



# Using EU funding to improve cycling safety

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EUROPEAN  
CYCLING  
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# Cycling Counts: EU27 cycle network in 2025

**342,931 KM**  
**DEDICATED**  
**CYCLE NETWORK**

**5.8%**

**974,320 KM**  
**EXTENDED**  
**CYCLE NETWORK**

**16.4%**



**259,317 KM**  
**CITIES**



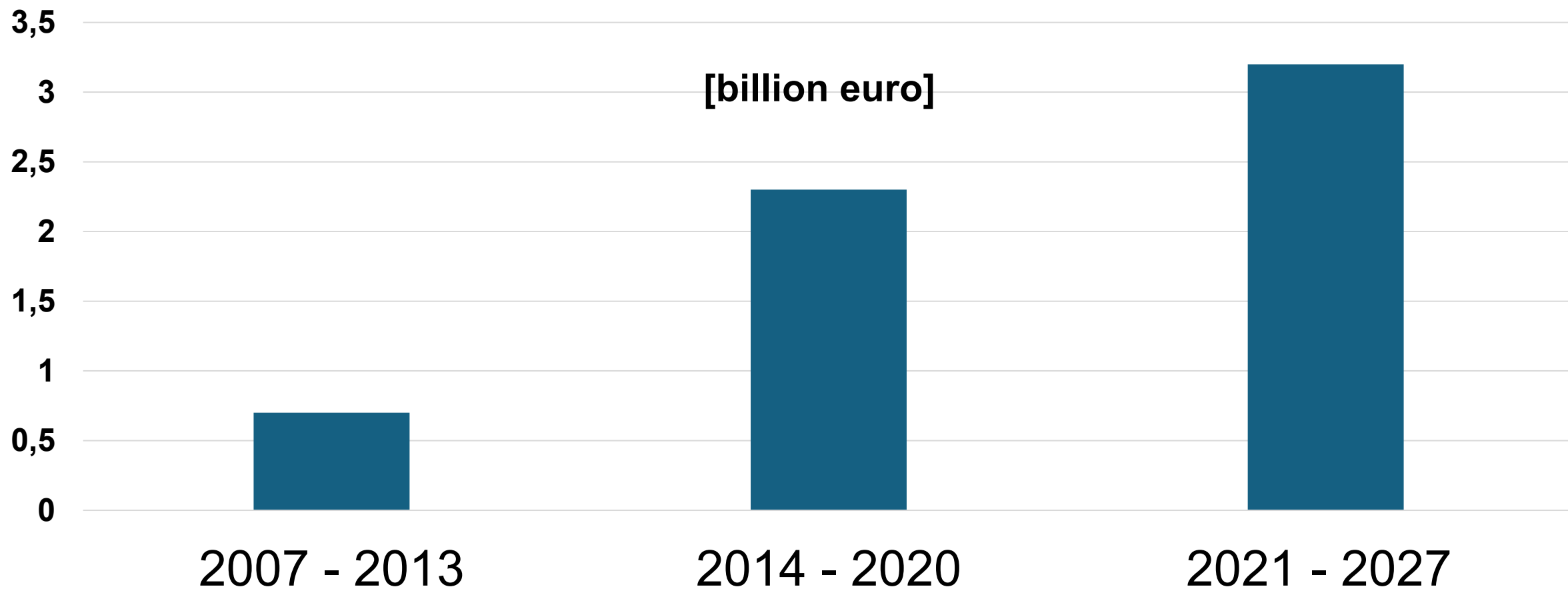
**410,193 KM**  
**TOWNS AND SUBURBS**



**304,409 KM**  
**RURAL**





**5,926,419 KM**  
**ROAD NETWORK**



# Upcoming: interactive map of EU-funded cycling projects

COUNTRY: All Countries  
FUNDING PERIOD: All Periods  
CO-FINANCING RATE: Any Rate  
INTERVENTION FIELD: All Interventions  
FUND: All Funds  
PROGRAMME: All Programmes  
CYCLING SCORE: Any Score  
Reset Filters



March 2026

## Assessing Cycling Investments in EU Structural Funds

A Quantitative and Qualitative Analysis of 090, 043 and 083 Coded Interventions

The complex block features the ECF (European Cyclists' Federation) logo in the top right corner. Below it is a photograph of a person riding a bicycle on a paved path. A blue circular sign with a white bicycle icon is visible in the background, enclosed in a red rectangular box. A yellow rectangular box highlights the cyclist, and a cyan rectangular box highlights a section of the path. A large green circle is positioned to the right of the photo. Below the photo, the text 'March 2026' is displayed in an orange box. The main title 'Assessing Cycling Investments in EU Structural Funds' is in large white font, followed by the subtitle 'A Quantitative and Qualitative Analysis of 090, 043 and 083 Coded Interventions' in smaller white font.

# What difference will the EU funding make?

## Baseline 2025:

- **83.6%** of the road network is unsafe for cycling

## If everything goes well:

- EU funding 2021-2027 will make another **0.2%** safe
- **83.4%** of the road network will still be unsafe
- **0.2%** change in infrastructure will not halve road deaths



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## EU funding can provide:

- **Backbone for national or regional cycle networks**
- **Benchmarks / inspiration**





- **4 cycle routes, 800 km**
  - **350 km** new cycle tracks built
  - Including a **785 m** cross-border bridge

• Budget: **€58 million**

- EU funding: **€48 million**

-> Building a regional cycling network in Poland's West Pomerania region



- A few selected routes -> backbone
- Low-hanging fruits: major rivers, railways
- Connection to rail network
- Implementation by the regional administration
  - Capacity
  - Coherent routes
  - Economy of scale
  - Quality assurance



- Polish regions: West Pomerania and Małopolska
- Flanders: cycle highways (bridges, tunnels)
- France: EuroVelo and national cycle route network
- Cities and towns: Poznań, Szombathely, Tarnowskie Góry...
- Other:  
-> Using EU funds to promote cycling:  
Lessons learned from good practice examples



# „Integrated” Territorial Investments vs big infrastructure projects



# Integrating cycling in big infrastructure projects



## New TEN-T guidelines 2024:

- Active modes as one of TEN-T objectives
- Efficient and resilient network: taking into account synergies with cycling infrastructure
- Active modes in TEN-T general priorities
- Additional priorities for railways, inland waterways and roads

-> From TEN-T regulation to practical implementation



### Integrating cycling in the trans-European transport network

From TEN-T regulation to practical implementation



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## Current levels of funding:

- 3+ billion EUR in MFF 2021-2027
- Enough to make 0.2% of the EU road network safe for cycling
- We need larger scale investments (EU / national)

## Best practices:

- Backbone for national or regional cycle network
- Benchmark / inspiration
- Integrating cycling in big infrastructure projects
  - road, rail, inland waterways, ports, airports, flood protection, metro/tram, housing...