

# European Certification Standard update

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# Content of webinar

- Changes in the European Certification Systems
- Updates in the app
- Clarification of common interpretation issues



# Introduction

Overview of the process and changes in the European Certification System



EuroVelo route



Route survey/evaluation



Action Plan



Certification

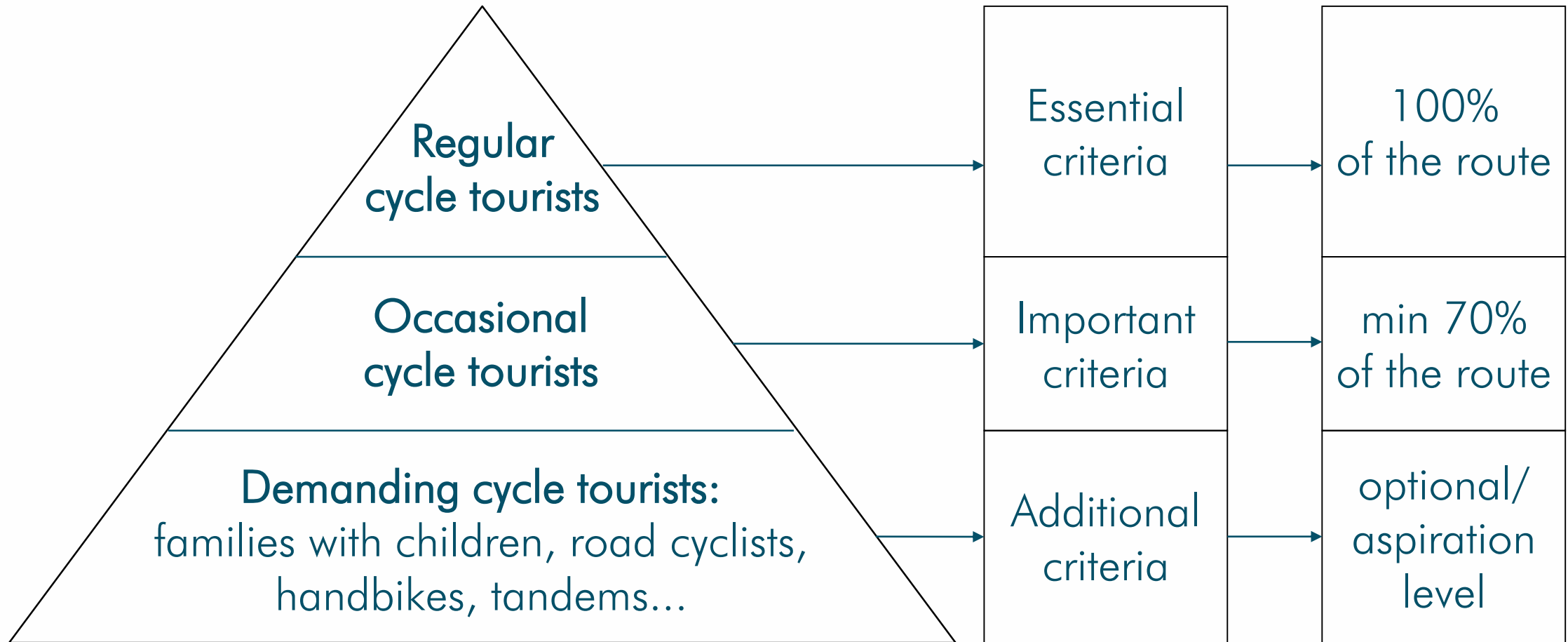


Certified EV route

- Attractive corridor with a strong theme
- Identify strong and weak points of the route
- Plan and prioritise actions to ensure consistent quality
- Verify the results of implemented actions
- High quality tourism product



# Target groups vs criteria



# ECS update

Based on:

- Experiences of EV5, EV8, EV10 projects
- More than 6000 km of routes surveyed by 21 project partners
- Feedback, questions, comments from:
  - route inspectors doing the field work
  - project partners working on the development of action plans



# ECS update

We want to give a clear image:

- For partners working on the development of EuroVelo routes
  - what needs to be done
- For cycle tourists
  - what standard can they expect on EuroVelo routes



# Key changes – definitions

- Clear distinction of **route survey** and **certification**
- Removal of the transnational requirement for certification and lowering min. length from 1000 to **300 km**
- Regular/occasional/demanding cyclists → Regular/occasional/demanding **cycle tourists**





# Key changes – scoring

- **Scoring system becomes optional**
- Specific qualities (e.g. surface, traffic, attractiveness) can still be quantified to monitor route development or comparisons
- Generic statements like *“X will be evaluated more positively”* have been specified as new criteria on different levels



# Key changes – criteria

- More detailed requirements for traffic speed and volume
  - Traffic speed/volume table instead of simple thresholds
- Clarification of many interpretation issues, e.g.
  - Obligation to dismount vs route continuity
  - Island hopping/coastal routes vs public transport contingency



# Continuity

Physical and legal disruptions



# Continuity – criteria

- **ESSENTIAL CRITERION:** The route should not contain any physical disruptions that make it impossible **to travel on**. All natural (river, cliff etc.) or artificial (railway, motorway etc.) barriers should be crossed with adequate cycling infrastructure (bridge, ferry, subway etc.). Furthermore, there should be no legal disruptions (i.e. sections where **crossing with bikes** or generally entering is forbidden or subject to permissions being granted).
- **IMPORTANT CRITERION:** If there are stairs on the route (e.g. to access a bridge), they must have a gentle incline and be equipped with ramps or channels.
- **ADDITIONAL CRITERION:** The route shall be free of any disruptions (e.g. stairs, steps, gates or chicanes) that would make it impossible to ride for more “demanding” groups of cyclists (e.g. families with trailers, people with reduced mobility etc.). **Cyclists should not be required to dismount.**



Multiple steps - easy



Dismount (up to 200 m) / Entry by bike prohibited (> 200 m)



# Continuity – app

- Legal continuity divided into
  - Forbidden – because of motorways, borders, military areas etc.
  - Dismount – e.g. on pedestrian crossing, short bridge etc. – up to 200 m
- Steps divided into
  - easy – up to 25% incline, with wide ramp or channel and space for panniers (average user is able to push a loaded bike)
  - difficult – other
- Clearance threshold for poles, chicanes etc. – min. 1.3 m, straight line



Minimum 1.3 m clearance in straight line





Additional criterion: think about continuity for tandems, trailers, handbikes etc.



# Route components

Different types of infrastructure



# Route components

- **ESSENTIAL CRITERION:** The route should not contain **any** sections with very high traffic. No more than 50% of the length of a daily section should be classified as featuring high traffic.
- **IMPORTANT CRITERION:** The route should not contain **any** sections with high traffic. **No more than 50% of the length of a daily section should be classified as featuring moderate traffic.** The route should not include any crossings classified as very dangerous.
- **ADDITIONAL:** The route should not contain any minor segments with moderate traffic. **No more than 50% of the length of a daily section should be classified as featuring low traffic.** The route should not include any crossings classified as dangerous.



# Cycle path (left) vs cycle lane (right)



# Greenway





Agric./forest/water management road

# ~~Bridges/Subways/Tunnels...~~ Cycle and pedestrian path



# Traffic volume

- On the route component itself:
  - Public road
  - Painted cycle lane
  - Cycle street / Home zone
  - Agricultural / forestry / water management road





# Traffic volume

- On adjacent road
  - Cycle path
  - Cycle and pedestrian path
- Nowhere
  - Greenway



Where to count traffic volume/speed?

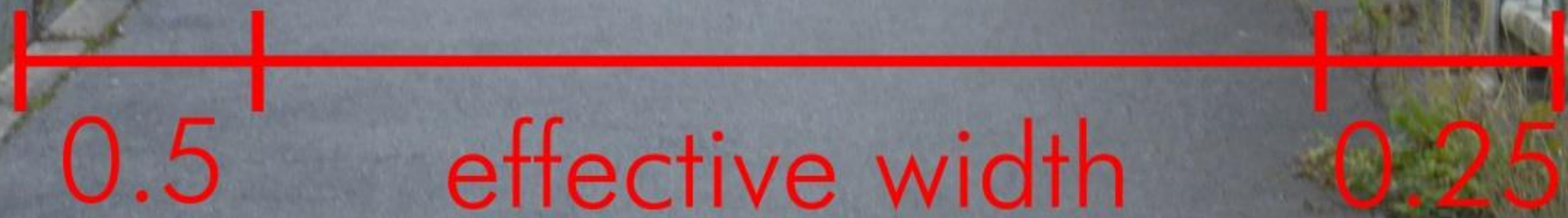


# “Effective” width

- A line of bollards, barrier, fence etc. in the surface or on the edge of it – treat 0.25 m from the barrier location as not rideable
- Segregated cycling paths directly next to the carriageway (no buffer zone in between) – treat 0.5 m from the carriageway edge as not rideable (buffer zone needed from passing cars)
- Cycle lanes next to parked cars – treat 0.5 m from parking places as not rideable (buffer zone needed for opening doors)
- Damaged or overgrown edge of surface



# Effective width - two way cycle path



# Effective width – cycle lane vs parked cars



0.5 effective width

# Route components – public roads

	1-30Km/h	31 to 50Km/h	51 to 79Km/h	80+Km/h
1-500 units/day	very low traffic	very low traffic	very low traffic	low traffic
501-2.000 units/day	very low traffic	low traffic	low traffic	moderate traffic
2.001-4.000 units/day	low traffic	moderate traffic	moderate traffic	high traffic
4.001-10.000 units/day	moderate traffic	high traffic	high traffic	very high traffic
>10.000 units/day	moderate traffic	very high traffic	very high traffic	very high traffic



# Painted cycle lanes

	1-30Km/h	31 to 50Km/h	51 to 79Km/h	80+Km/h
Minimum width	1.5 m	1.5 m	2.0 m	2.0 m
1-500 units/day	very low traffic	very low traffic	very low traffic	low traffic
501-2.000 units/day	very low traffic	very low traffic	very low traffic	low traffic
2.001-4.000 units/day	very low traffic	very low traffic	low traffic	moderate traffic
4.001-10.000 units/day	very low traffic	low traffic	moderate traffic	high traffic
>10.000 units/day	low traffic	moderate traffic	high traffic	very high traffic



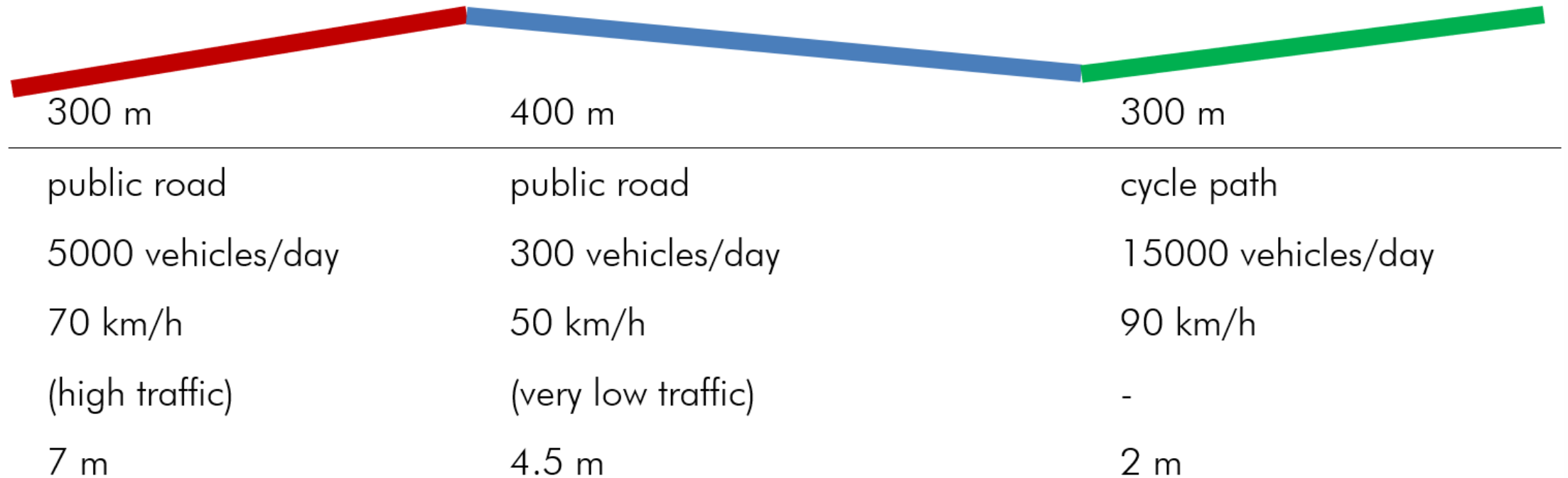
# Changes in minor section

- Pick “worst” 200 m
- Take type, width, traffic volume and speed from the same place
- Take surface material and quality from the same place





# What is the “worst”?



# Crossings

Safe, dangerous, very dangerous



# Generally safe

- Raised crossings, speed cushions for cars
- Single lane roundabouts
- (Most) traffic lights
- Single lane in each direction with wide traffic island in between
- Carriageway narrowed to single lane at crossing location
- Very low traffic volumes

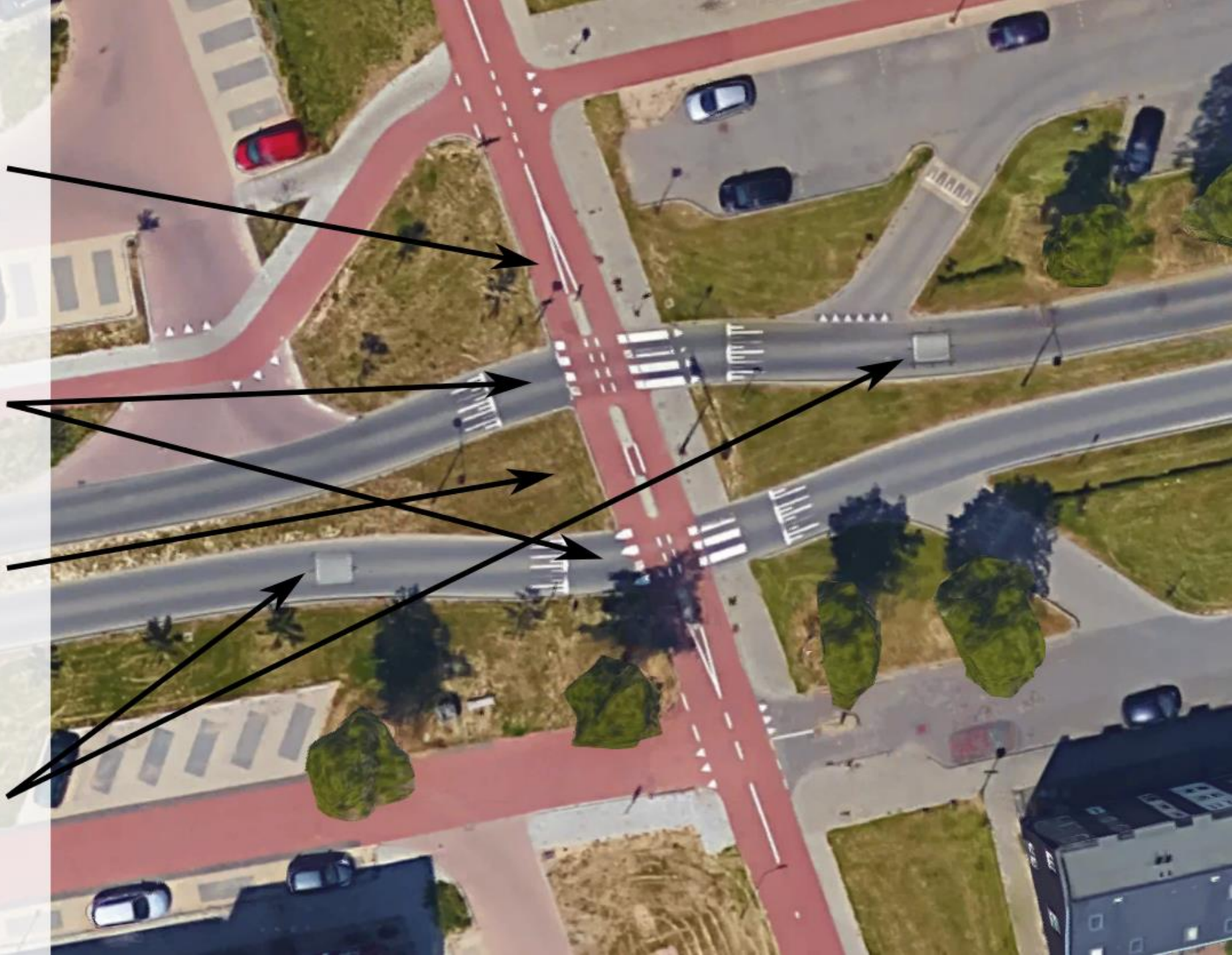


continuity of  
cycle path  
surfacing  
and colour

raised crossing -  
vertical deflection

wide refuge island -  
horizontal deflection

additional  
speed cushions  
20 m before  
the crossing



# High risk factors

- Limited visibility (by fences, walls, shrubbery, billboards, curves...)
- Left (in right-hand traffic) turns on busy roads with no hook turn possible
- HGV turning right (in right-hand traffic) across cycle lane/path
- Overtaking possible on crossing (2x2 and wider road between junctions)
- Roundabouts with multiple lanes on exits
- Traffic lights with significant conflicts (e.g. with turning cars)
- Long crossings (> 10 m) with no traffic island or lights
- Lack of necessary signing for drivers



Dangerous: limited visibility, island too small



Very dangerous: 4 lanes roundabout, both high speed and risk of accident



# Surface

Material vs quality





# Surface

- **ESSENTIAL CRITERION:** The surface should be suitable for use by cyclists with any type of trekking or touring bike in normal weather conditions during the local cycling season. It should be smooth and solid enough to ride, so it should either be asphalted or paved with another resistant material. In exceptional circumstances, loose material may be used but must be consolidated.
- **IMPORTANT CRITERION:** At least 50% of any daily section of the route should be as rideable as good asphalted surface.
- **ADDITIONAL CRITERION:** The surface should be as rideable as high-quality asphalt. **The width should allow smooth traffic of multitrack bicycles (bikes with two-wheeled trailers, hand bikes etc.) in both directions.**



## Surface material

High quality watertight (eg asphalted)

Stabilised gravel

Low quality watertight (eg Cobbles)

Non-stabilized dirt

## Surface quality

Perfectly rideable

Badly rideable

Well rideable

Not rideable (note distance)

Moderately rideable

Next



Surface material vs quality

# Materials

- High quality watertight → Asphalt/concrete
- Low quality watertight → Blocks/slabs/cobbles
- Stabilised gravel
- Non stabilised dirt → Gravel/dirt



# Quality

- perfectly rideable (road/racing bike)
- well rideable (city/touring bike)
- moderately rideable (trekking bike)
- badly rideable (mountain bike)
- not rideable (fat/trial bike etc.)



Asphalt/concrete, perfectly rideable



Blocks/slabs, moderately rideable (cycle lane), badly rideable (rest)



Blocks/slabs, well rideable



Stabilised gravel, well rideable





Gravel/dirt, badly rideable



# Gradients

How steep is it?



# Gradients

- **ESSENTIAL CRITERION:** The cumulative elevation gain or loss on a daily section does not exceed 1000 m.
- **IMPORTANT CRITERION:** The cumulative elevation gain or loss on a daily section does not exceed 500 m.
- **ADDITIONAL CRITERION:** The cumulative elevation change (gain plus loss) on any minor section (1 km) of the route does not exceed 60 m.  
There are no slopes that are too steep to ride for the target groups.



# Gradients

- Not evaluated via the app
- Register GPS track separately (and clean up)
- Good vertical accuracy required



# Attractiveness

Area/landscape, attractions, environmental and social challenges



# Attractiveness

- **ESSENTIAL CRITERION:** There is at least one significant cultural or natural attraction on a daily section. This criterion can also be fulfilled by highly attractive landscapes.
- **IMPORTANT CRITERION:** No more than 25% of a daily section should expose cyclists to noise, dust, odour or other environmental pollution. There is at least one attraction related to the main theme or subtheme of the route on a daily section.
- **ADDITIONAL CRITERION:** No more than 50% of a daily section should lead through a monotonous surrounding. The route should be free of social-safety challenges, e.g. fear of crime in urban areas or dangerous situations caused by animals.



Landscape/area: attractive



Landscape/area: monotonous/unattractive





Landscape/area: highly attractive



Crime infected / wild dogs



# Noise / dust / smell



# Signing

Conformity with standards, content of signs



# Signing

- **ESSENTIAL CRITERION:** The route should be signed in line with the relevant national standards (if they exist) and the EuroVelo guidelines (always).
- **IMPORTANT CRITERION:** No signing is missing at main junctions. The signing makes it possible to follow the route by night with standard bicycle lighting (e.g. signs are retroreflective).
- **ADDITIONAL CRITERION:** Confirmation signs or horizontal markings are available after every junction and on long sections without junctions (at least every 5 km). The signs include the name of and distance to the next main town or destination at least every 15 km.



EuroVelo logo integrated / Content: direction confirmation



EuroVelo logo integrated / Content: next main town + distances



This is not a confirmation sign!





# Public transport

Getting to/from the route



# Public transport

- **ESSENTIAL CRITERION:** Carrying bikes on public transport to access the route is legally and physically possible at least every 150 km. **There should be at least two reliable services a day during the local cycle tourism season each carrying a minimum of two assembled touring or trekking bikes.**
- **IMPORTANT CRITERION:** Carrying bikes on public transport to access the route is legally and physically possible at least every 75 km. **There should be at least six reliable services a day during the local cycle tourism season each carrying a minimum of four assembled touring or trekking bikes.**



# Public transport

- ADDITIONAL CRITERION: Carrying **special bikes (trailers, tandems, hand bikes)** on public transport to access the route is legally and physically possible at least every 75 km. There should be at least six reliable services a day during the local cycle tourism season carrying a minimum of four assembled bikes. **It is possible to reserve a space for bikes in advance.**
- **The accessibility of public transport stops and stations considered for the above criteria should meet the continuity criteria on the respective level (e.g. if a train station is considered for the additional criterion, platforms should be accessible by ramps or lifts, not only stairs).**



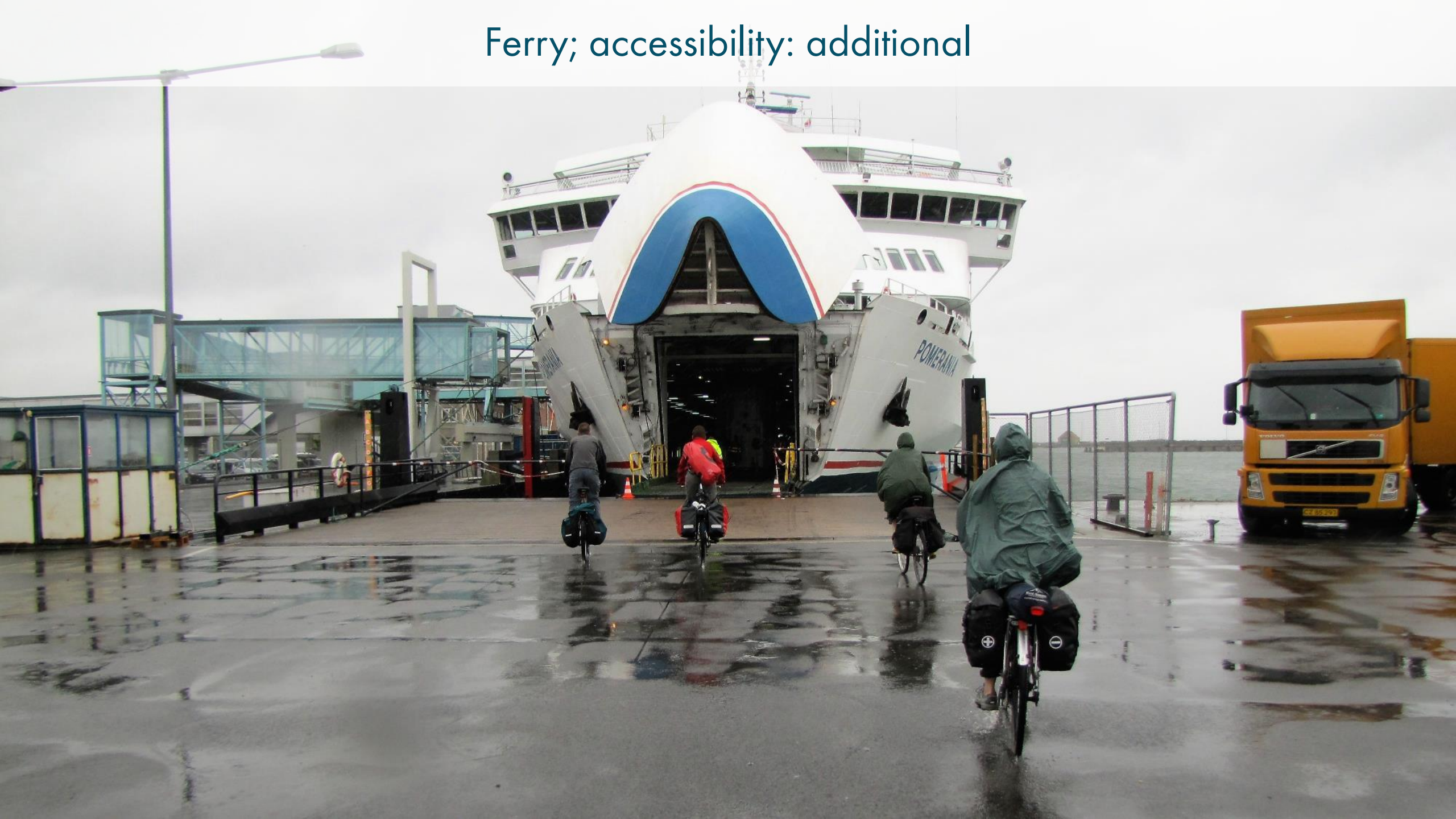
Train station; accessibility: essential only



Bus station; accessibility: important



Ferry; accessibility: additional



# Route evaluation report

- Number of connections
- Main destinations
- Capacity
- Restrictions on type of bikes
- Accessibility of stop/station



# Alternative itineraries

Different target groups covered by additional criteria





# Alternative itineraries

- The needs of different target groups covered by the additional criteria can be addressed by alternative itineraries (e.g. one route variant for road cyclists and another for families with children). All variants should meet the essential and important criteria and the difference should be clearly communicated.



# Alternative itineraries example



# Services

Accommodation, food, bike services



# Accommodation

- **ESSENTIAL CRITERION:** Each daily section should have at least basic **or average standard accommodation** (simple hotel, home stay, camping etc.).
- **IMPORTANT CRITERION:** The range of standards on a daily section is not limited to very basic only.
- **ADDITIONAL CRITERION:** At least some accommodation is certified as cyclist-friendly.



# Food

- **ESSENTIAL CRITERION:** Food (e.g. shop, café, restaurant, vending machine) and drinking water on every daily section.
- **ADDITIONAL CRITERION:** Food or rest areas available every 15 km. Drinking water available every 15 km.



# Bike services

- ESSENTIAL CRITERION: Bike repair workshop, bike shop, **vending machine with spare parts** or self-service station on every daily section.
- IMPORTANT CRITERION: Bike repair workshop **or helpline** on every daily section.
- ADDITIONAL CRITERION: Bike repair workshop and pedelec charging stations on every daily section.



# Bookable offers

- **IMPORTANT CRITERION:** Each daily section is included in at least one cycling-holiday offer.



# What else?

New edition of short manual, long manual, annexes with examples





Check long manual and annexes for more examples!

[> European Certification Standard](#)

[> Overview Route Database](#)

[> New Routes](#)

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This project is co-financed  
by the European Union  
under the preparatory action  
"Sustainable Tourism".



You are here: EuroVelo > Routes > European Certification Standard

## European Certification Standard



The **European Certification Standard (ECS)** is used to certify EuroVelo Routes. Furthermore, the ECS also serves as quality assessment tool for national or regional routes. It can help to set up national standards where they do not exist and harmonise the different regulations in the European states.

Official ECS Route Inspectors have participated in the mandatory **European Certification Standard training** and successfully passed the Route Inspector test.

The list below contains the contact details of the Official European Route Inspectors.



Please also have a look at the **annexes to the ECS**. These annexes provide many helpful examples:

**Annex 1 to ECS: Continuity**



# Changes to come

- A new integrated IT solution
  - [ecfapp.com](http://ecfapp.com) is slowly becoming obsolete
- Clean-up and update of the app
- Feedback is welcome
- Next webinar: September

