

# JOINT TRAINING ON SUSTAINABLE MOBILITY

1<sup>st</sup> training module

## **GENERAL FRAMEWORK**

European and national policies, urban mobility planning (SUMP), Green Public Procurement, and cycling infrastructure standards

**GIULIA CORTESI**

**POLITICHE EUROPEE DELLA MOBILITA' CICLISTICA**

***CYCLING IN EUROPEAN POLICIES***

**28<sup>th</sup> January 2026**  
**Area Science Park, Trieste**

# The EU Policy landscape

## By policy area:

- A. Cycling specific policy
- B. Mobility policies that affect cycling
- C. Various policies that integrate or affect cycling (sustainability: climate, social; health; safety)

## By policy scope:

- A. Eu, multinational, cross-border level
- B. National level
- C. Regional level
- D. Local (City) level

## By policy category:

- A. Strategic framework and action plans: commitment
- B. Regulation and Directive  
legal binding instruments that directly or indirectly affect cycling
- C. Financial instruments and funding:  
e.g. programmes supporting cycling infrastructure or cycling initiatives, fiscal incentives
- D. Soft support:  
Reccomandations, guidelines, knowledge exchange initiatives, campaigns to encourage cycling, studies and research, voluntary charters

2013



EUROPEAN  
COMMISSION

# Urban Mobility Package

Brussels, 17.12.2013  
COM(2013) 913 final

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Together towards competitive and resource-efficient urban mobility**



2014

**THE PEP**

Transport, Health  
and Environment  
Pan-European Programme



UNECE



World Health  
Organization

REGIONAL OFFICE FOR  
Europe

## THE PEP Paris Declaration 2014

United Nations

ECE/AC.21/2014/3-EUDCE<sub>1408105/1.6/4HLM/3</sub>



**Economic and Social Council**

Distr.: General  
3 February 2014

Original: English

**Economic Commission for Europe**

High-level Meeting on Transport, Health  
and Environment

Fourth session

Paris, 14–16 April 2014

Item 5 of the provisional agenda

The Paris Declaration: “City in Motion: People First!”

**World Health Organization  
Regional Office for Europe**

**Draft Paris Declaration: City in Motion – People First!**



**4th High-level Meeting**  
**Transport, Health and Environment**

14–16 april 2014 - Paris - La Défense



10. *Decide* to initiate the development of a pan-European Master Plan for Cycling Promotion, supported by guidelines and tools to assist in the development of cycling promotion policies at the national level. This new initiative will be undertaken within the framework of THE PEP partnerships;



Health economic assessment tools  
(HEAT) for walking and for cycling



Methods and user guide, 2014 update

ECONOMIC ASSESSMENT OF  
TRANSPORT INFRASTRUCTURE  
AND POLICIES



*Table 6. National uses of the HEAT*

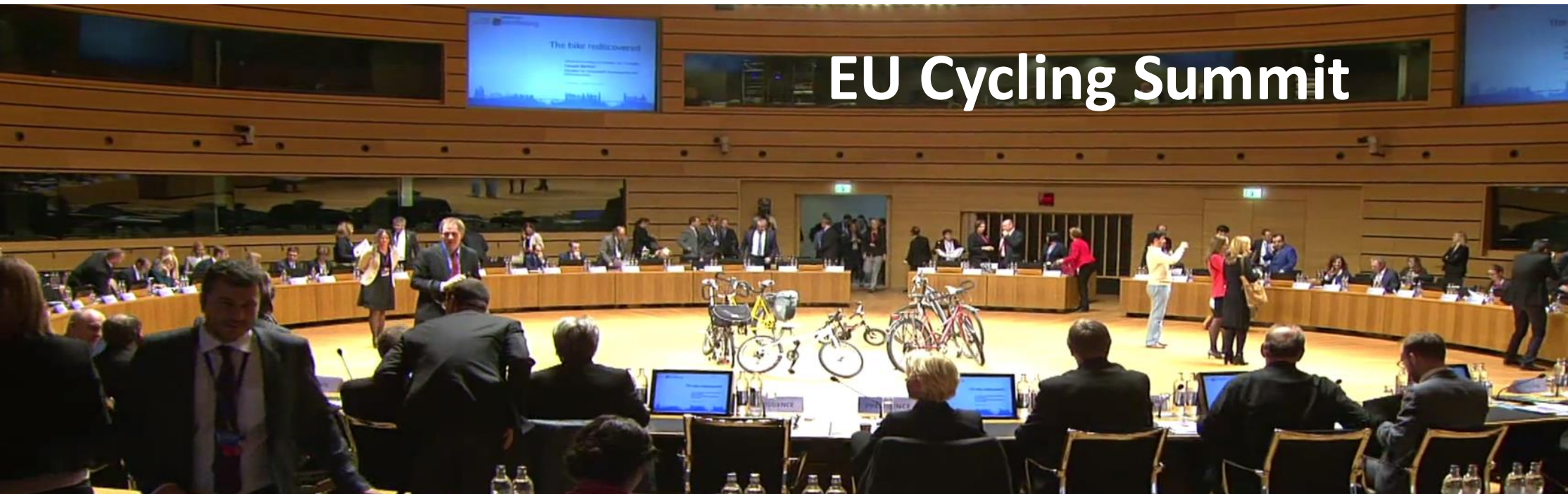
| Status of the HEAT                          | Country                           |
|---------------------------------------------|-----------------------------------|
| Compulsory; mandated by national government | None                              |
| Included in official national guidance      | England, United Kingdom<br>Sweden |
| Promoted by national government             | Austria<br>Finland<br>France      |



2015



## EU Cycling Summit



Informal meeting of EU ministers for Transport  
Luxembourg, October 7th, 2015





2015

## Declaration on Cycling as a Climate-Friendly Transport Mode

called on the Eu Commission to:

1. integrate cycling into EU transport policy
2. develop an Eu cycling strategy
3. to set up a Eu focal point for cycling

urged Member States to:

1. establish national cycling contact points
2. invest in cycling networks

2017

in the absence of the EU Commission follow-up, civil society stepped in:

## EU Cycling Strategy

Recommendations for Delivering Green Growth and an Effective Mobility System in 2030



cycling can help achieve EU objectives (climate neutrality, health, job creation)



recommended allocating 10% of Transport funds to cycling

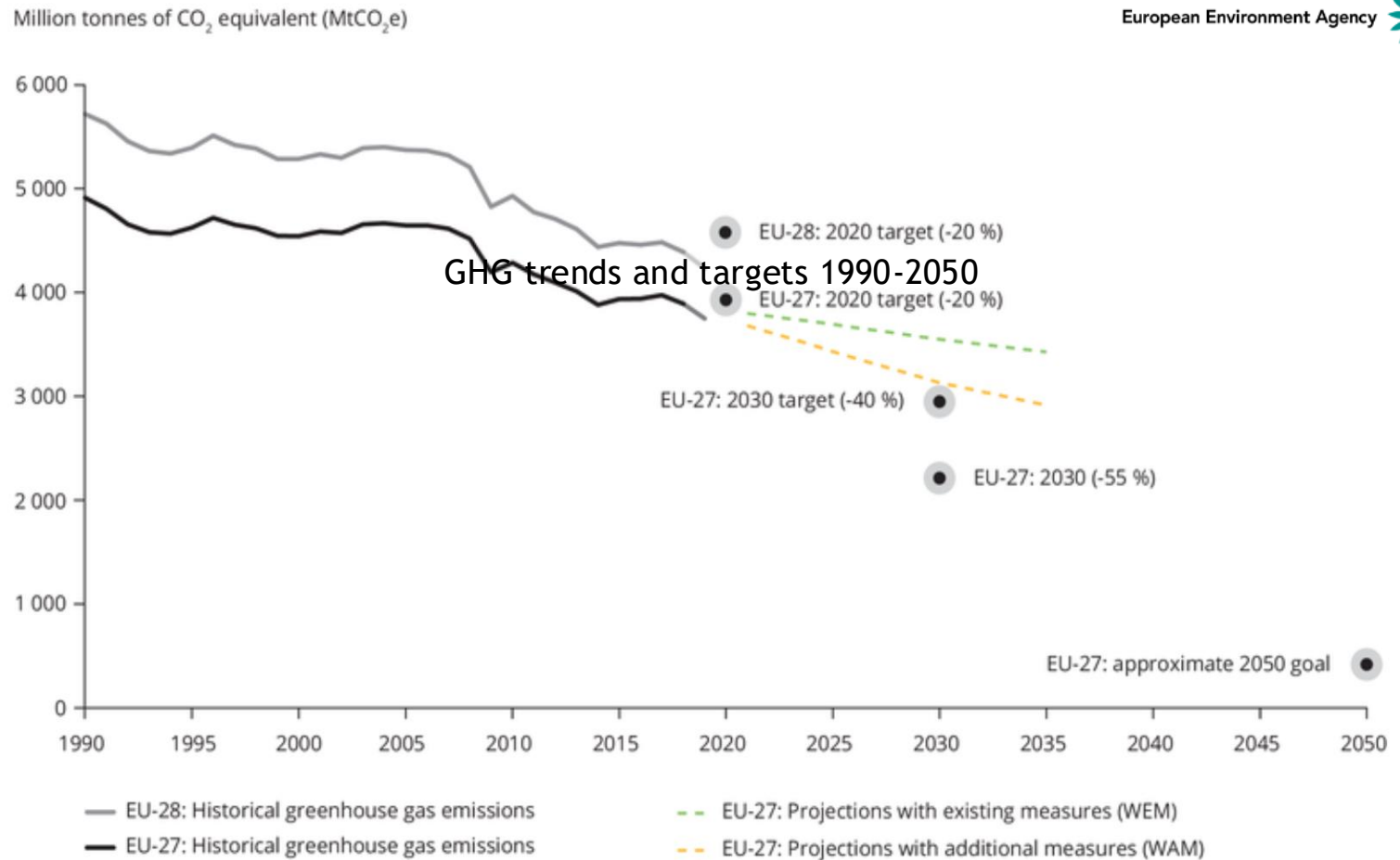
2019



EUROPEAN COMMISSION  
Brussels, 11.12.2019  
COM(2019) 640 final  
COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE EUROPEAN COUNCIL, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS  
The European Green Deal

The European Green Deal General Framework  
09.12.2019

- A response to the climate and environmental challenges:  
Target: climate neutrality by 2050, -55% GHG emissions by 2030
- The EU strategy to implement UN 2030 Agenda and the SDGs



European Climate Law

2021

- Binding commitment by the EU to cut GHG emissions by 55% by 2030 (vs 1990) and achieve climate neutrality by 2050.

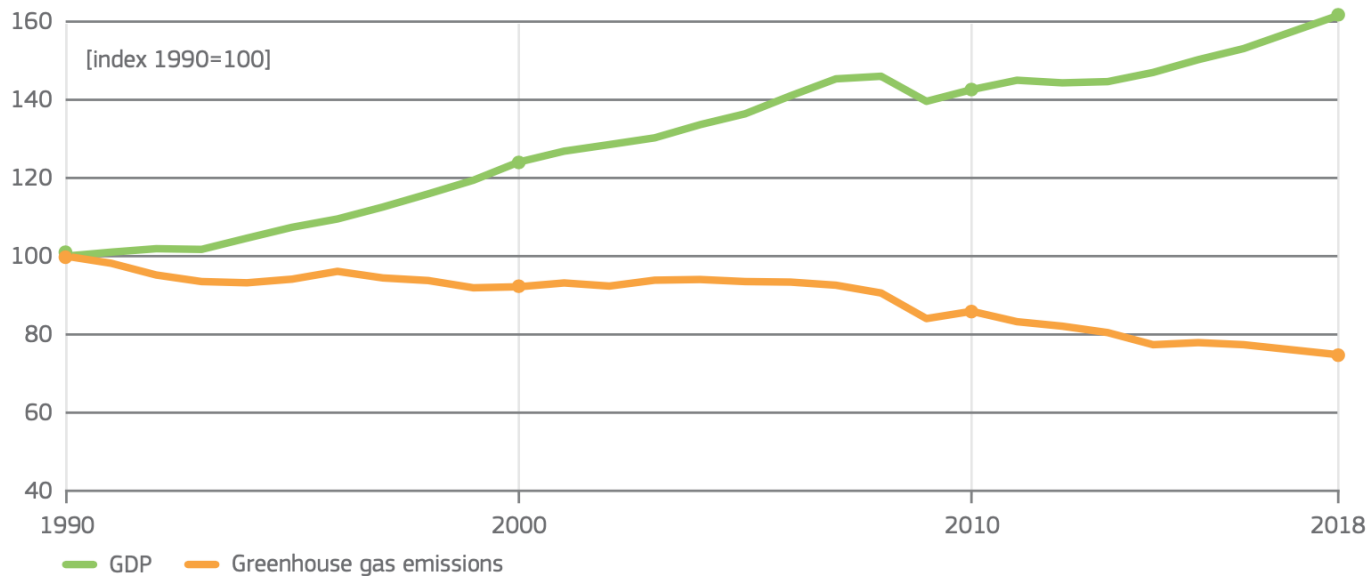
2019



- A new growth strategy with sustainability at the core of the economic policy: growth decoupled from resource consumption, creating jobs while cutting GHG emissions

## The European Green Deal General Framework

Between 1990 and 2018, greenhouse gas emissions **decreased by 23%**, while the economy **grew by 61%**.



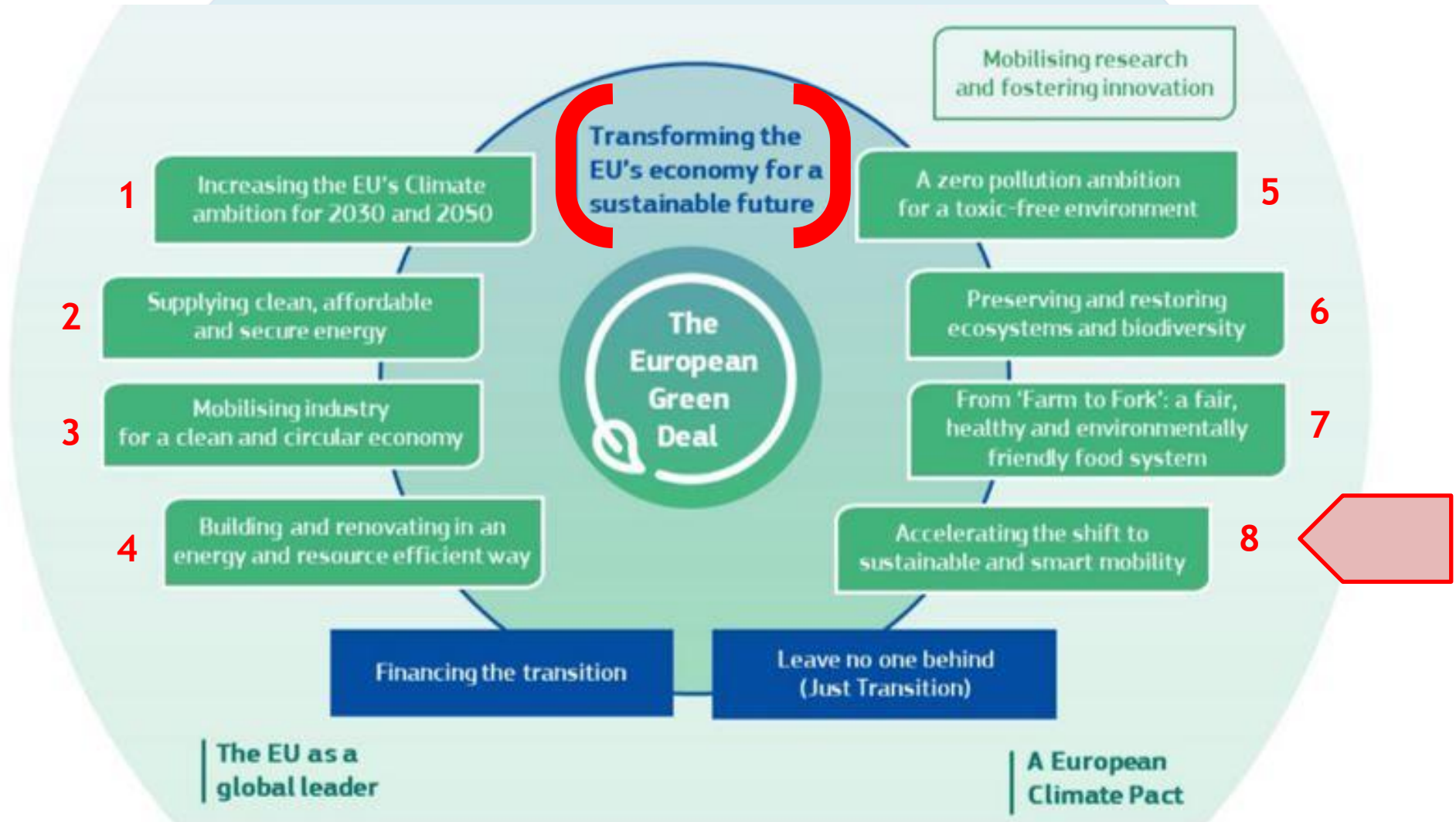
EU GDP  
up 61%

1990-2018

Greenhouse  
Gas Emissions  
down 23%

1990-2018

## 8 transformative policy areas



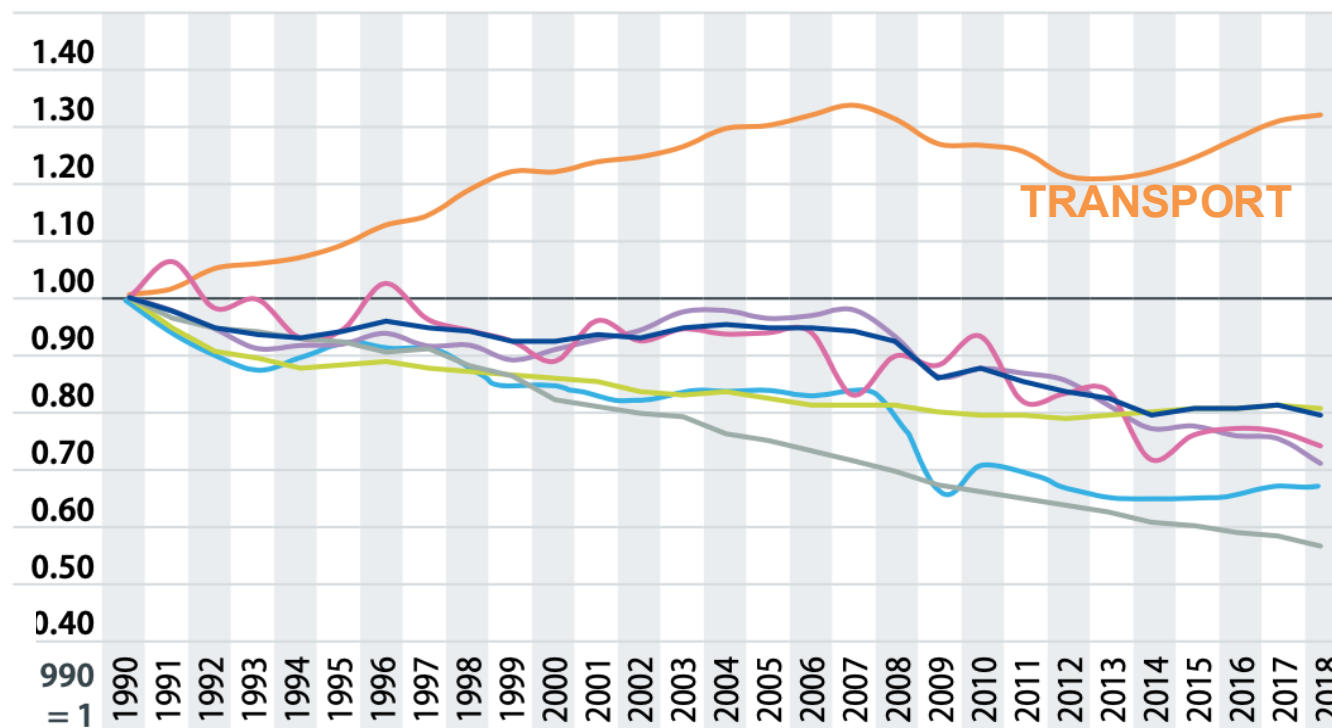


Transport represents  
**25%**  
of our emissions



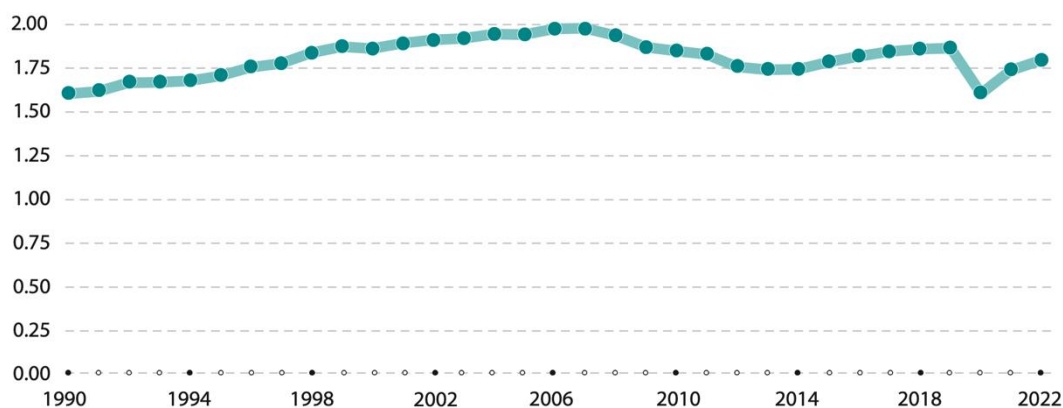
**90% reduction**  
greenhouse gas  
emissions in  
transport by 2050

Energy industries • Industry (\*\*\*) • Transport (\*\*) • Residential and commercial  
• Agriculture, forestry, fisheries (\*\*\*\*) • Other (\*\*\*\*\*) • Total



### Greenhouse gas emissions from fuel combustion in transport

(tonnes of CO<sub>2</sub> equivalents per inhabitant, EU, 1990–2022)



Source: Eurostat (online data codes: [env\\_air\\_gge](#) and [demo\\_pjan](#)) and [European Environment Agency \(EEA\)](#)

Source: EEA, June 2020.



26.11.2019

EN

2019

an Union

L 305/1

**RISM Road  
Infrastructure  
Safety  
Management  
Directive  
Directive (EU)  
2019/1936**

I

(Legislative acts)

**DIRECTIVES**

**FIVE (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**

**TEN-T roads, motorways, other primary roads  
(design, construction, and operation stages).  
...roads built with EU funding (with exceptions)**

**the needs of vulnerable road users  
(including **cyclists** and pedestrians) must  
be considered systematically across road  
safety management procedures.**

**Countries must set up and implement procedures for:**

**Road Safety Impact Assessments** (before decisions/design),

**Road Safety Audits** (during design),

**Road Safety Inspections** (in operation),

**Network-wide road safety assessments**, and

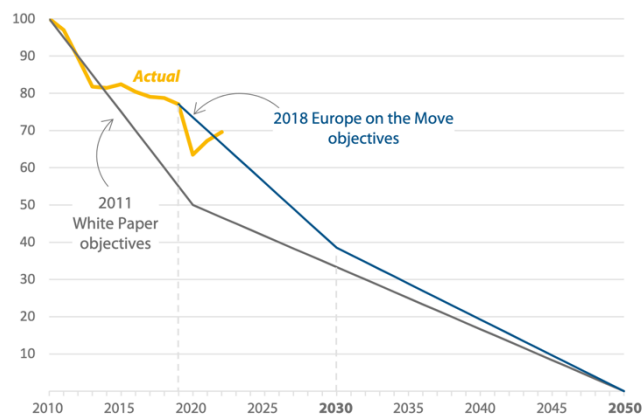
**Exchange of best practices / continuous improvement**

**They must carry out the first network-wide road safety assessment on covered  
roads by 2024 at the latest, then every 5 years.**

## EU progress is too slow to reach the 2030 and 2050 objectives

**38** Between 2010 and 2020, the number of EU road-related fatalities decreased by 36 %, i.e. significantly short of the 50 % objective set by the Commission in its [2011 White Paper](#). In 2022, road fatalities actually increased by 4 % compared to the previous year (see [Figure 7](#)).

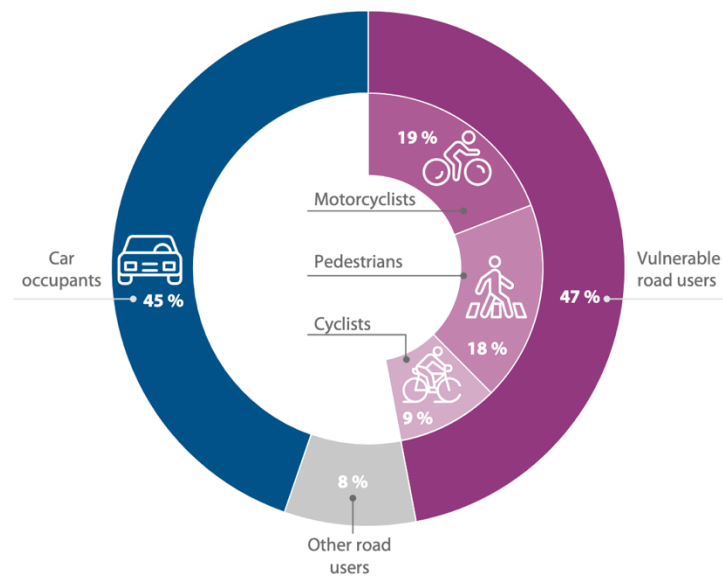
**Figure 7 – Percentage decrease in EU road fatalities since 2010 when compared to the objectives set for 2020, 2030 and 2050**



Note: The drop in road fatalities in 2020 is mainly attributable to the effects of COVID-19 on road traffic.

Source: ECA, based on Commission data.

**Figure 1 – EU road fatalities by road user (2021)**

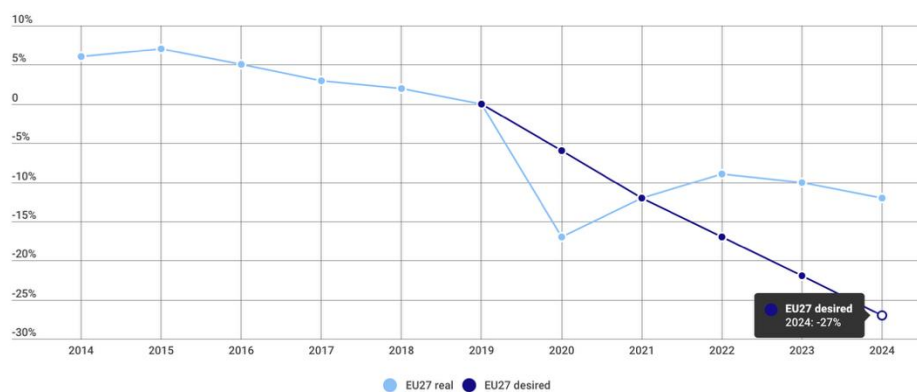


Note: Figures do not add up due to rounding.

Source: ECA, based on the Community database on road accidents (CARE).



## Starting of a new decade towards the EU 2030 target influenced by Covid-19 restrictions



## Relative change in road deaths (%) 2023-2024; 2019-2024; 2014-2024

Note:

\*provisional data for 2024

\*\*UK 2024 data are the provisional total for Great Britain combined with the total for Northern Ireland

\*\*\*CARE provisional data for 2024

**System avoided crash**

EURO NCAP

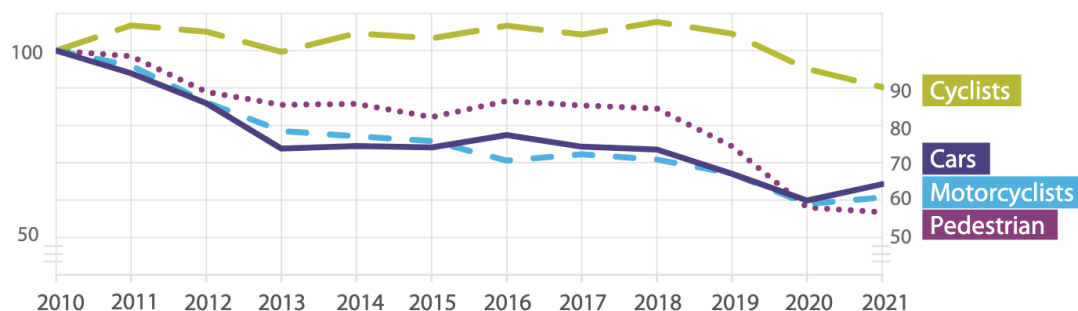
AEB Cyclist 45 km/h

**ETSC slams proposed safety exemptions for new small car category**

PRESS RELEASES  
Automated Emergency Braking (AEB), Cycling, European Commission, Pedestrians, Vehicle safety  
December 12, 2025

**80** The EU is calling for greater focus on **active mobility**, such as walking or cycling, especially in **urban areas**. While pedestrian fatalities decreased between 2010 and 2021 in line with the rate for cars, the reduction for cyclists was significantly smaller (see [Figure 13](#)). Moreover, there was an increase in the number of cyclists killed in urban areas between 2010 and 2021 in certain member states. For example, in Austria, fatalities involving cyclists in urban areas increased by 68 % over the period.

**Figure 13 – Urban-area fatalities per type of road user (2010 to 2021)**



Source: ECA, based on Commission data.

I

(Legislative acts)

REGULATIONS

REGULATION (EU) 2019/2144 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL  
of 27 November 2019

on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166

(Text with EEA relevance)

**System avoided crash**

EURO NCAP FOR SAFER CARS

**AEB Cyclist** **45 km/h**

**ETSC slams proposed safety exemptions for new small car category**

PRESS RELEASES  
Automated Emergency Braking (AEB), Cycling, European Commission, Pedestrians, Vehicle safety  
December 12, 2025



**Sustainable  
and Smart  
Mobility  
Strategy -  
Putting  
European  
Transport on  
track for the  
future**

- Costs of the current transport system: GHG emissions, pollution (air, water, noise), road accidents, congestion, biodiversity loss
- ..shift the existing paradigm of incremental change to fundamental transformation.
- To achieve the systemic change, 3 pillars of actions:
  1. make all transport modes more sustainable
  2. make sustainable alternatives widely available to enable better modal choices in an efficient and interconnected multimodal transport system
  3. put in place the right incentives to drive the transition
- The strategy sets a roadmap in 8 flagship areas



## Sustainable and Smart Mobility Strategy -

Putting  
European  
Transport on  
track for the  
future

09.12.2020

### Flagship area 3:

### Making interurban and urban mobility more sustainable and healthy

- **Increasing** the modal share of collective transport, **walking and cycling**, as well as (...) multimodal mobility will significantly lower pollution and congestion from transport, especially in cities (...).
- Active travel modes, such as cycling, have seen growth in cities announcing over 2.300 km of extra **cycling infrastructure**. This should be **doubled in the next decade** towards 5.000 km in safe bike lanes.
- **In urban nodes of TEN-T network**: provisions for first/last mile solutions that include multimodal mobility hubs, park-and-ride facilities, and safe **infrastructure for walking and cycling**.
- Milestone target: **100 climate neutral cities by 2030**
  - The EU Cities Mission will bring together local authorities, citizens, businesses, investors, and national and regional bodies to
    1. Deliver 100 climate-neutral and smart cities by 2030
    2. Ensure that these cities act as experimentation and innovation hubs to enable all European cities to follow suit by 2050

**Mission:**  
**100 Climate-**  
**neutrale Cities**  
**by 2030**



# Green and just recovery

28.5.2021



- The Connecting Europe Facility, InvestEU and other funds can for instance support (...) sustainable transport infrastructure, especially also looking at the modalities of rail and electric mobility and **bike lanes**. There is a lot of request for bike lanes, you see it even in Brussels now. It has led to a complete **change of attitude** which is to be commented.”
- «**Cycling** is by definition the best way of solving the problem of pollution in cities. Investments in safe and separated **cycle infrastructure networks** as part of the National Recovery and Resilience Plans would be a no-brainer and no-regret!»
- «I cannot envisage how a city can become climate neutral without putting **cycling right at the centre** of its mobility plan!» (Lisbon, VC 2021)



## New Urban Mobility Framework

2021



EUROPEAN  
COMMISSION

Brussels, 14.12.2021  
COM(2021) 811 final

COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS

The New EU Urban Mobility Framework

{SWD(2021) 470}

Unprecedented emphasis  
on active transport modes  
to reduce reliance on  
motorized traffic

- To meet the set objectives, a more decisive action on urban mobility is needed to shift from the current approach based on traffic flows to an approach based on moving people and goods more sustainably.
- A **clear priority** should be placed at **national and local level** on the development of **public transport, walking and cycling, as well as connected, shared mobility services**. Strengthen SUMPS and TEN-T network urban nodes for this purpose: urban nodes to set targets for increasing cycling's modal share in their SUMPs.
- There has to be a **particular focus** on public transport, multimodality and **active mobility infrastructure**.
- >70% Europeans live in cities and expect
  - cleaner air, less congestion, less noise
  - increased road safety, increased health
  - less GHG emissions (23% of transport emissions originated in urban areas)



## I

(Legislative acts)

### REGULATIONS

REGULATION (EU) 2021/782 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL  
of 29 April 2021  
on rail passengers' rights and obligations  
(recast)  
(Text with EEA relevance)

Eu rail  
passenger  
rights  
Regulation  
2021

- Core rule: **carrying a bicycle is a passengers' right** (and to reserve a bike space with a seat reservation)
- Operational limits are allowed, but must be transparent (e.g. peak-hour capacity limits, rolling stock constraints).
- They must publish conditions and capacity info
- “Adequate number” of bicycle places — with a hard minimum in new rolling stocks / after major upgrade should be set in published plans. In any case, each train composition must have at least 4 bicycle places.
- Timing: the **Regulation** applies from June 2023; the “adequate number/**minimum 4**” from June 2025.
- Where Member States exempt certain services, regional rail passenger services cannot be exempted from Article 6 (must have 4 bicycles places)
- bicycle provisions target bikes that can be “readily ridden” before/after the trip (packed bikes fall under luggage rules).
- possibility for higher national minimums



2019



The European Green Deal General Framework

RISM Road Infrastructure Safety Management Directive Directive (EU) 2019/1936

2020



Sustainable and Smart Mobility Strategy - Putting European Transport on track for the future

09.12.2020

Mission: 100 Climate-neutrale Cities by 2030

2020

2021



Green and just recovery

28.5.2021

New Urban Mobility Framework

14.12.2021

Eu rail passenger rights Regulation 2021

2022



Eu Parliament Resolution on developing an Eu Cycling Strategy 16.02.2022

Ministerial Summit: European Cycling Declaration 06.2022

2023

Directive on Intelligent Transport Systems in the field of road transport 22.11.2023

Alternative fuel infrastructure regulation 14.12.2021

EC Proposal for a European Declaration on Cycling 04.10.2023

2024

European Declaration on Cycling

03.04.2024

Energy Performance of Buildings (EPBD) Directive

24.04.2024

Ten-T Regulation (revision)

13.06.2024





## European Bicycle Declaration (EU Member States)

2022



## Resolution on developing an EU Cycling Strategy (European Parliament)

2022



## European Declaration on Cycling (European Commission)

2023



Parlamento europeo



Commissione  
europea





2024

- **first ever inter-institutional cycling policy framework.**
- “strategic compass” for EU and national/regional/local bodies, though non-binding, aimed to boost cycling.
- It recognises cycling as a sustainable, accessible, inclusive, low-cost and healthy form of transport and recreation, important for society and the economy.
- It is structured in 8 chapters, listing principles and related 36 commitments (“we commit to...” actions) covering the full cycling ecosystem:
  1. Cycling policies
  2. healthy mobility for all (inclusive, affordable)
  3. more and better infrastructure
  4. investments and conditions
  5. road safety & security
  6. quality greens jobs and industrial leadership
  7. support to multimodality and cycle tourism
  8. monitoring

Report on progress  
towards  
implementing the  
Declaration on  
Cycling

30.09.2025

## CHAPTER I:

# Developing and strengthening cycling policies

**The EU and its Member States, together with regional and local authorities, all have a key role to play in supporting the further uptake of cycling.**

We commit to:

1. developing, adopting and strengthening cycling policies and strategies at all relevant levels of governance;
2. taking necessary measures to implement these cycling policies and strategies as swiftly as possible;
3. prioritising cycling measures in sustainable urban mobility planning including the wider commuting area beyond municipal borders;
4. encouraging companies, organisations and institutions to promote cycling through mobility management schemes such as cycle to work incentives, the provision of company (e-)bikes, adequate cycle parking and facilities, and the use of bike-based delivery services;
5. promoting cycling as a healthy way of transport or recreation, through awareness raising, advocacy campaigns, capacity building and the training of active mobility professionals, including at in relevant international fora.

## CHAPTER II:

# Encouraging inclusive, affordable and healthy mobility

**Everyone, including people with disabilities or those with reduced mobility and irrespective of age and gender should have access to mobility, and cycling can make a major contribution to enable this. Cycling should also be affordable irrespective of income level and promoted as beneficial to mental and physical health.**

We commit to:

6. increasing the use of cycling to promote social inclusion by paying particular attention to the needs of women, children, older people and vulnerable and marginalised groups;
7. taking measures to enable better access to cycling for people with disabilities or those with reduced mobility;
8. taking measures to boost active mobility of older people and thereby contributing to active ageing;
9. providing targeted cycling training in particular for children and vulnerable and marginalised groups;
10. taking note of the possibility for Member States to apply reduced VAT rates for the supply, rental and repair of bikes and e-bikes as introduced by Council Directive (EU) 2022/542<sup>10</sup> in order to increase affordability.

## CHAPTER III:

# Creating more and better cycling infrastructure

**Improving the quality, quantity, continuity and attractiveness of cycling infrastructure is essential to promote greater cycling use.**

We commit to:

- 11.** significantly increasing safe and coherent cycling infrastructure across Europe;
- 12.** developing and using EU guidance on standards for quality requirements regarding vulnerable road users, including cyclists, under Directive (EU) 2019/1936 on road infrastructure safety management<sup>11</sup>;
- 13.** giving sufficient space to cyclists and other vulnerable road users to increase safety levels, in particular through the physical separation of cycle paths from motorised traffic wherever feasible;
- 14.** working towards creating a coherent cycling network in cities and improving connectivity between suburban and rural areas and city centres, including cycle highways;
- 15.** ensuring the provision of safe and secure bike parking spaces in urban and rural areas, including at railway and bus stations and mobility hubs;
- 16.** supporting the deployment of charging points for e-bikes in urban planning and in bike parking spaces inside and outside buildings.

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10 Council Directive (EU) 2022/542 of 5 April 2022 amending Directives 2006/112/EC and (EU) 2020/285 as regards rates of value added tax, OJ L 107, 6.4.2022, pp. 1–12.

11 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, OJ L 305, 26.11.2019, pp. 1–16.

## CHAPTER IV:

# Increasing investments and creating favourable conditions for cycling

**More investments are needed to unlock the potential for cycling.**

We commit to:

- 17.** providing technical support, funding and financing to help develop and implement cycling strategies and cycling-related investments; this includes using the available EU instruments, in particular the Social Climate Fund, European Regional Development Fund, Cohesion Fund, European Agricultural Fund for Rural Development, Technical Support Instrument<sup>12</sup>, and the Recovery and Resilience Facility to support cycling measures;
- 18.** reflecting cycling in investments at all levels of governance<sup>13</sup>;

## CHAPTER V:

# Improving road safety and security

**Everyone should be able to cycle in a safe and secure manner.**

We commit to:

- 19.** working towards making Vision Zero<sup>14</sup> (no road deaths by 2050) a reality, including for vulnerable road users, while reaching an interim target of a 50% reduction in fatalities and serious injuries by 2030 in line with the Valletta Declaration<sup>15</sup>;
- 20.** enforcing road safety rules and legislation to ensure the coexistence of different means of transport, with a focus on protecting cyclists and other vulnerable road users;
- 21.** ensuring that the rules on the safety requirements applicable to e-bikes are substantial, and promote their deployment;
- 22.** improving security at public bike parking spaces (including bike sharing and multimodal hubs), and increasing efforts to tackle the issue of bike theft;
- 23.** strengthening cycle training – including teaching children and young people how to cycle – and awareness raising campaigns on road safety, in particular on the biggest risks to cyclists, and supporting the safe use of bikes and e-bikes, as well as addressing the awareness of the safety of vulnerable road users during driver training.

## CHAPTER VI:

# Supporting quality green jobs and the development of a world-class European cycling industry

**Greater uptake of cycling means more high-quality, local jobs and is beneficial to the EU economy and cycling industry, and also contributes to the objectives of the EU industrial strategy.**

We commit to:

- 24.** creating conditions to increase the European production of a broad range of bicycles (including e-bikes, speed pedelecs, and bikes for people with disabilities) and their components, including access to materials, equipment and maintenance of a global level-playing field through existing EU trade defence instruments;
- 25.** supporting the bicycle service sector, including social economy entities and the circular use of bicycles (reuse, repair and rental);
- 26.** creating favourable conditions to stimulate high-quality jobs and cycling clusters, including in cycling tourism, in order to significantly increase the number of cycling-related quality jobs, support SMEs and boost relevant skills and vocational training;
- 27.** making the sector more attractive and enabling important job-to-job transitions from other relevant industries;
- 28.** recognising the European cycling industry as a partner in the mobility system in order to strengthen resilience, sustainability, circularity and digitalisation in the cycling sector;
- 29.** supporting cycling service industries, such as bike sharing and cycle logistics, especially in cities, including by strengthening the integration of cycle logistics into the logistics system.

## CHAPTER VII:

# Supporting multimodality and cycling tourism

**Cycling should play a key role in improving multimodal connectivity and tourism, especially in combination with trains, buses and other modes, both in urban and rural areas.**

We commit to:

- 30.** promoting and implementing multimodal solutions in urban, suburban and rural areas, as well as for long-distance trips, by creating more synergies between cycling and other modes of transport, such as enabling the transport of more bicycles on buses and trains, and providing safer and secure parking areas for bikes at stations and mobility hubs;
- 31.** supporting bike sharing schemes as a solution to first and last mile access to public transport services;
- 32.** creating favourable conditions to support cycling as a sustainable means of recreation and tourism.

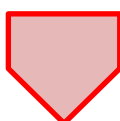
## CHAPTER VIII:

# Improving the collection of data on cycling

**Cycling data needs to be collected in the same way across the EU to ensure effective monitoring of progress on implementation of the principles and commitments included in this Declaration.**

We commit to:

- 33.** monitoring the implementation of our commitments;
- 34.** enabling the continuous measurement of progress on the use of cycling in the EU by establishing an EU-wide baseline, including the length, network density, quality and accessibility of cycling infrastructure and services for several user types, the share of cycling in total transport and mobility activity, and the number of serious injuries and fatalities among cyclists;
- 35.** developing harmonised indicators related to cycling for urban nodes of the Trans-European Transport Network (TEN-T);
- 36.** developing statistics on cycling and its infrastructure at local, national and EU levels, including cooperation between Member States and Eurostat to collect cycling data.



2024

Energy  
Performance of  
Buildings  
(EPBD)  
Directive

24.04.2024

- 
- **Article 14 (Infrastructure for sustainable mobility): bicycle parking** (secure, convenient, future-proofing for e-bikes) is a *building-related enabler* of low-energy mobility. The EPBD recast makes cycling a **built-environment requirement**: it obliges Member States to embed **minimum bicycle parking** (including space for cargo/accessable bikes) and **e-bike-ready electrical preparation** into building rules for new, renovated, and some existing buildings.
- **EPBD requires:**
- 1) **Minimum new quantitative requirements**
    - **Non-residential buildings** (new / major renovation) above a parking threshold must provide bicycle parking equal to **at least 15% of average user capacity or 10% of total user capacity**.
    - **Residential buildings** (new / major renovation) with **>3 car parking spaces** must provide **at least 2 bicycle parking spaces per residential unit** (with flexibility in some cases via local assessment; if 2 per unit is not feasible in major renovations, then “as many as appropriate”).
    - **Existing non-residential buildings** with **>20 car parking spaces** must meet the same **15%/10% user-capacity bicycle parking requirement by 1 January 2027**.

This matters for “cycling”: it’s the first time the EPBD uses building rules to remove a classic barrier to everyday cycling — lack of end-of-trip parking at homes and destinations.
  - 2) **Space for “non-standard” bicycles, larger-than-standard** (cargo bikes, long bikes, bikes with trailers, tricycles, bikes for people with disabilities).
- That is a strong “cycling” signal because it acknowledges the shift to **utility cycling and family logistics** (not just sport bikes).

2024

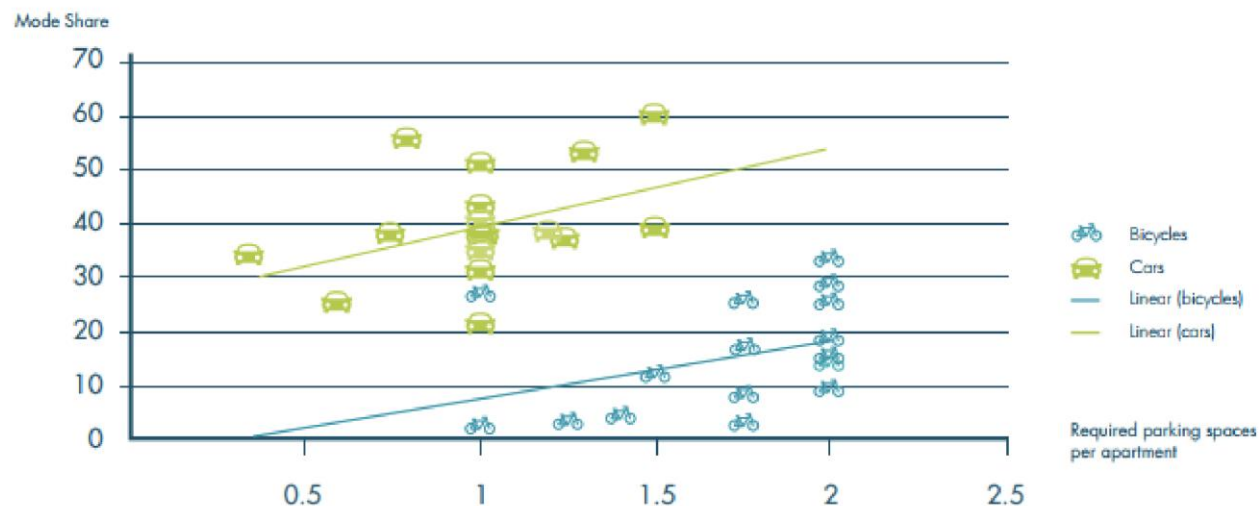
## Energy Performance of Buildings (EPBD) Directive

24.04.2024

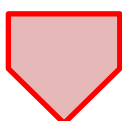
**3) Future-proofing for e-bikes** (without mandating a fixed number of charging points)  
The EPBD requires **pre-cabling/ducting** so buildings can later add electricity supply (sockets) at bicycle parking areas to “make e-bike charging easy later.”

**4) Some flexibility/exemptions** (Member States can “tune” it)  
Member States may adjust the **non-residential** bicycle-parking requirement for specific building types not typically accessed by bike; they can adjust **residential** buildings requirements based on local authority assessment and local characteristics (demographic/geographic/climate), and for **major renovations** they can require “as many as appropriate” where the full standard isn’t feasible.

Correlation between Parking Spaces and Mode Share



Recent research<sup>3</sup> found that urban residents’ transportation behaviour is affected by local features of the built environment, and particularly by parking.



2024

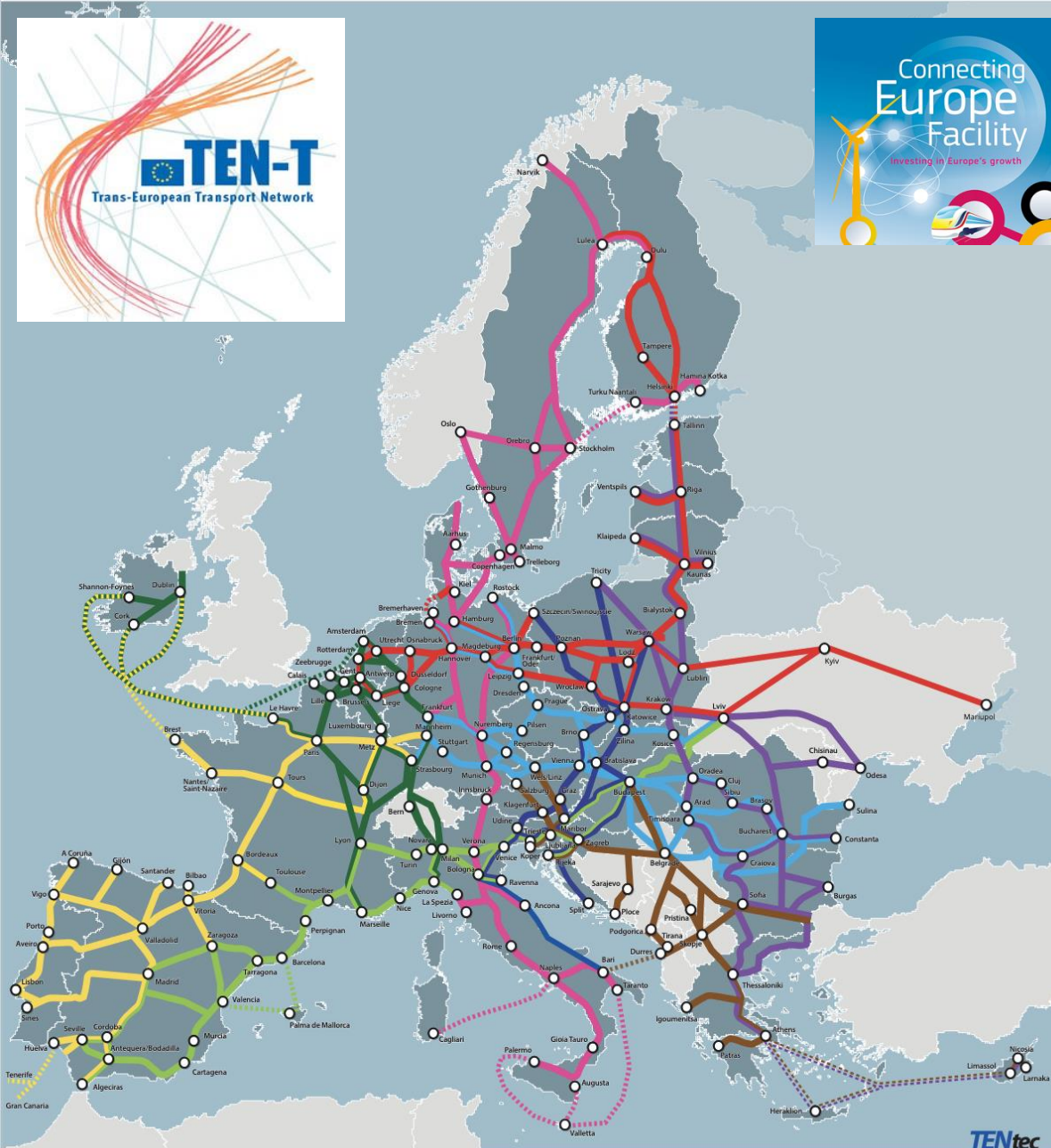


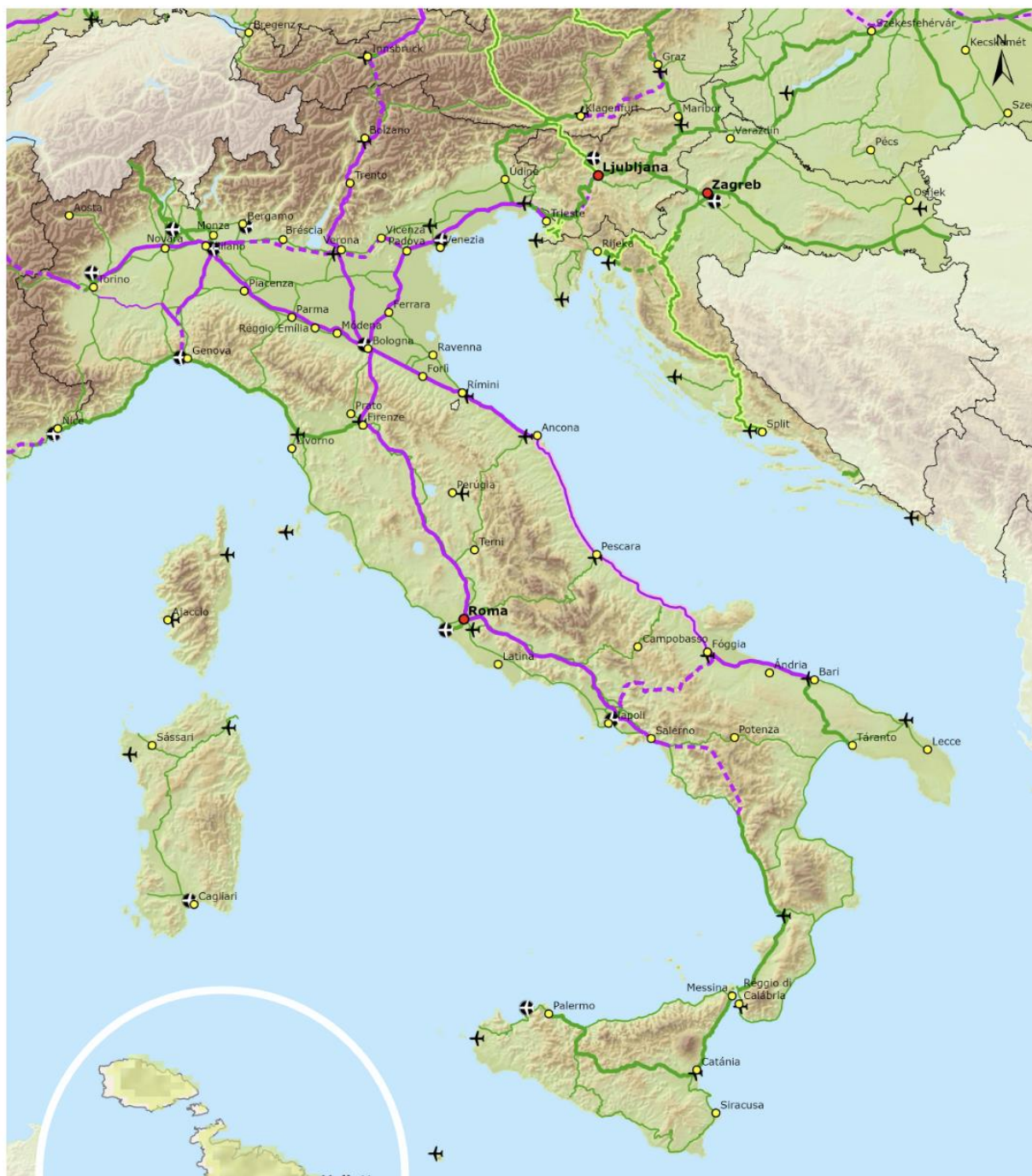
## Ten-T Regulation (revision)

13.06.2024



- Cycling integrated into EU Flagship transport policy: playing a strategic role to give access to the Ten-T network, via urban nodes / infra entry points
- **Active Mobility as a Priority:** The regulation elevates active modes (walking/cycling) to a core objective of the TEN-T network: in the development of the core network, the extended core network and the comprehensive network, general **priority** shall be given to measures that are necessary for (...) contributing to positive health and environmental effects by **promoting the use of active modes** of mobility **through** the development of corresponding **infrastructure for cycling and walking**.
- Focus on Multimodal Hubs: The regulation mandates development and improvement of multimodal passenger hubs in urban nodes by 2030 (core network) to facilitate first/last-mile connections.
- Bicycle parking: The regulation requires the development of secure, safe, and easily accessible bicycle parking facilities in the vicinity of railway stations.
- Continuity of Cycling Paths: When upgrading rail, road, or inland waterway infrastructure, the regulation mandates ensuring the continuity and accessibility of existing cycle paths.
- Where possible, synergies with other policies should be exploited, for instance (...) with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for cycling paths, including the EuroVelo routes (...).
- urban logistic facilities to enhance the consolidation of deliveries in urban areas, such as micro-hubs and **cycle logistic hubs**, in particular those connected with railway and waterborne transport infrastructure.
- push is to create a "Single EU Bicycle Ticket" that works across different rail operators.
- Implementation Timeline: deadlines for the core network by 2030, the extended core by 2040, and the comprehensive network by 2050.
- 431 Urban Nodes of the TEN-T network must adopt SUMPs by 2027 that promote cycling







A scenic view of a coastal area. In the foreground, there is a large, lush green tree with a thick trunk. Below the tree, a paved road runs horizontally. A wooden railing separates the road from a rocky area in the immediate foreground. In the background, a body of water stretches towards the horizon, with small islands and a clear blue sky. The text "Grazie per l'attenzione!" is overlaid in white on the road.

Grazie per l'attenzione!



# Forget EVs. Cycling is revolutionising transport

09.10.2025

Pedal power is booming, spinning up a new culture war



# Forget EVs. Cycling is revolutionising transport

Pedal power is booming, spinning up a new culture war

## Cycling Renaissance

rapidly changing cities across the rich world, for **3 reasons**:

### 1) **Covid-19**: commuters shifted from public transport to cycling

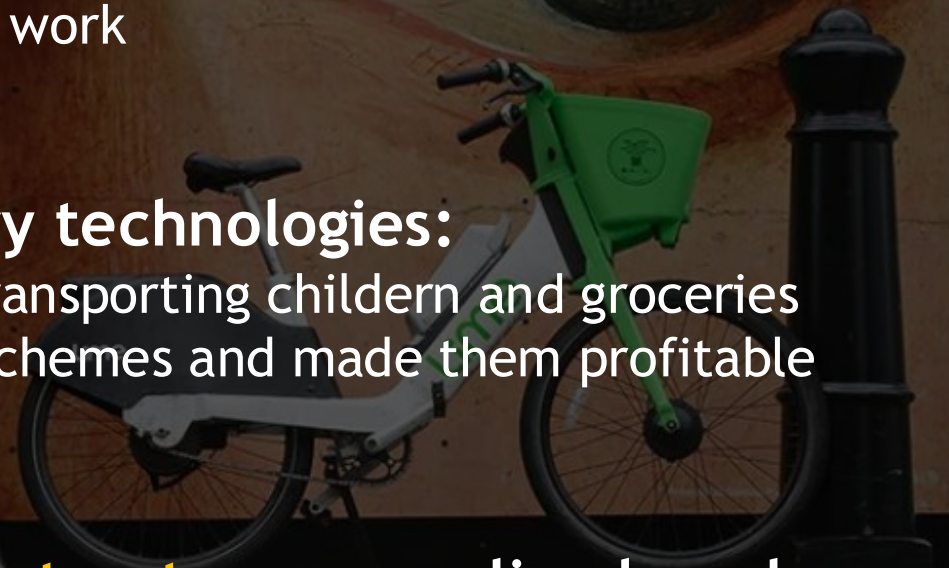
- **USA**: 18% Americans bought a bike -> +16% average bike trips per week
- **Tokyo**: +23% businessman cycled to work

### 2) Advance in **e-bike** and battery technologies:

- cheaper, more fun and easier for transporting children and groceries
- accelerated the use of bike-share schemes and made them profitable

### 3) Spread of **cycle-friendly infrastructure** -> cycling less dangerous

- urban planners / cities like infra, cheaper than subways, that reduce traffic



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- **London:** in the City (financial district) cyclists outnumber cars
- **Paris:** cyclists outnumber motorists across the whole city -> bike traffic jams, like in **Amsterdam** or **Copenhagen**!
- **Beijing:** cycling is rising again, 30 years after the city pushed it off to make way for car driving

**Bike-share**



**New York:**

**250.000 rides / 3 days**

**vs**

**robotaxi**



**San Francisco + Los Angeles + Phoenix +  
Atlanta + Austin all together:**

**250.000 rides / week**

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## Challenges

- As with any disruption, risk of **polarization** and **culture war**: pro-cycling vs pro-car driving, with cycling infra becoming hot issues in mayoral election and in politics:
  - New York** --> Mamdani does not own a car, user of CitiBike
  - Montreal** --> bike lanes <2% of road space (80% cars, pedestrians 18%) but Ferrada promised to stop and remove
  - Trump** ----> ordered Dpt of Transportation to cancel all federal funding to cities intended to reduce fossil-fuel use
- **E-bikes** are heavier, faster than traditional bikes, often ridden by novices: more and worse accidents..
- **Rise of illegal fast e-bikes**, favourites of food-delivery riders, poisoning the boom

**These challenges will slow readoption of cycling as transport.**