicycle trips in cities of 4% - A total extension of 5,000 km in cycle paths - Reduction of road accidents for cyclists by 25% <p>2030 GOALS</p> <ul style="list-style-type: none"> - Modal share of bicycle trips in cities of 10% - A total extension of 10,000 km in cycle paths - Reduction of road accidents for cyclists by 50%
Investments	-
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Improve the Highway Code taking into account innovative solutions that favour cycling - The Traffic Signalling Regulation associated with the latest revision of the Highway Code will be published in accordance with the law and will include specific horizontal and vertical signage suitable for bicycles - Review of other regulations that may enhance active modes of transport (eg current Level Crossing Regulation or the regulation on parking spaces) which should guarantee minimum requirements for bicycles and determine upper limits for car parking <p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p>

	<ul style="list-style-type: none"> - Development a national cycle network of more than 6,000 km by 2023 <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Review the possibility of transporting bicycles outside heavy passenger transport vehicles - Make bicycle transport practical and accessible by rail, river and, in justified situations, by road, for interurban and urban travel, with adequate bicycle parking <p>OTHER</p> <ul style="list-style-type: none"> - Improve legislation on working conditions. Workers will be guaranteed good conditions to travel by bicycle to the workplace, in particular changing rooms and locker rooms, which are mandatory for medium and large companies in any sector of the economy. In industrial complexes or business parks, equipment and services should be made available, thus encouraging the use of shared bicycles inside them.
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Slovakia

As declared in their national cycling strategy, with regards to cycling policies Slovakia is at the beginning of a road "where it is necessary to take concrete measures in order to bring cycling as transport and cycle touring to the foreground and to use their potential". The document briefly describes the present, basic state of cycling transport in Slovakia and declares the ambition to ensure a well-balanced and sustainable development of mobility and to create conditions for the increase of the citizens' living standard. The vision is the emancipation of the cycling transport with other transport modes for it to become a regular part of urban and regional transportation systems. In addition, it aims to improve the general awareness of the advantages of cycling as a form of transportation to school, work or for recreation, which benefits the environment, economy and public health. Slovakia is also a partner of Danube Cycle Plans.

Name	Národná stratégia rozvoja cyklistickej dopravy a cykloturistiky v Slovenskej republike / National Strategy of the Development of Cycling Transport and Cycle Touring in the Slovak Republic²⁹
Year(s)	2014-2016
Level of adoption	Approved by the government
No. of strategy iterations	First
Cycling share	-
EB 495/2019	6%
Measurable objectives	CYCLING SHARE 10% by 2020
Investments	Average €15,130,000 per year, €2.8 per capita / year
Other main interventions	CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC. <ul style="list-style-type: none"> - Improve legislation by drawing up a comprehensive and integrated technical standard or technical regulations which determine procedures for the planning and construction of cycling transport infrastructure in urban and rural zones - Amend acts relating to the road network and road traffic - Determine obligations to design cycle tracks in case of new construction or reconstruction of roads and footways

²⁹ English version available at: <https://www.mindop.sk/ministerstvo-1/doprava-3/cyklisticka-doprava-a-cykloturistika/national-strategy-of-development-of-cycling-transport-and-cycle-touring-in-the-slovak-republic-english-version-7-6-mb-pdf>

	<ul style="list-style-type: none"> - Determine obligations for administrative authorities to withhold approval on any investment project that does not deal with the issue of cycling transport - Amend regulation on the protection of nature and landscape, forests, land registry, settlement of land, construction of hydraulic works and river administration <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Introduction of cycling coordinators at national and local levels, who are responsible for the coordination of cycling transport <p>OTHER</p> <ul style="list-style-type: none"> - Establishing a permanent financial mechanism for the implementation of the Cycling Strategy - Establishing an interministerial working group for the development of cycling transport and cycle touring in Slovakia - Amending the existing STN 01 8028 (technical standards) regarding cyclo-touristic marking.
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Spain

Spain adopted its first ever national cycling strategy in 2021, thus taking a step forward in recognising the importance cycling as a fundamental solution for urban mobility. The National Strategy sets clear activities and ambitions for the development of cycling in Spain. For the first time, it defines state investments exclusively dedicated to cycling. The Strategy has been presented under the motto “Efecto Bicicleta: cuando te sumas, todo rueda” (“Bicycle effect: when we come together, it all works out”), which underlines how the promotion and increase of active mobility is a mission of the society as a whole. The five priorities of the Strategy can be summarised as follows: 1) Pursue sustainable mobility through a modal shift to cycling, 2) Promote healthy life through active mobility, 3) Take advantage of the potential of cycle tourism, 4) Promote leisure and sport cycling and 5) Coordinate the action of the state in promoting cycling.

Name	Estrategia estatal por la bicicleta / National Strategy for Cycling³⁰
Year(s)	2020-2025
Level of adoption	Approved by the Government
No. of strategy iterations	First
Cycling share	-
EB 495/2019	2%
Measurable objectives	-
Investments	€5 million for the first year ³¹
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Integrate and standardise planning laws for cycling infrastructure in motorised roads, with the aim of making cyclists safer and more visible - Propose rules on mandatory bike parking - Address the need for clear and homogenised regulation on cycling transit in urban areas. Focus on the cyclist as a vulnerable road user and establish specific criteria for their transit - Same for cycling infrastructure and the normative regulating the circulation of bicycle in natural areas <p>DEVELOPMENT OF A NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Planning of a large multilevel cycle routes network, which will need to be continuous and connected to urban centres <p>PROMOTE INTERMODALITY</p>

³⁰ Spanish version available at: <https://esmovilidad.mitma.es/estrategia-estatal-por-la-bicicleta>

³¹ As declared by the Minister of Transport:
https://www.lamoncloa.gob.es/serviciosdeprensa/notasprensa/transportes/Paginas/2021/070621-estrategia_bicicleta.aspx

	<ul style="list-style-type: none"> - Work hand-in-hand with the Spanish Railways Foundation to improve bicycle-rail intermodality, thus creating safer access to stations and bicycle parking lots <p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - Provide guidance and support to local authorities in order to facilitate the shift in mentality required to achieve more cycling <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Improve training of professionals, which would make it possible to have an effective network of specialists across different areas of cycle tourism <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Creation of a Cycling Office at the Minister level (MITMA)
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Sweden

Sweden's national cycling strategy has the overall aim of promoting more and safer cycling. The strategy is an expression of the Government's ambitions in the area of cycling and a platform for future joint efforts. It aims to strengthen positive cycling trends and encourage more people to change their habits and start cycling. The strategy focuses on the following: 1) more bicycle-friendly municipalities, 2) greater knowledge about different groups of cyclists, 3) higher priority for bicycle traffic in community planning, more demonstration projects, 4) more functional and user-friendly cycling infrastructure, as well as adapted management and maintenance and 5) increased physical activity.

Name	Cykel Strategi / A national cycling strategy for more and safer cycling³²
Year(s)	2017
Level of adoption	Government

³² English version available at: <https://www.government.se/49e642/contentassets/33b8daf0e3b747ffacc92e3af5479ffd/170622-a-national-cycling-strategy-ppt-final.pdf>

No. of strategy iterations	Third (previous: “Safer cycling - a common strategy for the period 2014-2020 – Version 1.0”, “National strategy for increased and safer cycling - 2000”)
Cycling share	-
EB 495/2019	21%
Measurable objectives	-
Investments	Not specified ³³
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Review existing regulations, including the amendment which states that cyclists over the age of 15 may ride on the road even though there is a cycle path - Adapt both the design and maintenance of infrastructure based on cyclists’ needs <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Follow up on the developments in cycling within the National Cycling Council’s framework (as part of the Swedish Transport Administration) <p>OTHER</p> <ul style="list-style-type: none"> - Transport Analysis. Draw up a uniform method for the systematic measurement of bicycle traffic at local and regional levels.

Switzerland

In Switzerland there is no National Cycling Strategy as of yet. The modal share of cycling in Switzerland has been stable over the last few years at around 5%. Nevertheless, following a 2018 referendum³⁴, the government introduced a provision on cycling into the constitution, giving it the

³³ In the download page of the strategy (of the government’s website), the description reports that the government is investing a total of SEK 100 million (€10mill) in additional cycling initiatives in 2016–2017.

³⁴ https://www.swissinfo.ch/eng/september-23-ballot_swiss-to-vote-on-the-importance-of-cycling/44409042

competences to act. The cycling law, passed by the Federal Council in May 2021 (Veloweggesetz), forms a good basis for the improvement of general cycling conditions. It is a clear request from the Federal Council to the cantons and municipalities to make decisive progress in promoting cycling. The cantons and municipalities are thus obliged to proceed with the planning and implementation of cycle path networks. The Federal Council proposes a planning period of 5 years and an implementation period of 20 years.³⁵

United Kingdom

The National Cycling Strategy of 1996 was the UK’s sole national strategy. Currently, each country is in charge of the implementation of their own cycling strategy. The most recent national data figures reported by Eurobarometer 495 (2019) on the share of people who chose cycling as the primary mode of travel amounted to 2% of the total population.

England

Name	Gear Change: A bold vision for cycling and walking³⁶
Year(s)	2020-2025
Level of adoption	Published by the Department of Transport and with a foreword of the Prime Minister
No. of strategy iterations	Second (previous: “Cycling and walking investment strategy (CWIS 1) 2016-2021”)
Cycling share	2% (2018)
EB 495/2019	2%

³⁵ More information available at: <https://www.pro-velo.ch/de/ueber-uns/aktuelles/artikel/pro-velo-begruesst-das-veloweggesetz-als-wichtige-grundlage-fuer-die-foerderung-des-velofahrens>

³⁶ English version available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Measurable objectives	50% of modal share being by bike or foot by 2030
Investments	In May 2020, £2 billion for cycling were announced. ³⁷
Other main interventions	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Introduce a hierarchy of road users to ensure that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others - Greater clarity on pedestrian and cyclist priority at junctions and introducing safe passing speeds and distances - Consider the role that the National Model Design Code and the revisions to the Manual for Streets can play in delivering high quality, accessible, secure and safe cycle storage - Introduce the offence of causing serious injury by careless or inconsiderate driving - Increase the maximum sentence for causing death by dangerous driving or careless driving when under the influence of alcohol and drugs <p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Improve and extend the National Cycle Network especially where it is most useful for everyday journeys. Significantly increase funding, remove obstacles and increase the proportion of the Network that is traffic-free or protected from traffic <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Make sure the railways cater to cyclists by investing substantial sums on safe cycling routes to stations, particularly in commuter towns. Increase cycle storage at stations, where it is currently limited - Reverse the negative trend of bicycle carriage reduction on trains and buses

³⁷ Details on the £2 billion package, mentioned in the strategy, available here: <https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>

	<p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - Encourage and empower local authorities to take bold decisions - Build up the capabilities of local authorities, including new officer posts and training - Creation of “Mini-Holland” boroughs. Approve intensive and transformational spending on their roads and streetscapes to make them as cycle- and pedestrian-friendly as their Dutch equivalents. Select up to 12 willing local authority areas which are to benefit from intensive investment in “Mini-Holland” schemes. <p>CAPACITY-BUILDING</p> <ul style="list-style-type: none"> - Capacity building training for local authorities <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - Introduce a national cycling and walking commissioner which will lead “Active Travel England” – a new commissioning body and inspectorate <p>OTHER</p> <ul style="list-style-type: none"> - Establish a Cycling Technical Working Group responsible for developing a non-technical Annual Cycling Report. It will set out progresses and activities
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Wales

Wales established an Active Travel Act 2013 which created a real legal basis for active mobility in Wales - an exceptionally strong measure to boost cycling at the national level.

Name	An Active Travel Action Plan for Wales³⁸
Year(s)	2017
Level of adoption	Government

³⁸ English version available at: <https://gov.wales/sites/default/files/publications/2017-09/active-travel-action-plan.pdf>

No. of strategy iterations	Second (previous: “Active Travel Action Plan 2009-2013”)
Cycling share	-
Measurable objectives	Increase from the current 6% to 10% of people that would cycle at least once a week by 2026
Investments	-
Other main interventions	<p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - Local authorities are encouraged to engage widely in how they meet their mapping and planning duties under the Act, including with neighbouring authorities on cross boundary routes and networks <p>CYCLING OFFICE AT THE STATE LEVEL</p> <ul style="list-style-type: none"> - The Active Travel Board (with an independent Chair) will continue to oversee progress on the implementation of the Active Travel Act and this Action Plan at the national level. It will utilise its own expertise and networks to support the promotion of active travel, to champion active travel within their own organisations and to advise on the development and delivery of active travel interventions. <p>OTHER</p> <ul style="list-style-type: none"> - Keep subordinate active travel legislation under review, learning from early implementation of the Active Travel Act - The Active Travel (Wales) Act 2013 made it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

Scotland

Name	Cycling Action Plan for Scotland 2017-2020³⁹
Year(s)	2017-2020
Level of adoption	Government
No. of strategy iteration	Third iteration of the Cycling Action Plan for Scotland (CAPS – 2010 and 2013)
Cycling share	-
Measurable objectives	<p>CYCLING SHARE</p> <ul style="list-style-type: none"> - 10% by 2020 <p>INVESTMENTS</p> <ul style="list-style-type: none"> - Invest 10% of the transport budget (€35 per person per year) on active travel
Investments	€46.8 million per year, €8.66 per capita per year
Other main interventions	<p>DEVELOPMENT OF NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Continue to grow and maintain the National Cycle Network (NCN) in order to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Increase cycle storage in public transport in order to support modal integration - Improve integration with public transport through the partnership with “Scotrail”, bus/coach operators and Regional Transport Partnerships.

³⁹ English version available at: <https://www.transport.gov.scot/media/10311/transport-scotland-policy-cycling-action-plan-for-scotland-january-2017.pdf>

	<p>Provide secure cycle storage at key destinations including transport interchanges</p> <p>SUPPORT TO LOCAL AUTHORITIES</p> <ul style="list-style-type: none"> - Continue to support local authorities and Regional Transport Partnerships in: - Developing local and regional active travel plans/strategies - Building community links to the highest standard, including re-allocation of road space in favour of cycling and walking
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Northern Ireland

Name	A Bicycle Strategy for Northern Ireland⁴⁰
Year(s)	2015-2040
Level of adoption	Published by the Minister for Regional Development (DRD)
No. of strategy iterations	First
Cycling share	-
Measurable objectives	<p>By 2025</p> <ul style="list-style-type: none"> - 20% of all journeys under 1 mile to be cycled (40% in 2040) - 10% of all journeys between 1 and 2 miles to be cycled (20% in 2040) - 5% of all journeys between 2 and 5 miles to be cycled (10% in 2040)
Investments	-

⁴⁰ English version available at: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/a-bicycle-strategy-for-northern-ireland.pdf>

<p>Other main interventions</p>	<p>CHANGES IN LEGISLATION / REGULATIONS / GUIDELINES ETC.</p> <ul style="list-style-type: none"> - Improving awareness and communication of the Highway Code - Enforcement of 'rules' (identified by the use of the words 'MUST/ MUST NOT' in the Highway Code) is a key issue for all road users - Identifying priorities and resource efficient mechanisms for proportionate enforcement of the 'rules' <p>DEVELOPMENT OF A NATIONAL CYCLING NETWORK</p> <ul style="list-style-type: none"> - Review existing National Cycle Network routes the goal of their further development via the introduction of more physical infrastructure in addition to existing signage <p>PROMOTE INTERMODALITY</p> <ul style="list-style-type: none"> - Fully integrate the bicycle into the wider transport infrastructure, linking it with other modes of transport. Integrate cycling routes and infrastructure into transport hubs, bus and rail stations, as well as major bus stops and Park & Ride sites. Improve bicycle parking and carriage
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National cycling strategies: Table overview

COUNTRY	TARGETS SET										OTHER INTERVENTIONS						
	National Cycling Strategy	Year of adoption	Years span	No. of strategy iterations	Endorsed Pan-Eu Master Plan	Bike as main mode 2019 (EB)	Cycling share	Road fatalities	No. of cycling trips	Investments per capita per year	Legal changes to the highway code	Other changes in regulations	Promote intermodality	Capacity-building	Cycling office/coordination at the state level	Development of a National Cycling Network	Support to local authorities
Austria	in place	2015	11	3	Yes	8%	13%	-50%			Yes		Yes	Yes	Yes		
Belgium	in place	2021	4	1	Yes	12%					Yes	Yes	Yes				
Croatia	No				Yes	6%											
Cyprus	Similar doc.	2021	2	1	Yes	0%				€1.3		Yes	Yes	Yes			
Czechia	Expired	2013	8	2	Yes	6%	10%*	-50%			Yes		Yes	Yes			
Denmark	Expired	2014	N/D	2	Yes	12%					Yes		Yes				
Estonia	No					4%											
Finland	Expired	2011	10	2		13%		-50%	" +20%								Yes
France	in place	2018	7	2	Yes	3%				€0.74	Yes	Yes	Yes				Yes
Germany	in place	2021	10	3	Yes	15%		-40%	" +50%	€4.40	Yes	Yes	Yes	Yes	Yes	Yes	Yes

	National Cycling Strategy	Year of adoption	Years span	No. of strategy iterations	Endorsed Pan-Eu Master Plan	Bike as main mode 2019 (EB)	Cycling share	Road fatalities	No. of cycling trips	Investments per capita per year	Legal changes to the highway code	Other changes in regulations	Promote intermodality	Capacity-building	Cycling office/coordination at the state level	Development of a National Cycling Network	Support to local authorities
Greece	Under dev.				Yes	2%											
Hungary	Expired	2014	7	1	Yes	14%			+30%	€4.34	Yes	Yes	Yes	Yes	Yes		
Ireland	Expired	2009	12	1	Yes	1%	10%				Yes	Yes	Yes	Yes		Yes	
Italy	Under dev.				Yes	4%											
Latvia	Expired	2018	3	1	Yes	8%	10%*					Yes	Yes				
Lithuania	No				Yes	5%											
Luxembourg	Expired	2008		1	Yes	2%											
Malta	in place	2018	N/D	1	Yes	2%	Double	-50%			Yes	Yes	Yes			Yes	Yes

	National Cycling Strategy	Year of adoption	Years span	No. of strategy iterations	Endorsed Pan-Eu Master Plan	Bike as main mode 2019 (EB)	Cycling share	Road fatalities	No. of cycling trips	Investments per capita per year	Legal changes to the highway code	Other changes in regulations	Promote intermodality	Capacity-building	Cycling office/coordination at the state level	Development of a National Cycling Network	Support to local authorities
Netherlands	Similar doc.	2017	N/D		Yes	41%						Yes	Yes				
Poland	No					7%											
Portugal	in place	2020	11	1	Yes	0%	10%	-50%			Yes	Yes	Yes			Yes	
Romania	No				Yes	4%											
Slovakia	Expired	2014	3	1	Yes	6%	10%			€2.8	Yes	Yes			Yes		
Slovenia	Under dev.				Yes	4%											
Spain	in place	2021	6	1	Yes	2%					Yes	Yes	Yes	Yes	Yes	Yes	
Sweden	in place	2017	N/D	3		21%					Yes	Yes			Yes		
Switzerland	No				Yes												
Norway	Similar doc.	2014	10		Yes	4%	8%	-50%		€18.86						Yes	
Iceland	No				Yes												
England	in place	2020	5	2	Yes	2%	50% (active)			€8.40	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scotland	needs update	2017	4	3			10%			€8.66			Yes			Yes	Yes
Wales	in place	2017	N/D	2											Yes		Yes
N. Ireland	in place	2015	26	1			10%*					Yes	Yes			Yes	

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UNECE/WHO: The pan-European Master Plan for Cycle Promotion, 2021.

Vrtalová Martinek: Danube Cycle Plans. Guideline on how to set up a national cycling plan, 2021.⁴¹

National Cycling Strategies

Austria

https://www.klimaaktiv.at/mobilitaet/radfahren/masterplan_RF_2025.html

Belgium

https://gilkinet.belgium.be/sites/default/files/articles/BECYCLIST_PlanFR.pdf

Cyprus

[Action Plan for the Promotion of the Use of the Bicycle 2021 - 2023 | Yiannis Karousos](#)

Czech Republic

<https://en.dobramesta.cz/history-cycling-strategy>

Denmark

<https://www.trm.dk/media/3802/engelsk-cykelstrategi-til-web.pdf>

Finland

https://bicycleinfrastructuremanuals.com/wp-content/uploads/2019/02/National-Action-Plan-for-Walking-and-cycling-2020_Finiish-English-summary.pdf

France

<https://www.ecologie.gouv.fr/sites/default/files/Dossier%20de%20presse%20-%20Plan%20v%C3%A9lo%20-%20vendredi%2014%20septembre%202018.pdf>

Germany

<https://nationaler-radverkehrsplan.de/en/federal-initiatives/national-cycling-plan-nvp-2020>

⁴¹ https://www.interreg-danube.eu/uploads/media/approved_project_public/0001/44/f8ecf58fffeb4f347bd9df73f96a208677bf4d73.pdf

Hungary

http://bringaznielmeny.hu/wp-content/uploads/2016/01/KKP_EN_screen.pdf

Ireland

<https://www.hse.ie/eng/about/who/healthwellbeing/our-priority-programmes/heal/healpublications/national-cycle-policy-framework.pdf>

Latvia

<http://veloriga.lv/box/files/smpl120618veloplans.1519.pdf>

Malta

https://meae.gov.mt/en/Public_Consultations/MTI/Documents/TM_National_Cycling_Strategy.pdf

Netherlands

<https://www.government.nl/topics/bicycles/tour-de-force>

Portugal

<https://dre.pt/web/guest/home/-/dre/123666113/details/maximized?fbclid=IwAR33HEXkCHVsg-nzd1rlzcpF0ZD7ly5R56nea6uimCwa0TfoHiMmATkMBco>

Slovakia

<https://www.mindop.sk/ministerstvo-1/doprava-3/cyklisticka-doprava-a-cykloturistika/national-strategy-of-development-of-cycling-transport-and-cycle-touring-in-the-slovak-republic-english-version-7-6-mb-pdf>

Spain

<https://esmovilidad.mitma.es/estrategia-estatal-por-la-bicicleta>

Sweden

<https://www.government.se/49e642/contentassets/33b8daf0e3b747ffacc92e3af5479ffd/170622-a-national-cycling-strategy-ppt-final.pdf>

Norway

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Scotland

<https://www.transport.gov.scot/media/10311/transport-scotland-policy-cycling-action-plan-for-scotland-january-2017.pdf>

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