AtlanticOnBike Project extension, WP3

Transnational **Route Evaluation Report** and **Action Plan**

EuroVelo 1 – Atlantic Coast Route

Written by **European Cyclists' Federation** based on inputs from the **project partners**

June **2023**

www.**eurovelo**.com

Contents

1. Background

This Transnational Route Evaluation Report and Action Plan is part of the AtlanticOnBike project extension application form, Work Package 3 (Capitalisation), Action 3: “Elaboration of sustainable territorial strategies and action plans”.

WP3 is coordinated by the European Cyclists' Federation (ECF) based on the European Certification Standard (ECS) methodology (developed and tested in numerous former EU projects) and other methodologies used at national level by project partners.

ECF coordinates the EuroVelo network, which is a growing network of 17 long-distance cycle routes connecting and uniting the whole European continent, totalling more than 90,000 km. For more information on the entire network, see www.EuroVelo.com.

1.1 Mission of the project

The purpose of the AtlanticOnBike project extension is to build upon the achievements of the original AtlanticOnBike project, developing integral tools and ensuring a common identity for the route.

In general, the AtlanticOnBike project aims to enhance natural and cultural assets of the EuroVelo 1 – Atlantic Coast Route to stimulate economic development. EuroVelo 1 should become a unique cycle-tourism destination driving green growth. Among others, this affects the following fields:

- Development and promotion of enterprises specialised in providing services contributing to the low carbon economy
- Clean urban transport
- Multimodal transport
- Environmental measures aimed at reducing and / or avoiding greenhouse gas emissions
- Cycle tracks and footpaths
- Development and promotion of the tourism potential of natural areas
- Protection, development and promotion of public tourism assets
- Development and promotion of public tourism services
- Protection, development and promotion of public cultural and heritage assets
- Development and promotion of public cultural and heritage services
- Local employment initiatives
- Self-employment, entrepreneurship and business creation
- Enhancing access to affordable, sustainable and high-quality services

The cycle tourism market is strongly growing, as was shown by studies realised in Scotland, Ireland, France, Germany and by ECF. AtlanticOnBike, and the EuroVelo 1 partnership created by ECF at the end of the project, aim to create a new and competitive touristic offer, allowing to leverage the economic potential of this market along the Atlantic Coast.

Putting sustainable mobility at the heart of the project, AtlanticOnBike promotes the cooperation between local stakeholders to develop a joint touristic economy based on the diversity of the natural and cultural heritage that embodies the identity of the Atlantic area.

1.2 Report's objectives

This document builds upon the first version of the Transnational Route Evaluation Report and Action Plan, published in December 2020 in the frame of the original AtlanticOnBike project. It aims to form a basis for lobbying for more investments on the route and clarify where the priorities for new measures should be put. It is meant as an orientation for route developments and priority measures to be implemented by 2030.

The first part of this document highlights the progress that was made in route developments since the publication of the previous report three years ago, as well as the issues that remain to be solved. In the second part, the report aims to summarise the improvements that are planned in the Atlantic Coast Route countries, and to suggest further recommendations, especially at transnational level. The report also highlights some success stories of impressive achievements that took place since the original AtlanticOnBike project, showcasing its success, as well as good practices on resolving critical issues, that could be transferred to other regions or territories.

The actions to improve the route listed in this document will benefit national, regional and local authorities, service providers and, ultimately, cycle tourists. Taking a transnational approach will enable common challenges (e.g. lack of route infrastructure and continuity, difficult access to the route by land transport, weak branding and promotion) to be tackled together and best practices to be shared, thereby avoiding duplication and increasing the effectiveness and positive social, economic and environmental impacts.

1.3 Organisation and sources of data

A great achievement of the AtlanticOnBike project extension is that it brought together partners from all countries along EuroVelo 1 – Atlantic Coast Route, allowing to work and produces deliverables concerning the entire route. The AtlanticOnBike extension partnership is also more logical than in the original project: project partners are the National EuroVelo Coordination Centres, except in the case of France, where La Vélodyssée was best placed to join the project, together with the Department of Pyrénées-Atlantiques. All project partners can be found on the project webpage.

Looking back to the original AtlanticOnBike project in which partners from only 4 countries were involved in the survey-related activities (Portugal, Spain, France, Ireland), covering 46% of the route length (5,200 km), in the AtlanticOnBike project extension, the entire 11,000-km route is covered by the 6 partners.

As a result, this report has a wider scope than the original Transnational Route Evaluation Report and Action Plan. It contains data about the whole EuroVelo 1 – Atlantic Coast Route, which makes its conclusions stronger and more effective for conducting lobby work. On the other hand, the presence of new partners, who did not participate in the original AtlanticOnBike project activities and route survey, resulted in a wider diversity of data sources and methodologies used, making it more difficult to obtain comprehensive conclusions and action plans covering the whole route with the same level of details.

Portugal was the only country to conduct a route survey using the ECS application in the frame of the AtlanticOnBike project extension. In other countries where a route survey had been conducted between 2017 and 2019, the route defects were updated based on simplified route surveys and monitoring of the action plan, and in countries where no route survey had been conducted in the first project, data provided from other sources was shared with ECF.

ECF prepared this Transnational Route Evaluation Report and Action Plan based on information provided by the partners, as well as the activities led by ECF at transnational level. The short length of the AtlanticOnBike project extension limited what was possible to do with this data, as there was only a short amount of time available to analyse and convert data from various sources. As a result, this document presents an overview of the state of development of EuroVelo 1 – Atlantic Coast Route in 2023, and of the actions planned to improve

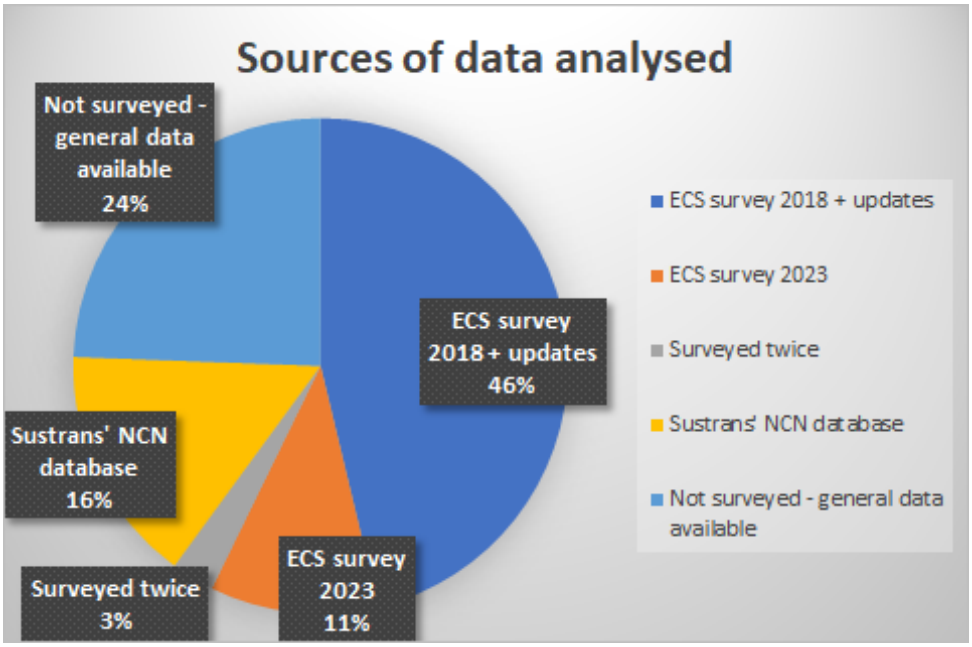
its quality. More detailed conclusions, as well as a more realistic and complete action plan, should be worked upon in the frame of the future EuroVelo 1 partnership.

More specific sources of data per country:

- **Norway**: Norwegian Public Roads Administration converted the ECS criteria for traffic volumes and speed levels into the Norwegian ones to assess the risk factor of each route section, including in the tunnels that are frequent along this route.
- **United Kingdom**: Sustrans extracted EuroVelo 1 – Atlantic Coast Route data from the National Cycle Network dataset, dating back from 2015 and regularly updated and worked on the conversion with the ECS criteria elements. In parallel, Sustrans divided EuroVelo 1 into daily sections and conducted a signage survey. Sustrans also shared information on ongoing projects from the National Cycle Network (NCN) Development Plans related to EuroVelo 1, highlighting the necessary improvements to be done on that route.
- **Ireland**: Sport Ireland reviewed the survey data of the original project and conducted a new survey focused on route signage.
- **France**: La Vélodyssée monitored the detailed national action plan realised in the frame of the original project through close cooperation with local stakeholders.
- **Spain**: ConBici conducted a general review of the route, using the SCOUT app to register any changes compared to the initial survey and prepared a national action plan focused on remaining issues.
- **Portugal**: FPCUB conducted a new survey of the entire route using the ECS application and methodology and identified critical issues. FPCUB also prepared a national action plan based on the results.

Overall, the basis for this report presents the following profile in terms of data sources:

- 6,100km surveyed with the ECS methodology, of which 900km of new survey (Portugal), and the rest corresponding to update survey data from the first project.
- 1,700km from UK's NCN route data and Network Development Plans.
- Norway: general estimates, no precise survey data.

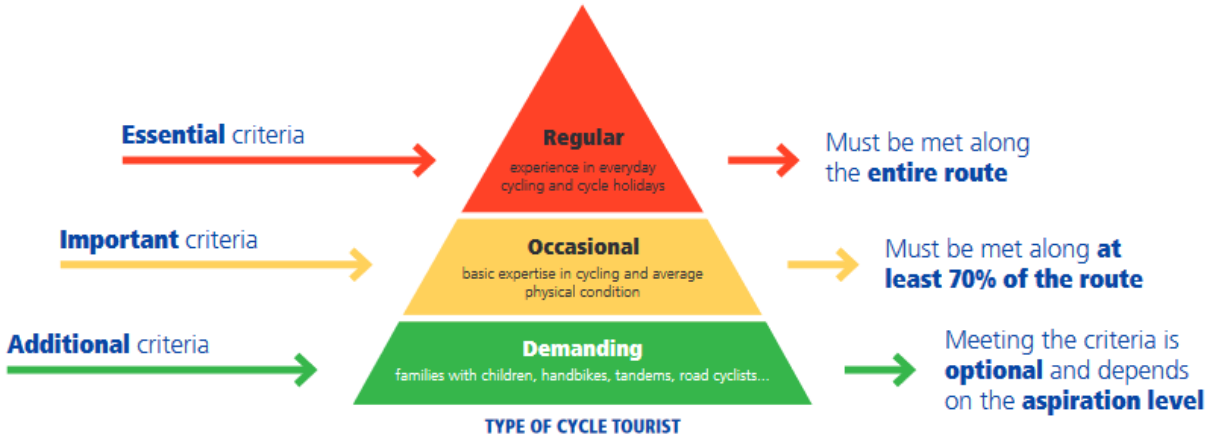


2. Brief methodological explanations

2.1 European Certification Standard (ECS) methodology for quality assessment

The European Certification Standard (ECS) methodology and its quality criteria are considered to be a common basis throughout this report, to which other survey and quality assessment methodologies can be compared.

The standard defines three different levels of criteria:



In general, critical issues correspond to defects in route infrastructure (including continuity, route components, surfaces, signposting, gradients, access to public transport), services availability and route marketing and promotion (including information boards along the route) that prevent the route sections to meet essential or important criteria.

Additional criteria are typically more difficult to meet and they constitute a 'nice to have' on long-distance cycle routes, especially on a route as diverse and adventurous as the Atlantic Coast Route. However, on sections targeting families or other specific user groups (e.g. flat coastal sections of EuroVelo 1), meeting additional criteria can be a good quality level to aim for in order to attract more visitors.

More information about the ECS methodology and all quality criteria related to infrastructure, services and promotion/marketing can be found in the manual *Quality criteria for long-distance cycle routes* and upon demand to the EuroVelo Management Team.

Regarding the use of the ECS methodology, in the original AtlanticOnBike project, 5,200 km of the route had been surveyed. In the AtlanticOnBike project extension, a new ECS survey was conducted only on the Portuguese section of the route, while former survey data was used in other countries, where available.

Let us also note that in 2021, the ECS methodology and app were updated. Since the surveys conducted in the frame of the original project had been done following the former methodology, an import module was developed on the EuroVelo backend in the frame of the AtlanticOnBike project extension, which allows to integrate former ECS survey data when converted to the new format, as well as survey data collected using other methodologies than the ECS (i.e. Sustrans data on the NCN).

However, the short length of this project extension did not leave enough time for further analysis of imported data, and to include comparisons of data from different years in this report. This work should be conducted in the frame of the future EuroVelo 1 partnership.

2.2 Complementary survey methods

2.2.1 Route data and signs survey conducted in the UK

A series of route audits have been carried out on the National Cycle Network in the UK.

The first full audit of the 16,000 miles Network was carried out by a team of 12 paid surveyors in 2015/16 and information was collected on path widths, surface type and quality, barriers and restrictions, street lighting, sub-standard crossings, traffic safety as well as signage on the routes.

The results of the audit were used to score each section of the Network, including both traffic free and on-road sections, and this scoring forms the basis of the Network development and improvement plans now being implemented - see section 3.3.2 below.

Subsequent audits have been carried out that focus on specific issues including a full audit of all barriers and restrictions that impact on the accessibility of the Network in 2022-23. This audit was carried out primarily by over 200 Sustrans volunteers and staff with training and guidance from central teams. Over 5,100 miles were audited and 21,700 restrictions recorded and analysed.

More detailed signage audits have been completed in 2022 and 2023 including a full wayfinding of EuroVelo 1 in the UK (1,064 miles) with the audit carried out by a team of 9 paid surveyors recruited and trained specifically for the task.

The results of the EV1 survey have been used to design and implement signage schedules for some sections of the route in Scotland, Northern Ireland, Wales and England.

2.2.2 Survey data update conducted in Ireland

Following the confirmation from all Irish counties that EuroVelo 1 was completely signposted in March 2022, a route evaluation was conducted by 3 inspectors in April and May 2022 in the frame of the AtlanticOnBike project extension, focusing on signposting.

The method for surveying was to follow the route using only the directional signposting. When arriving at a junction where there is more than one possible direction, inspectors manually recorded information on the problematic and missing signs. They verified that each necessary sign:

- Was present;
- Was clearly visible to the approaching cyclist;
- Was pointing in the correct direction.

Where they were observed, other issues, related to road surface and speed, were also collected during the inspection.

Following this survey, work was continued by the counties until Spring 2023, under the coordination of the Irish partner, to solve the signposting issues identified and install the missing signs.

The data used in this document is the latest update from May 2023, following the photographic evidence provided by the counties that the missing signs were added. The survey spreadsheet from the original AtlanticOnBike project has been updated to integrate the new data and will continue to be used as a basis to integrate route improvements.

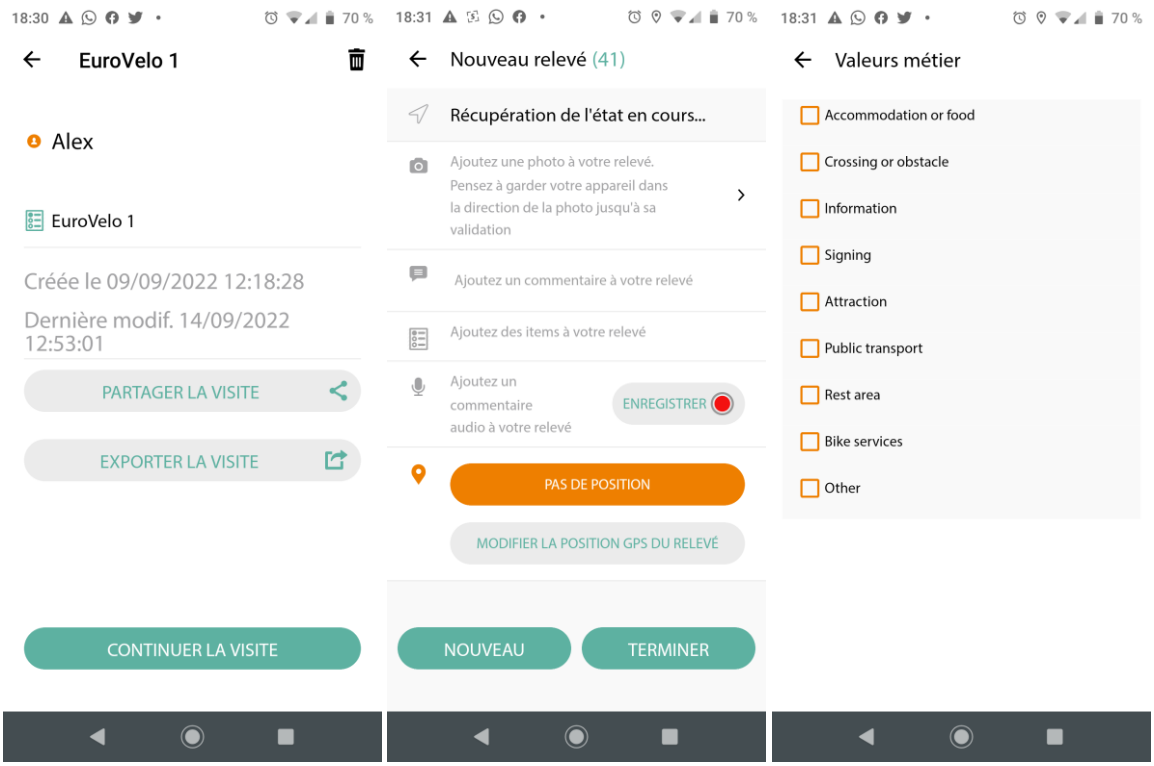
2.2.3 Survey application used in Spain: SCOUT

Spanish partner ConBici used the French app SCOUT, from the Cerema, for surveying the route and assessing the realisation of the actions planned in the original AtlanticOnBike project. Cerema (Centre for Studies on Risks, Environment, Mobility and Urban Planning) is a public institution dedicated to supporting public policies, under the supervision of the ministry for ecological transition and regional cohesion.

SCOUT (Universal Field Collection System) aims to assist technicians during inspection visits or data collection in the field. It allows to gather survey data with photos, audio commentary, text and geolocation.

The main functions of the application are:

- Geolocated photos
- Recording of audio and text comments
- Recording the route taken
- Automatic aggregation of observations relating to the same survey (e.g. photo and audio description)
- Import of data collected in the field
- Modification of all information and possibility of adding external sources
- Generation of a pre-populated report
- Data export



Screenshots from the SCOUT app

The list of items used during the evaluation was based on the ECS data model. Tracking the critical issues identified during the initial project, the following categories of "events" were registered during the survey:

- Accommodation or food
- Crossing or obstacle
- Signing
- Information
- Attraction
- Public transport

- Rest area
- Bike services
- Surface
- Others

2.3 Methodologies for action planning

2.3.1 General action plan framework

When discussing “actions”, this report refers to planned measures for quality improvement aiming to reach the ECS or other comparable national quality standards. Identifying strengths and weaknesses of a route assessing its quality levels based on such national or international standards can be used to motivate decision-makers to invest in solutions to the identified problems and/or to promote the route. The collected data refers to the route’s infrastructure, services, marketing and organisation.

The data collected by the project partners on route improvements stems from the relevant stakeholders, including national, regional and local authorities, NGOs, etc. along the Atlantic Coast Route. The actions were categorised according to the following time horizons:

- Short term: 2023-2024
- Medium term: 2025-2026
- Long term: 2027-2030

The short- and medium-term actions usually have a higher priority.

2.3.2 Network Development Plans for UK’s National Cycle Network[1]

In the specific case of the United Kingdom, actions are planned based on the structure of the NCN. Sustrans undertook an analysis of the NCN development plans in order to extract the planned actions corresponding to EuroVelo 1 quality improvements or itinerary realignments, and these actions form the basis of this document’s conclusions regarding the UK.

This work is in line with the commitments included in Sustrans’ Paths for Everyone report: “By 2023 we will have developed detailed Network development plans for each region and nation that specify improvements for every section of the Network that will need to be upgraded to achieve the vision. We will work in conjunction with stakeholders, users and local communities to do this.”

The background for this work is the NCN review that identified poor and very poor sections of the Network, and Sustrans’ commitment to make the Network 100% traffic-free or quiet-way roads by 2040. The main focus is on moving the “very poor” sections to “good” or very good”, but also addressing all the “good” on-road sections and the “good” traffic-free sections where surfaces are very poor. As part of this improvement process, Sustrans committed to removing or redesigning all barriers to continuous travel and ensuring that the routes can be followed without a map or smartphone.

In terms of methodology, the Network Development Plans are being created in 3 stages:

- Stage 1: Strategic overview of the Network, in order to assess if existing routes serve the main population centres, if there are any historic “proposed routes” to revive and if some routes are superfluous or should be re-aligned.
- Stage 2: High-level solution planning, comprising, for each problematic section, an identification of the issue and a proposition of solution, possibly including short term improvements to existing alignments alongside a longer-term plan to re-align the route.

[1] These methodological explanations were taken from Sustrans’ Path for Everyone Programme’s Guidance Notes 7 and 14.

- Stage 3: Detailed planning for projects “in delivery” i.e. with external funding for design and construction, and for completed projects – these can be funded projects that Sustrans is managing, or an improvement to the Network undertaken by a partner.

For the writing of this document, actions corresponding to sections of EuroVelo 1 were used, extracted from the results of Stage 2 and focusing on poor and very poor sections of the Network, for which solutions were identified using local knowledge and StreetView. Improvements to barriers and signing were treated separately.

The actions proposed in each case were classified by Sustrans according to a list of 21 possible project characteristics, which connect in the following way to the NCN review categories (i.e. 7 main action types):

NCN Review	Project Characteristics	Comments
A1 - Road character changed to create a quiet-way route	● On Road to Quietway ● Traffic Speed Reduction ● Traffic Volume Reduction ● Traffic Safety Improvements	
A2 - On road to traffic-free within/beside the highway	● On Road to Traffic free	Within highway boundary only
A3 - On road re-routed to an alternative traffic-free route	● Realignment Project - Quietway ● Realignment Project - Traffic free ● Realignment Project - Undefined	Anything outside the highway, including field edge paths. Quietways may be needed to fill gaps in routes
B4 - Improve quality of route (surface, signage, width)	● Improve path alignment ● Lighting Improvements ● Path Widening ● Signage Improvements ● Social Safety Improvements ● Surface Improvements	
B5 - Existing traffic-free route - improve road crossings	● Crossing or Junction Improvement	
B6 - Existing traffic-free route – accessibility improvements	● Accessibility Improvements	
C - Complete gaps in routes and/or add new routes	● Bridge ● New Route Section - Quietway ● New Route Section - Traffic free ● New Route Section – Undefined ● Tunnel	

2.3.3 Monitoring of AtlanticOnBike Action Plans in Spain and France

Spanish and French project partners have built on the action plans realised on the basis of the ECS surveys from the original AtlanticOnBike project.

In Spain, the evaluation conducted in 2022 and 2023 allowed to assess the progress made in implemented the various actions, but no regular monitoring of the action plan had been done between the two projects.

In France, the action plan from the original AtlanticOnBike project became a working document for a close monitoring of the route improvements with all relevant stakeholders from the departments and localities along

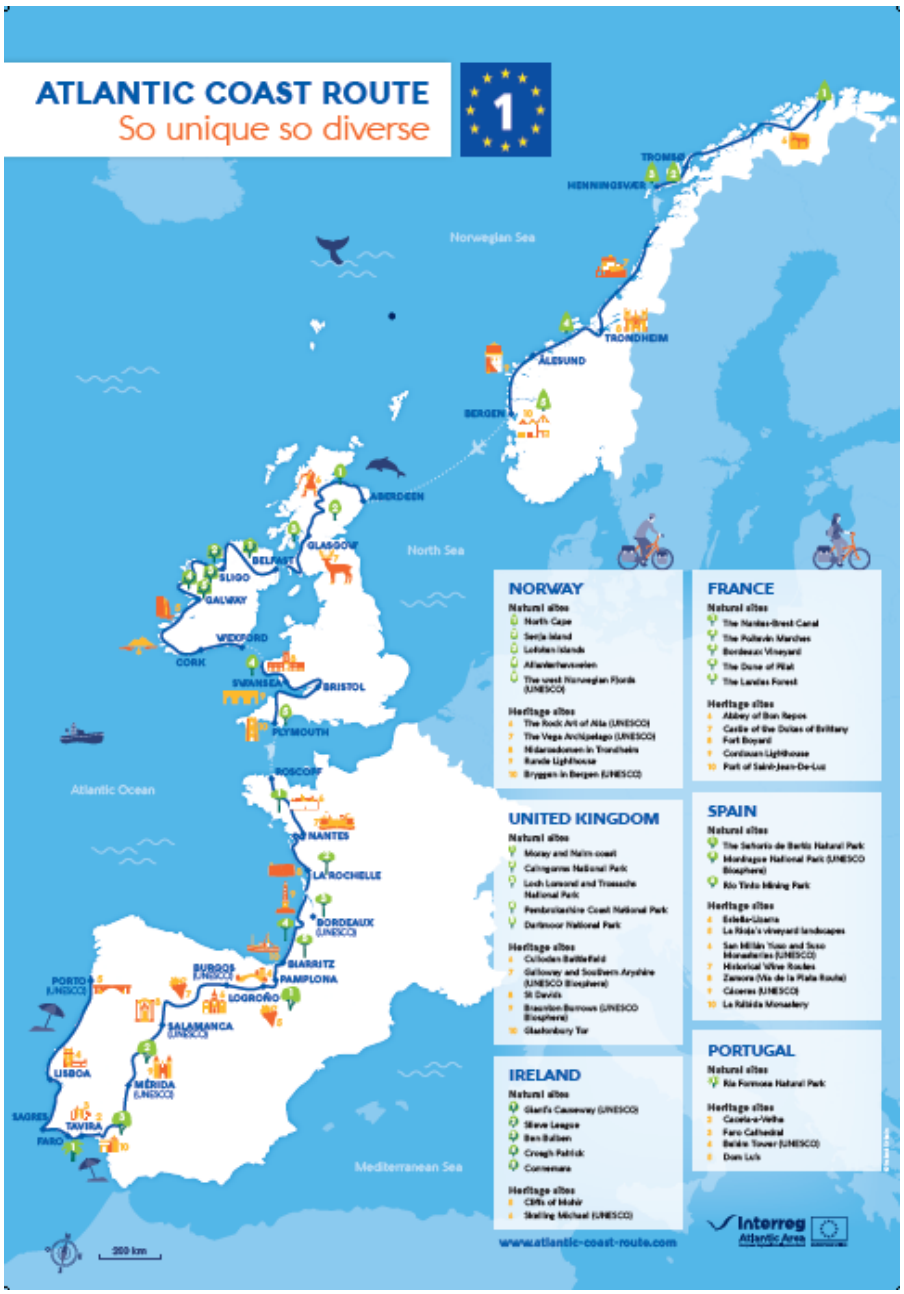
the route, in line with a strategical objective of the French section of EuroVelo 1: “to place quality and sustainable development at the heart of La Vélodyssée's strategy”.

The action plan was updated yearly since 2019, with a focus to solve all non-conformities of levels 1 (essential criteria) and 2 (important criteria), corresponding to the critical issues preventing the route to reach ECS Certification quality levels. In parallel to this work, the stakeholders involved are asked to produce photos of resolved issues as proof of the realised improvements. The latest update of the French national action plan, finalised in April 2023, served as a basis to extract the remaining critical issues and planned actions listed in this document.

3. Itinerary

EuroVelo 1 – Atlantic Coast Route is a long-distance cycle route following Europe's mighty western border. The Atlantic Coast Route connects the **North Cape of Norway** to the **city of Valença in Portugal** and combines for around **11,000 km** the majestic fjords of Norway, the Scottish lochs, the wild Irish coastline, the sea views of La Vélodyssée in France, the Spanish traditional trails *Camino de Santiago* and *Ruta Vía de la Plata* and the sun-kissed beaches of Portugal.

The detailed itinerary of EuroVelo 1 – Atlantic Coast Route can be viewed on www.EuroVelo1.com.



3.1 Route length and general development levels per country

EuroVelo 1 – Atlantic Coast Route connects six countries and is the longest route in the EuroVelo network. It crosses the following territories:

- Norway (**2,675 km/3,000 km** including the ferry stretches – 25% of total route): western coast from the North Cape to Bergen, involving many ferries, especially in the northern part.
- United Kingdom (**1,700 km** – 16% of total route): 4 regions/constituent countries – Scotland, Northern Ireland, Wales and South-West England.
- Ireland (**2,350 km** – 22% of total route): 11 counties – Donegal, Leitrim, Sligo, Mayo, Galway, Clare, Limerick, Kerry, Cork, Waterford and Wexford.
- France (**1,300 km** – 12% of total route): 9 Departments – Finistère, Morbihan, Loire-Atlantique, Vendée, Charente Maritime, Gironde, Landes and Pyrénées Atlantiques.
- Spain (**1,415 km** – 13% of total route): 6 Autonomous Communities – Gipuzkoa, Navarra, La Rioja, Castilla y Léon, Extremadura and Andalucia (Province of Huelva).
- Portugal (**1,200 km** – 11% of total route): 5 regions – Algarve, Alentejo, Lisboa, Centro and Norte.

The following table provides general development levels for the countries along EuroVelo 1 – Atlantic Coast Route, following the division proposed on the EuroVelo website:

- **Developed with EuroVelo signs**: developed route (see category below) with continuous signing along the route, incorporating EuroVelo route information panels.
- **Developed (at national/regional level)**: route developed for cyclists and signed in line with the respective national standard (i.e. it is part of a local, regional or national cycle network). There must also be a website providing information to users. Developed route can be heterogeneous in terms of infrastructure: type of cycling infrastructure, surface, width, gradients, etc.
- **Under development (but usable)**: route containing sections that require further development (e.g. stretches on public highways with high levels of traffic). Cyclists are advised to use public transportation to skip these non-developed stretches.
- **At the planning stage**: undeveloped route with no detailed information publicly available on the Internet. The itinerary communicated is a proposal for the best possible option currently available. It may also contain dangerous sections. Cyclists are advised to use public transportation to skip these non-developed stretches.

The number of kilometres provided for each category in each country is information sent by NECCs. Let us note that an update of these categories is planned for 2024, in order to clarify what each category really means on the ground and provide more relevant information to the users. More information on the methodology and overall levels of development across the EuroVelo network are available in the EuroVelo Route Development Status Report 2022-2023.

General EuroVelo 1 development levels	**Total number of kilometres**	**At the planning stage (in km)**	**Under development (in km)**	**Developed (in km)**	**Developed with signs (in km)**	**Percentage of developed sections**
Norway	2,678	178	0	2,501	0	93%
United Kingdom	1,705	0	0	861	844	100%
Ireland	2,398	0	0	0	2,398	100%

France	1,277	0	0	0	1,277	100%
Spain	1,424	0	129	225	1,070	91%
Portugal	1,191	0	0	1,112	79	100%
Total	10,674	178	129	4,699	5,668	97%

3.2 Ferries and connections with other cycle routes

The EuroVelo 1 itinerary involves multiple local ferries, mostly in northern Norway but also between Cairnryan in Scotland and Belfast in Northern Ireland, as well as 3 international connections by plane or ferry:

- Between Bergen in Norway and Aberdeen in Scotland (only plane connections available in 2023 - see Chapter 7.5 on Transnational Actions for more information on potential future ferry connections)
- Between Rosslare Harbour in Ireland and Fishguard in Wales (existing ferry connections)
- Between Plymouth in England and Roscoff in France (existing ferry connections)

EuroVelo 1, along its 11,000 km also meets no less than 8 other EuroVelo routes:

- EuroVelo 7 – Sun Route and EuroVelo 11 – East Europe Route from the North Cape in Norway, with which it shares the itinerary for a few hundred kilometres going south;
- EuroVelo 3 – Pilgrims Route at Trondheim in Norway;
- EuroVelo 12 – North Sea Cycle Route at Bergen in Norway and from Aberdeen to Inverness in Scotland;
- EuroVelo 2 – Capitals Route on a few dozen kilometres around Bristol in England;
- EuroVelo 4 – Central Europe Route at Roscoff;
- EuroVelo 3 – Pilgrims Route from Pamplona to Fromista in Spain, with which it shares the Saint-James Way or *Camino de Santiago* for a few hundred kilometres.

In the United Kingdom, EuroVelo 1 mostly coincides with the following sections of the National Cycle Network, managed by Sustrans:

Scotland:
- NCN 1 from Aberdeen to Clava near Inverness (connection with NCN 7)
- NCN 7 from Clava (NCN 1) to Newton Stewart (NCN 73)
- NCN 73 from Newton Steward (NCN 7) to Stranraer (ferry)

Northern Ireland:
- NCN 9 from Belfast to Portadown
- NCN 94 & 95 from Portadown to Gortin
- NCN 92 from Gortin to Strabane

Wales and SW England:
- NCN 4 from Fishguard (ferry) to Bristol (connection with NCN 3)
- NCN 3: from Bristol (NCN 4) to Sheepwash (connection with NCN 27)
- NCN 344
- NCN 27 from Sheepwash (NCN 4) to Plymouth (ferry)

3.3 Overview of sections covered by the evaluation and action planning

A total of **7,932 km**, which is about **75% of the total route length**, divided into **176 daily sections** – corresponding to the entire route except for the Norwegian part – was covered by the route evaluation and/or action planning in the frame of the AtlanticOnBike project extension.

Let us note that Norway is also covered by this report, but on a more qualitative basis, since no detailed survey of the route was carried out by the partners, and precise data about EuroVelo 1 was not extracted from the general database of the Norwegian Public Roads Administration.

This is a big increase compared to the share of the route that was covered by the initial Transnational Route Development Report and Action Plan and totalised less than 50% of the total route length.

Number	Country	Section start	Section end	Length (km)
1	UK - Scotland	Aberdeen	Ellon	37.67
2	UK - Scotland	Ellon	Banff	62.79
3	UK - Scotland	Banff	Elgin	60.86
4	UK - Scotland	Elgin	Clava	70.20
5	UK - Scotland	Clava	Kingussie	75.99
6	UK - Scotland	Kingussie	Pitlochry	71.32
7	UK - Scotland	Pitlochry	Killin	61.66
8	UK - Scotland	Killin	Callander	34.45
9	UK - Scotland	Callander	Balloch	54.74
10	UK - Scotland	Balloch	Glasgow	32.84
11	UK - Scotland	Glasgow	Kilwinning	48.46
12	UK - Scotland	Kilwinning	Maybole	53.94
13	UK - Scotland	Maybole	Newton Stewart	56.83
14	UK - Scotland	Newton Stewart	Cairnryan	62.31
15	UK - Northern Ireland	Belfast	Craigavon	61.82
16	UK - Northern Ireland	Craigavon	Cookstown	43.95
17	UK - Northern Ireland	Cookstown	Strabane/Lifford	74.38
18	Republic of Ireland - Donegal	Derry/Bridge End	Letterkenny	47.00
19	Republic of Ireland - Donegal	Letterkenny	Creeslough	46.00
20	Republic of Ireland - Donegal	Creeslough	Dungloe	65.00
21	Republic of Ireland - Donegal	Dungloe	Donegal Town	62.00
22	Republic of Ireland - Donegal	Donegal Town	Bundoran	46.00
23	Republic of Ireland - Leitrim	Bundoran	Sligo	72.00
24	Republic of Ireland - Sligo	Sligo	Coolaney	27.00
25	Republic of Ireland - Sligo	Coolaney	Border Sligo/Mayo	72.00

26	Republic of Ireland - Mayo	Border Sligo/Mayo	Ballycastle	45.00
27	Republic of Ireland - Mayo	Ballycastle	Belmullet	72.00
28	Republic of Ireland - Mayo	Belmullet	Mulranny	65.00
29	Republic of Ireland - Mayo	Mulranny	Border Mayo/Galway	75.00
30	Republic of Ireland - Galway	Border Mayo/Galway	Cleggan	42.00
31	Republic of Ireland - Galway	Cleggan	Clifden	31.00
32	Republic of Ireland - Galway	Clifden	Derroe	57.00
33	Republic of Ireland - Galway	Derroe	Galway	57.00
34	Republic of Ireland - Galway	Galway	Kinvarra	40.00
35	Republic of Ireland - Clare	Kinvarra	Fanore	56.00
36	Republic of Ireland - Clare	Fanore	Lahinch	40.00
37	Republic of Ireland - Clare	Lahinch	Kilkee	55.00
38	Republic of Ireland - Clare	Kilkee	Kilrush	68.00
39	Republic of Ireland - Clare	Kilrush	Clarecastle/Ennis	62.00
40	Republic of Ireland - Clare	Clarecastle/Ennis	Limerick	40.00
41	Republic of Ireland - Limerick	Limerick	Rathkeale	42.50
42	Republic of Ireland - Limerick	Rathkeale	Abbeyfeale	35.00
43	Republic of Ireland - Kerry	Abbeyfeale	Camp	67.00
44	Republic of Ireland - Kerry	Camp	Annascaul	51.00
45	Republic of Ireland - Kerry	Annascaul	Glenbeigh	56.00
46	Republic of Ireland - Kerry	Glenbeigh	Waterville	73.00
47	Republic of Ireland - Kerry	Waterville	Kenmare	66.00
48	Republic of Ireland - Kerry	Kenmare	Kerry/Cork border	35.00
49	Republic of Ireland - Cork	Kerry/Cork border	Castletownbeare	56.00
50	Republic of Ireland - Cork	Castletownbeare	Bantry	52.00
51	Republic of Ireland - Cork	Bantry	Dunamanus	55.00
52	Republic of Ireland - Cork	Dunamanus	Ballydehob	52.00
53	Republic of Ireland - Cork	Ballydehob	Rosscarbery	54.00

54	Republic of Ireland - Cork	Rosscarbery	Kinsale	54.00
55	Republic of Ireland - Cork	Kinsale	Passage West	55.00
56	Republic of Ireland - Cork	Passage West	Youghal	49.00
57	Republic of Ireland - Waterford	Youghal	Dungarvan	46.00
58	Republic of Ireland - Waterford	Dungarvan	Waterford	46.00
59	Republic of Ireland - Waterford	Waterford	Passage East/Ballyhack	39.00
60	Republic of Ireland - Wexford	Passage East/Ballyhack	Wellington Bridge	50.00
61	Republic of Ireland - Wexford	Wellington Bridge	Rosslare Harbour	52.00
62	UK - Wales	Fishguard	Haverfordwest	65.04
63	UK - Wales	Haverfordwest	St Clears	72.13
64	UK - Wales	St Clears	Llanelli	58.60
65	UK - Wales	Llanelli	Tondu	64.56
66	UK - Wales	Tondu	Newport	74.70
67	UK - Wales	Newport	Bristol	66.98
68	UK - Southwest England	Bristol	Wells	39.93
69	UK - Southwest England	Wells	Bridgewater	43.79
70	UK - Southwest England	Bridgewater	Bampton	59.41
71	UK - Southwest England	Bampton	Barnstaple	63.92
72	UK - Southwest England	Barnstaple	Okehampton	66.98
73	UK - Southwest England	Okehampton	Plymouth	64.88
74	France	Roscoff	Morlaix	30.40
75	France	Morlaix	Carhaix-Plouguer	48.30
76	France	Carhaix - Plouguer	Rostrenen	32.90
77	France	Rostrenen	Mûr-de-Bretagne	30.50
78	France	Mûr-de-Bretagne	Pontivy	23.00
79	France	Pontivy	Josselin	48.20
80	France	Josselin	Peillac	45.90
81	France	Peillac	Redon	17.30
82	France	Redon	Blain	44.90
83	France	Blain	Nort-sur-Erdre	23.60
84	France	Nort-sur-Erdre	Nantes	35.20
85	France	Nantes	Le Pellerin	24.60
86	France	Le Pellerin	St-Brévin-les-Pins	37.40
87	France	St-Brevin-les-Pins	Pornic	39.50
88	France	Pornic	Bouin	33.90
89	France	Bouin	La Barre de Monts-Fromentine	34.40
90	France	La Barre de Monts-Fromentine	St-Gilles-Croix-de-Vie	35.80

91	France	St-Gilles-Croix-de-Vie	Les Sables d'Olonne	37.10
92	France	Les Sables d'Olonne	La Tranche-sur-Mer	44.10
93	France	La Tranche-sur-Mer	Marans	46.30
94	France	Marans	La Rochelle	25.60
95	France	La Rochelle	Rochefort	50.10
96	France	Rochefort	Marennes	37.90
97	France	Marennes	Royan	45.40
98	France	Royan	Montalivet-les-Bains	30.00
99	France	Montalivet-les-Bains	Hourtin-Plage	20.00
100	France	Hourtin-Plage	Lacanau	31.80
101	France	Lacanau	Lège-Cap-Ferret	36.80
102	France	Lège-Cap-Ferret	Arcachon	42.10
103	France	Arcachon	Biscarosse-Plage	25.80
104	France	Biscarosse-plage	Parentis-en-Born	25.60
105	France	Parentis-en-Born	Mimizan-Plage	31.10
106	France	Mimizan-Plage	Léon	47.10
107	France	Léon	Capbreton	33.30
108	France	Capbreton	Bayonne	29.00
109	France	Bayonne	Biarritz	16.00
110	France	Biarritz	St Jean de Luz	14.20
111	France	St Jean de Luz	Hendaye-Plage	20.50
112	Spain	Irún	Endalartsa	7.70
113	Spain	Endalartsa	Santesteban/Doneztebe	28.00
114	Spain	Santesteban/Doneztebe	Irurtzun	52.60
115	Spain	Irurtzun	Pamplona	20.90
116	Spain	Pamplona	Estella/Lizarra	56.80
117	Spain	Estella/lizarra	La Rioja	48.90
118	Spain	Logroño	Najera	33.40
119	Spain	Najera	Santo domingo de la calzada	44.10
120	Spain	Santo domingo de la calzada	Limite La Rioja / Castilla y León	11.80
121	Spain	Limite La Rioja / Castilla y León	Belorado	13.80
122	Spain	Belorado	Burgos	53.10
123	Spain	Burgos	Castrojeriz	40.70
124	Spain	Castrojeriz	Fromista	26.70
125	Spain	Fromista	Palencia	42.60
126	Spain	Palencia	Valladolid	50.90
127	Spain	Valladolid	Tordesillas	41.20
128	Spain	Tordesillas	Toro	50.20
129	Spain	Toro	Zamora	40.70
130	Spain	Zamora	Salamanca	68.10
131	Spain	Salamanca	Fuenterroble de salvatierra	54.90
132	Spain	Fuenterroble de salvatierra	Baños de montemayor	31.50
133	Spain	Baños de montemayor	Galisteo	79.40

134	Spain	Galisteo	Caceres	76.70
135	Spain	Caceres	Merida	70.20
136	Spain	Merida	Zafra	63.00
137	Spain	Zafra	Monesterio / El Real de la Jara	64.60
138	Spain	El Real de la jara	Puerto moral	47.70
139	Spain	Puerto moral	Nerva	34.00
140	Spain	Nerva	Valverde del camino	35.70
141	Spain	Valverde del camino	San juan del puerto	33.80
142	Spain	San juan del puerto	Gibraleón	44.00
143	Spain	Gibraleón	Ayamonte	49.60
144	Portugal	Vila Real de Santo António	Quinta do Lago	79.30
145	Portugal	Quinta do Lago	Albufeira	33.20
146	Portugal	Albufeira	Portimão	40.10
147	Portugal	Portimão	Lagos	24.90
148	Portugal	Lagos	Sagres	45.90
149	Portugal	Sagres	Vila do Bispo	20.70
150	Portugal	Vila do Bispo	Aljezur	36.40
151	Portugal	Aljezur	Odeceixe	27.30
152	Portugal	Odeceixe	Vila Nova de Milfontes	52.80
153	Portugal	Vila Nova de Milfontes	Sines	33.10
154	Portugal	Sines	Melides	37.00
155	Portugal	Melides	Setúbal	41.40
156	Portugal	Setúbal	Aldeia Nova de Azóia	33.90
157	Portugal	Aldeia Nova de Azóia	Cabo Espichel	5.00
158	Portugal	Cabo Espichel	Aldeia do Meco	8.90
159	Portugal	Aldeia do Meco	Lisboa	30.10
160	Portugal	Lisboa	Azenhas do Mar	62.80
161	Portugal	Azenhas do Mar	Santacruz	54.10
162	Portugal	Santacruz	Peniche	49.90
163	Portugal	Peniche	Foz do Arelho	52.30
164	Portugal	Foz do Arelho	Nazaré	29.70
165	Portugal	Nazaré	Praia da Vieira	38.70
166	Portugal	Praia da Vieira	Marinha das Ondas	26.30
167	Portugal	Marinha das Ondas	Figueira da Foz	48.40
168	Portugal	Figueira da Foz	Praia de Mira	42.20
169	Portugal	Praia de Mira	Gafanha do Areão	8.80
170	Portugal	Gafanha do Areão	Aveiro	17.80
171	Portugal	Aveiro	Ovar	39.50
172	Portugal	Ovar	Porto/Gaia	43.60
173	Portugal	Porto/Gaia	Vila do Conde	33.60
174	Portugal	Vila do Conde	Esposende	28.70
175	Portugal	Esposende	Caminha	50.90
176	Portugal	Caminha	Valença	29.00

As is highlighted in the table in yellow, there are some issues with itinerary continuity at the border crossing points between Northern Ireland and Republic of Ireland (no connection planned between Strabane/Lifford and Derry/Bridge End), between France and Spain (related to the crossing point of the river between Hendaye and Irun), and between Spain and Portugal (related to the crossing of the river between Ayamonte and Vila Real

de Santo Antonio - ferry connection, which will be improved in the framework of the CICLOSEND-SUR POCTEP project), which need to be resolved as a transnational activity of the action plan.

3.4 Upcoming route extension

In the first quarter of 2024, when signing works are completed, a new section will be added to EuroVelo 1 in Galicia, Spain. This section of 537 km will connect the current end of the route in Valença, Portugal, to Fisterra in Spain, which is also the endpoint of EuroVelo 3. With this new addition to the EuroVelo network, EuroVelo 1 will visit an additional Spanish Autonomous Community, and it will form with EuroVelo 3 a large loop in the Iberian Peninsula. This route extension will also coincide with one of the historic *Camino de Santiago*, coming from Portugal.

Upcoming EuroVelo 1 extension to Fisterra in Galicia, Spain

4. Progress made since 2020

One of the main deliverables from the original AtlanticOnBike project was the Transnational Route Evaluation Report and Action Plan, published in December 2020. The main conclusions from the 2020 report form the basis for this one, which aims to update and complete the findings of the last project.

4.1 Main conclusions from the 2020 Transnational Route Evaluation Report and Action Plan

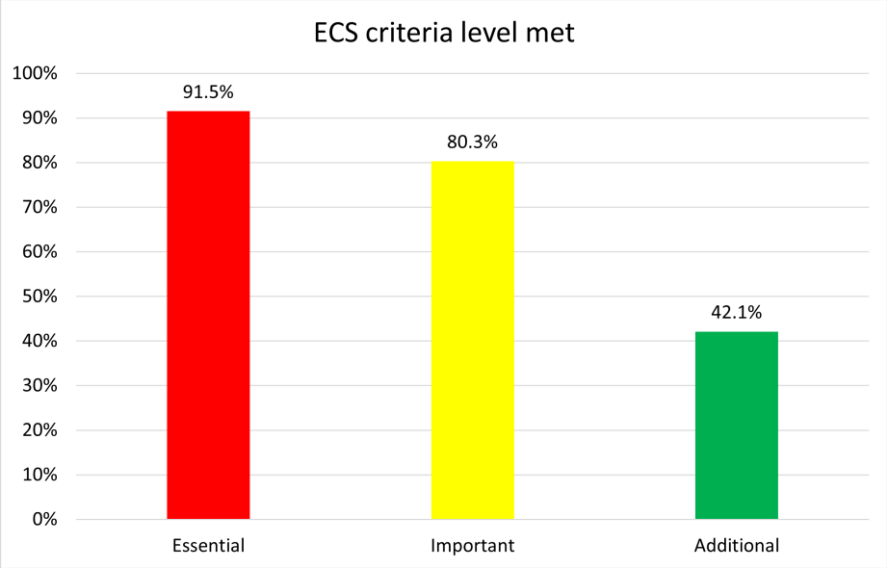
AtlanticOnBike project partners from Ireland, France, Spain and Algarve (Portugal) surveyed the route in their regions between 2017 and 2019, following the ECS methodology. Based on the results, each of the project partners and regions concerned prepared a regional or national route evaluation report, describing the status of the route in their respective region or country. The route's weaknesses identified in these surveys and reports served as the basis for the Action Plans.

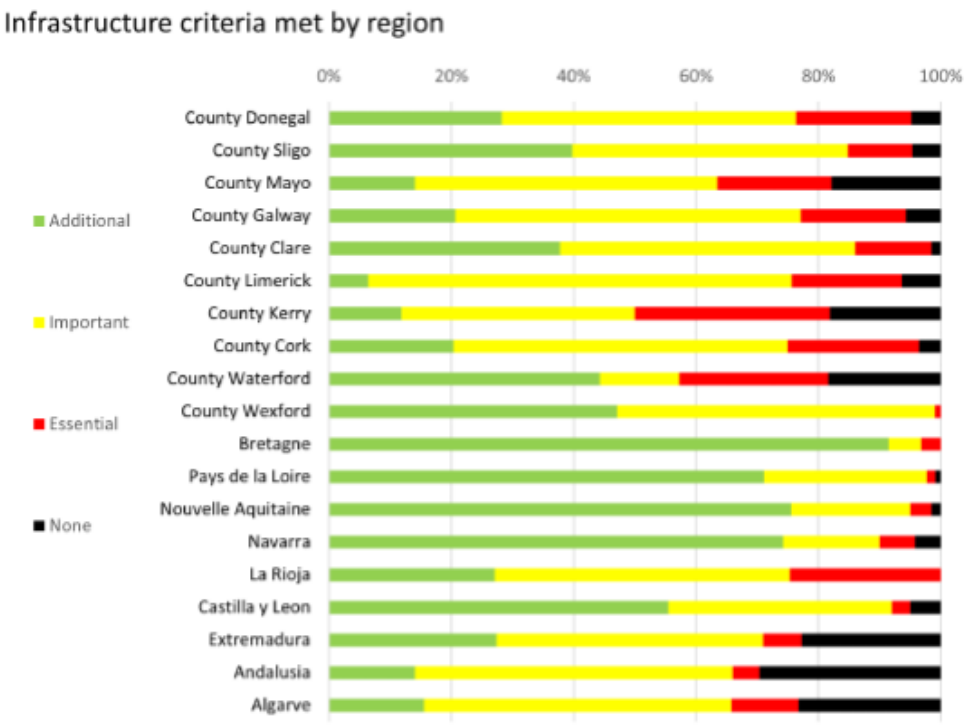
Main numbers related to the original project's survey:

- Total length of the surveyed route covered: around 5,200 km, i.e. 46% of EuroVelo 1's total length.
- The surveyed route was split into 121 daily sections.

Main findings in terms of ECS criteria, from the assessment of survey data:

- The surveyed part of the route already met the essential criteria at 91.5% of its length in terms of continuity, route components, surface and attractiveness (excluding gradients, signing, public transport, services and promotion).
- The surveyed route was also largely compatible with the important criteria, with 80.3% of the route meeting this range of criteria.
- On 42.1% of its length, the route also met the needs of the most demanding cyclists (families with children etc.).



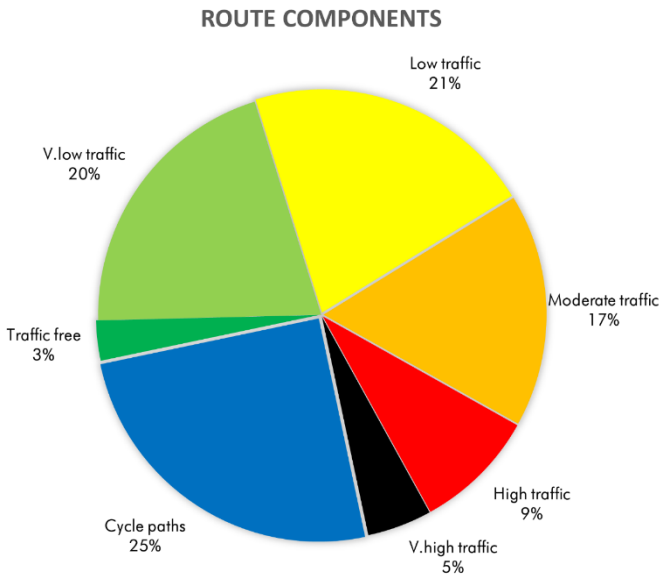


The legal and continuity disruptions identified on the surveyed route included:

- 5 locations where entry by bike is forbidden or where cyclists are obliged to dismount for distances of more than 200 m.
- 11 cases where cyclists must dismount and push their bikes for distances below 200 m.
- 21 cases of difficult stairs and 10 locations with easy stairs: The fittest cyclists, travelling with light luggage, can carry their bike up or down the stairs, but for most potential users this is an important or even unpassable obstacle.
- 42 chicanes with a clearance of less than 1.30 m, which makes it difficult or impossible for cyclists with trailers or tandems to pass.

Share of various route components along the itinerary:

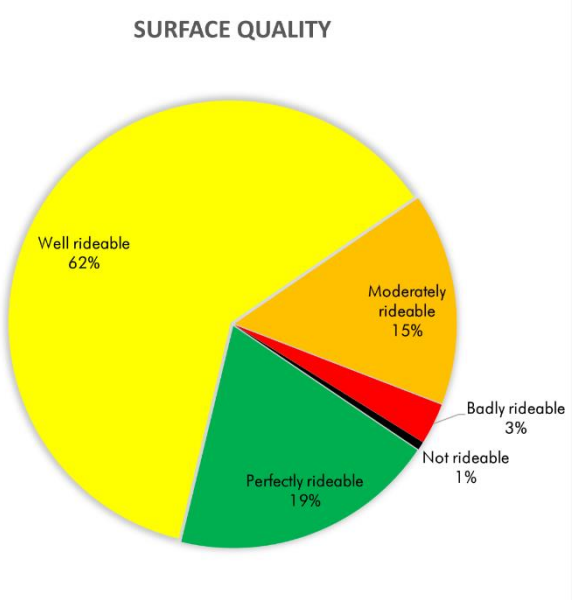
- 25% of the surveyed distance comprised dedicated cycle paths or greenways.
- 2.9% consisted of traffic-free roads such as water management or forest roads.
- Another 41.6% led over roads with very low to low traffic, also perfectly usable for cycle tourism.
- The focus in action planning was to be on sections with very high (4.7%) or high traffic (8.9%).



In addition, 81 very dangerous and 290 dangerous crossings were identified by the route inspectors. Common challenges and safety hazards for cyclists on crossings included high speeds at crossings, conflicts with heavy traffic, or limitations of visibility. Very dangerous crossings could be found in all countries.

Share of surfaces along the itinerary:

- About 81% of the surveyed route comprised perfectly (19.3%) or well rideable (61.7%) surfaces.
- 15.4% was classified as moderately rideable and therefore acceptable for experienced users of touring bikes in most weather conditions but challenging for less experienced users, those with special needs, or in specific very dry or wet weather.
- The focus in action planning was to be placed on sections that are badly rideable (3.0%) or not rideable at all (0.6%).



EuroVelo 1 – Atlantic Coast Route can be quite hilly, especially in Ireland and parts of Spain. There were 45 daily sections where the cumulative elevation gain or loss exceeded 500 m, and on six Irish daily sections it exceeded 1,000 m.

Attractiveness profile:

- 15.3% of the surveyed route was classified as highly attractive.
- 77.8% was classified as attractive.
- Only 5.2% of the route was considered monotonous or unattractive.

It was often possible to follow the route just by following the signs, but there were also significant parts where signs were missing at crossings. Various signs were also misleading or not in line with the national/regional standards. On 1,672 km, missing or wrongly placed signs were identified during the route survey.

Public transport assessment:

- There are various bus connections available along the route, but bike carriage is not always possible or depends on available space.
- Bike space cannot be easily reserved and booked in advance.
- Train stations are mostly available at major towns.

Services for cyclists:

- EuroVelo 1 – Atlantic Coast Route offers a rich variety of food and accommodation services.
- Bike repair workshops are available on more than half of the daily sections (important criterion).
- On about 20% of the surveyed daily sections, there are no bike repair options available.

In terms of promotion, a transnational overview of the route is available on www.eurovelo.com, with a dynamic map showing transnationally relevant points of interest as well as stages and country pages, among others. The level of marketing in the partner regions differs.

As an outcome of this work, Action Plans were prepared in Donegal County, Clare County, France, Navarra, La Rioja, Extremadura, Andalusia and Algarve, covering nearly 3,000 km of the Atlantic Coast Route. It was estimated that implementing these actions would fix 57% of the surveyed route and 27% of the total route.

Based on the available action plans and data, the partners planned to invest more than €20 million to improve the route, mostly in infrastructure. Due to the difficulty of preparing action plans with the various national and regional stakeholders, this number was lower than the actual investments that were expected to follow in the coming years.

4.2 Transnational developments in the 2020-2023 period

Many of the AtlanticOnBike partners have entered the Long-Term Management Agreement (LTMA), now called EuroVelo 1 partnership, to sustain the project results and further develop the route. ECF acted as the LTMA secretariat. This provided, since 2021, a platform for further international cooperation aiming to make EuroVelo 1 – Atlantic Coast Route one of the prime destinations for cycle tourists and to leverage the route's huge potential.

A process started in 2020 to extend EuroVelo 1 to the north from its current end point in Valença, Portugal, to Fisterra in Galicia, Spain. This route extension, validated by the EuroVelo Council, testifies to the attractiveness of the Atlantic Coast Route. Signage works are currently ongoing on this 537-km section, following infrastructure analysis, field work and improvements of the route defects.

4.3 National cases

In the frame of the initial AtlanticOnBike project, sections of the route were surveyed in Ireland, as well as the whole French and Spanish sections, and the Algarve region in Portugal. These were analysed in the 2020 version of the Transnational Route Evaluation Report and Action Plan. As a result, it is possible to look at the progress accomplished in these countries in the three-year period.

4.3.1 Ireland

In Ireland, all counties proceeded to the signposting of the route, following the results of the former survey that highlighted the lack of EuroVelo signs. The whole itinerary has been signed between 2020 and 2022. In the beginning of the AtlanticOnBike project extension, Sport Ireland undertook a signage inspection to assess the quality of the signposting. All issues reported during the route assessment were solved prior to the route launch in May 2023.

4.3.2 France

4.3.2.1 Successful monitoring of the Action Plan aiming for Certification

EuroVelo 1, also called La Vélodyssée in France, is already well-developed, signposted and usable by cycle tourists. It is promoted on the national website www.lavelodyssee.com which provides detailed information on the itinerary, services for cyclists and places of interest to the users.

Following the work done in the original AtlanticOnBike project and the realisation of a precise action plan at national level in 2019, the advancement of infrastructure actions was monitored, and almost all priority issues of levels 1 and 2, i.e. issues preventing the route to meet the essential and important ECS criteria, were resolved.

More precisely, a total of **708 actions** were identified following the route assessment in 2019, comprising:

- 163 actions of priority 1 (i.e. corresponding to ECS essential criteria), estimated at a total of €**840,300**
- 225 actions of priority 2 (i.e. corresponding to ECS important criteria), estimated at a total of €**4,691,550**
- 320 actions of priority 3 (i.e. corresponding to ECS additional criteria), estimated at a total of **€2,292,650**

The last update of the action plan to bring La Vélodyssée to ECS Certification level indicated that **341 improvement actions were realised since 2020, i.e. 48% of the total actions**, among which:

- 123 actions of priority 1 (75% of the total priority 1 actions);
- and 133 actions of priority 2 (59% of the total priority 2 actions).

Overall, this means that **66% of the core actions, corresponding to priorities 1 and 2, were implemented since 2020**, greatly improving the quality of the route.

In particular, one of the most recent successes is the complete revision of the signage that was done in 2023 in the Vendée Department, confirming that signs are 100% in conformity with the ECS standards.

In the Gironde Department, there were additional complications to carry on the action plan activities, connected to the wild fires that took place in 2022 and modified the Department's priorities. Fortunately, the section between the Dune du Pilat and Biscarosse, which had been very affected by the fires, reopened at 95% in April 2023.

Following a change in the itinerary, the assessment of an additional section is planned in the Department of Pyrénées-Atlantiques, between Saint-Jean-de-Luz and Hendaye. This assessment will take place in September 2023.

With this additional information on the current route itinerary, the partners are committed to resolve the remaining critical issues, and they intend to confirm the high quality reached by the route by applying to the ECS Certification in 2024. "Certification" is the highest quality level on the EuroVelo network and can be awarded to sections of EuroVelo routes of at least 300 km, meeting the required quality standards.

4.3.2.2 Example actions in the Loire-Atlantique and Pyrénées Atlantiques Departments

In July 2021, a new axis of more than 3 kilometres was built along Route de Pornic in order to safely connect Nantes with the municipalities of Rezé and Bouguenais in the Loire-Atlantique Department. €1.8 million has been invested to create this new route, including wooden and steel barriers, 25% of which was funded by the Pays de la Loire Region.

New path in the Loire-Atlantique Department

A new bridge with urban art, the “3 continents bridge”, was also constructed in Nantes, providing safe separated cycling infrastructure on a road previously shared with traffic:

3 continents bridge in Nantes

In Pyrénées Atlantiques, the “Parlementia”, a new cyclists and pedestrians bridge was installed in Bidart in 2021. It was implemented next to an existing route, and allows the crossing of railway lines. It was funded by the Department, the State (20% of the costs in the frame of the “Plan Vélo”), FEDER PO Aquitaine (30% of the costs) and the Aquitaine Region (25% of the costs). Total costs of this project amounted to €1.5 million.

“Parlementaria” cyclists and pedestrians bridge in Bidart

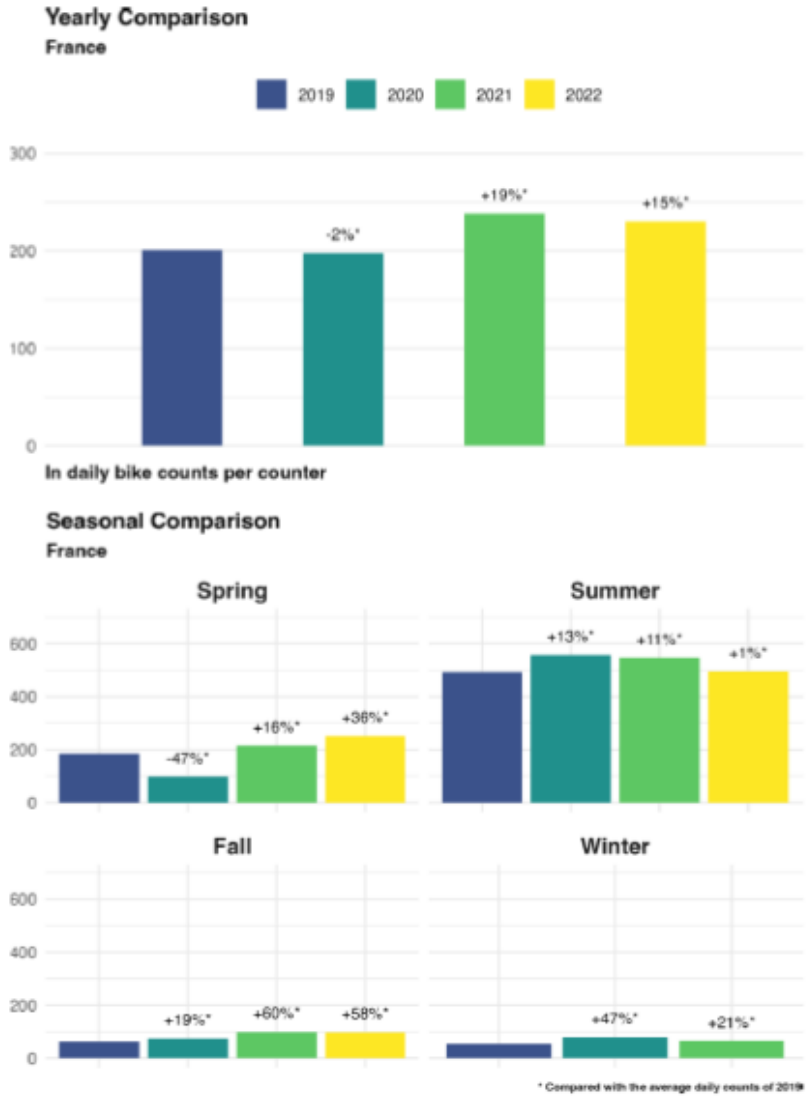
4.3.2.3 Increase in the number of users[2]

According to the bike count analysis report prepared by Eco-Counter based on counters’ data along EuroVelo 1, France experienced a significant increase in the number of users between 2019 and 2022, which testifies to the impact of route improvements on the popularity and usage of the itinerary.

[2] More details and methodological information available in the Bike Count Analysis 2019-2022 report prepared by Eco-Counter in the frame of the AtlanticOnBike project extension.

Except for Spring 2020, a period impacted by strict lockdowns, all other seasons have demonstrated significant growth compared to 2019. In particular, remarkable growth in bicycle activity has been observed in the fall (+60% in 2021 and +58% in 2022), indicating a widening of the cycle tourism season, possibly connected to the heatwaves and even wildfires of the summer, even though France still indicated a high level of seasonality in 2022. On average, weekend activity has been 15% greater than weekday activity between 2019 and 2022, pointing to an important use of the route for leisure cycling, possibly by local cyclists.

Additionally, the average counting site in France experiences more activity than any other country, with an average of 233 bike passes per day in 2022. Some segments of the route even had daily passes between 600 and 900 on average throughout 2022, especially in Vendée, Gironde and Pyrénées Atlantiques. The Loire Department had the broader profile throughout the year, with peak activity extending from May to September.



4.3.3 Spain

4.3.3.1 Monitoring of the Action Plan

The Spanish Action Plan from 2020 had concluded on the need for total investments of **€9 million**, of which 66% were programmed to fulfil essential ECS criteria related to infrastructure conditions. The rest of the investments were programmed for services development and promotion. In terms of implementation period

and priority, about 90% of the essential actions (58% of total costs) were programmed in the short term, that means the end of 2022.

In general, the development of the EuroVelo 1 in Spain has been, and is still being, a big challenge for all the actors involved in this project. The initial design of the itinerary, at a very large scale, follows mostly two historical routes:

- Saint James way from Pamplona to Fromista;
- Ruta de la Vía de la Plata, from Valladolid to Andalusia.

Out of these two routes, the rest of the EuroVelo 1 is going on different routes, none of them originally designed for cycle tourism. This implies the need for extensive work to bring these routes up to the required quality standards.
The monitoring of the action plan allowed to show that **29% of the planned action were realised since 2020**, including full signposting in Navarra & Castilla y Léon as well as important infrastructure developments (e.g. the new greenways being constructed). On the other hand, this means that 71% of the actions programmed are not implemented yet, despite the fact that most of them were programmed for the short term. 88% of these actions were programmed in the region of Andalucía, 8.6% were programmed in Castilla y León and 3.4% in the region of Navarra.

Hereafter is an overview of the distribution of total investments programmed by implementation period[3] and priority:

Implementation period	1 - Essential	2 - Important	3 - Additional	4 - Further	Total (€)
Long term		12,390	50,000		**62,390**
Medium term	810,000	1,456,800	227,200	109,000	**2,603,000**
Short term	5,226,467	1,094,900			**6,321,367**
(vacío)		13,260			**13,260**
Total (€)	**6,036,467**	**2,577,350**	**277,200**	**109,000**	**9,000,017**

And the implementation status of the Action Plans in 2023:

Region	Implemented	Partly implemented	Not implemented yet
Andalucía	136,500	25,000	5,697,400
Castilla y León	118,400	35,000	556,600
Extremadura	1,190,890	27,260	
La Rioja		600,000	170,000
Navarra	49,000	393,967	
Total (€)	**1,494,790**	**1,081,227**	**6,424,000**

[3] Short term: 2 years; Medium term: 3,5 years; Long term: 5 years. From the end of 2020.

4.3.3.2 Growth in EuroVelo 1 route development investments

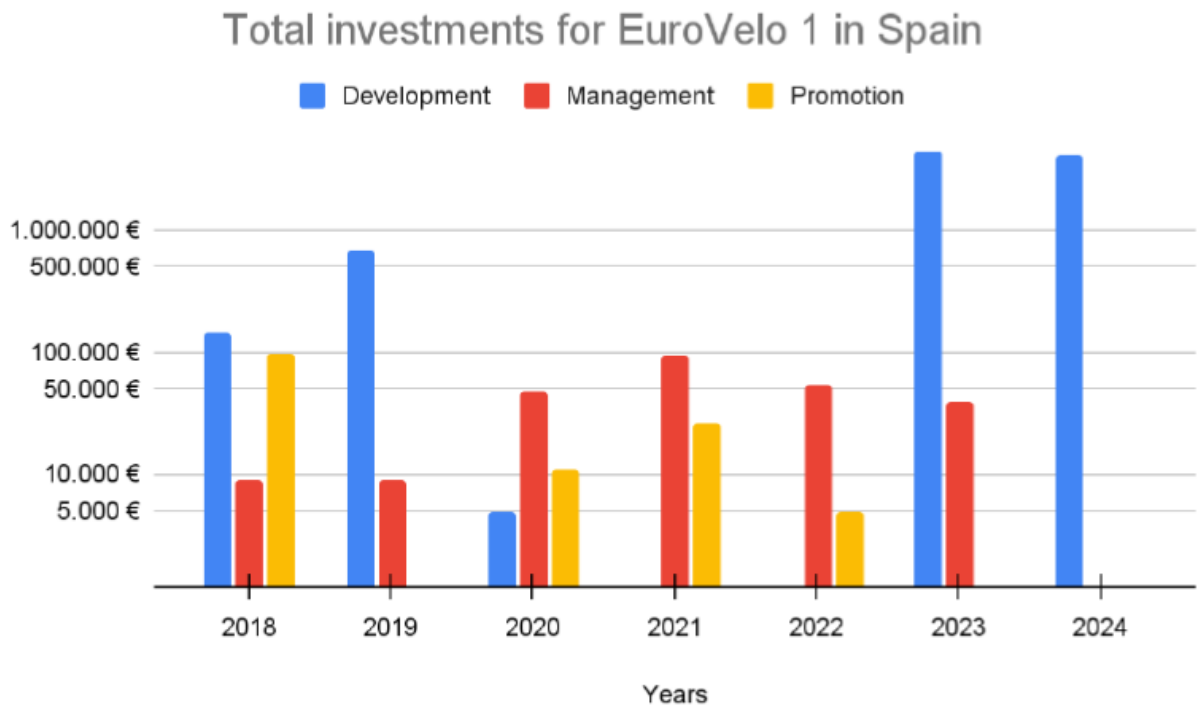
Overall, the following investments were made to improve EuroVelo 1 between 2018 and 2024:

Table 3. Investment per year and per type on EuroVelo 1 in Spain. 2018-2024.

Category	*2018*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Total*
Development	145.864 €	695.152 €	5.000 €	1.200 €		4.419.315 €	4.167.348 €	**9.433.879 €**
Management	8.903 €	8.903 €	47.420 €	92.578 €	54.060 €	38.518 €		**250.380 €**
Promotion	97.875 €		11.043 €	25.855 €	4.999 €			**139.772 €**
Total	**252.642 €**	**704.055 €**	**63.463 €**	**119.633 €**	**59.059 €**	**4.457.833 €**	**4.167.348 €**	**9.824.031 €**

Source: Own elaboration from public buyers data.

With the following repartition per year, indicating that the AtlanticOnBike project and extension had a positive impact on motivating investments in route developments:



Following these investments, in 2023 the route is completely developed and signed in Gipuzkoa, in the North of Navarra, between Pamplona and La Rioja (where EuroVelo 1 coincides with the Camino de Santiago), in Castilla y Léon. It is developed but not signed in La Rioja and between Santa María La Real and Nerva (Andalucia). In Extremadura, it is developed and partly signed, but traffic volumes are too high.

4.3.3.3 Success story: Completion of signage in Castilla y Léon

The signing works in Castilla y León have been completed during the year 2021. Signs have been placed on every important crossroads and direction changes, always bidirectional. The signs have the following characteristics:

- Wooden rectangular posts, 1 metre high.
- "*Junta de Castilla y León*" panel placed on both sides of the post.
- Country destination names added on front and back: France and Portugal.
- Simple version of the EuroVelo 1 route information panel included on both sides of the post.

- Direction arrows placed on both sides of the post.
- Optional local route sign – for instance "*Ruta del Duero*" and "*Ruta de la Vía de la Plata*".

Signage was completed with orientation panels at the entrances of villages. This is a way to avoid complex street signage, which has a high maintenance cost for small local administrations. They are placed at both extremes of the routes to permit bidirectional circulation.

At the beginning of each section, large information panels are available with complete information about it: distances, relief profile, towns and villages with available services.

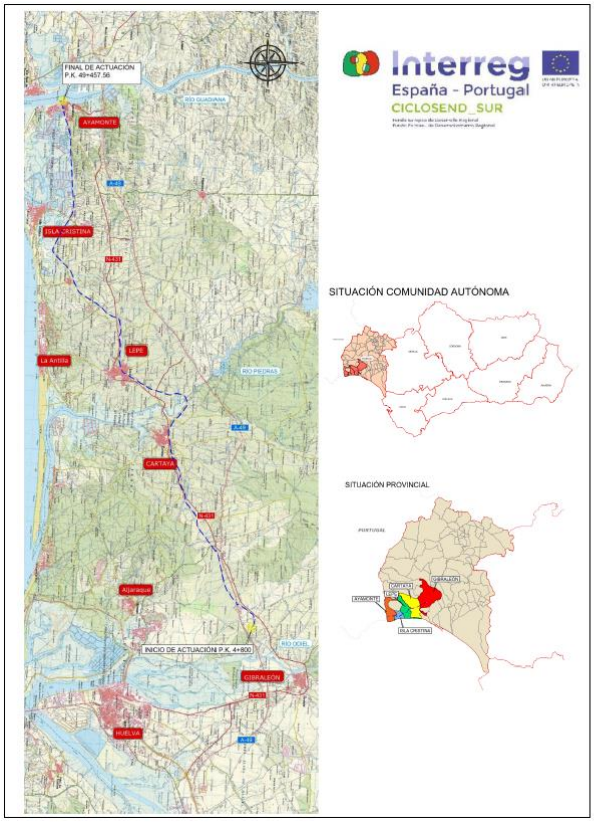
4.3.3.4 Success story: infrastructure developments in Andalucia

The initial conditions of the route in Andalucía obliged the regional administration to a huge effort to make it rideable. Most of the route is going on greenways that were not rideable when the original Actions Plan was prepared. The involved departments dedicated a lot of efforts to finding the necessary funds to improve the route components and surfaces. However, these works suffered a large delay because of COVID.

Despite these difficulties, Junta de Andalucía was able to go ahead with two projects:

- **ECO-CICLE on EuroVelo 1 and 8:** This project took place from 2018 to 2021, aiming for the bicycle to become the official sustainable transport mode to access natural heritage while fostering endogenous economic revival through a popular modality of tourism. In order to determine the best conditions to develop cycle tourism in a natural heritage context, ECO-CICLE built on the experience of the partnership, especially on the advisory partner ECF. Among the main objectives of ECO-CICLE was the improvement of operational programs, regional development policies and other investments funds: about €9 million is targeted through 24 new projects on infrastructure improvements and support to cycle tourism services providers. Additional route survey was done in the frame of this project.
- **CICLOSEND_SUR**: This project has an investment of €7.8 million with FEDER co-funding of 75% and aims to improve the territorial connection between regions of the Spanish-Portuguese southern border by promoting and creating cycle-pedestrian routes, treating the territory as a continuum, without borders, for the development of a responsible and respectful tourist activity with the environment, but also to facilitate sustainable local mobility. **In order to improve the undeveloped parts of EuroVelo 1 in the province of Huelva**, CICLOSEND_SUR identified a Cross-Border Network of non-motorised itineraries as an ecotourism resource and proposed an Action Plan for its expansion and improvement by 2030.

Within the framework of CICLOSEND_SUR, the whole refurbishment of the *Vía Verde del Litoral*[4] has been projected in 2022 and budgeted for execution in 2023 and 2024. This project is very important as it means the recovery of the first Spanish greenway developed and abandoned because of a lack of maintenance. The total cost will be €2,5 millions and it will be launched in 2023.



[4] More information on the project here: https://drive.google.com/file/d/1Xh1Nqxq6SKDJL5DPOSMPxb_0Nu0G8-s2/view?usp=share_link

Aspect of the abandoned greenway Vía Verde del Litoral.

Other sections will be developed in the framework of the Ciclosend-Sur project, e.g. between Cala and Puertomoral. More information is available at https://ciclosendsur.eu/.

4.3.4 Portugal

In the frame of the first AtlanticOnBike project, the Algarve region of Portugal had been surveyed, and an action plan had been prepared. However, the Portuguese partners in the AtlanticOnBike project extension were from a different organisation (FPCUB, the Portuguese National EuroVelo Cooridator), and available data is insufficient to provide an analysis of the numbers of actions that were implemented or a precise monitoring of this action plan.

Overall, the following investments were made to improve EuroVelo 1 in Portugal between 2019 and 2022, indicating the positive impact of the AtlanticOnBike project to generate more funding for route development:

Table 5. Investment per year and per type on EuroVelo 1 in Portugal. 2019-2022.

Organization	*2019*	*2020*	*2021*	*2022*	*Total*
CI-AMAL - Comunidade Intermunicipal do Algarve	8.000,00 €	23.825,00 €			**31.825,00 €**
Comunidade Intermunicipal da Região de Coimbra	109.000,01 €	9.810,00 €	1.895.919,67 €	797344,02	**2.812.073,70 €**
Município da Figueira da Foz	36.000,00 €		9.000,00 €		**45.000,00 €**
Município de Aljezur			22.589,33 €		**22.589,33 €**
Município de Loulé				8.424,54 €	**8.424,54 €**
Município de Valença		6.500,00 €			**6.500,00 €**
Região de Turismo do Algarve	27.085,00 €	18.150,00 €			**45.235,00 €**
Total	**180.085,01 €**	**58.285,00 €**	**1.927.509,00 €**	**805.768,56 €**	**2.971.647,57 €**

Source: Own elaboration from public buyers data.

5. Problems identified in the new or updated route evaluations

ECS survey data, either new from 2023 (in Portugal) or updated from the data gathered in the first AtlanticOnBike project, is currently available for **6,100km of EuroVelo 1 (57% of the full route)**, encompassing Ireland, Spain, France and Portugal.

In general, critical issues remaining along EuroVelo 1 – Atlantic Coast Route in 2023 relate to:

- High traffic levels: especially in Norway, UK, Ireland and Portugal;
- Badly rideable surfaces at certain locations all along the route;
- Missing signs: especially in Norway, UK, La Rioja, Extremadura and Andalucia in Spain, and Portugal;
- High gradients: especially in UK;
- Lack of bicycle repair shops: common issue all along the route, especially in the most remote sections.

Hereafter is a summary of the main problems that each country along the route still needs to solve to improve quality levels.

5.1 Norway

Norwegian partners did not do a survey of the route in the original project, but they have used data from the Norwegian Public Roads Administration, which is updated yearly, to analyse the safety of EuroVelo 1 – Atlantic Coast Route in the country.

The following elements were taken into account to assess safety:

- Combination of traffic amounts, car speed levels and width on public roads (which form most of the EuroVelo 1 route in Norway), according to the ECS criteria;
- Presence of tunnels, considering their length, amount of cars and time needed to cycle through the tunnel.

This new tool allowed to generate data which will be useful to further improve EuroVelo 1 in Norway. Indeed, given the length of the route in the country, planning a complete survey by bicycle would be very expensive. By analysing first the data available in the Norwegian Public Roads Administration database, the partners could identify the sections with high and very high risk levels, on which a proper survey should be planned.

In many cases, for these sections there are cycle paths or alternative roads parallel to the main road, on which the itinerary could be rerouted. General results show that most of the route is not going on risky sections. However, further surveys would be necessary to map these alternatives precisely.

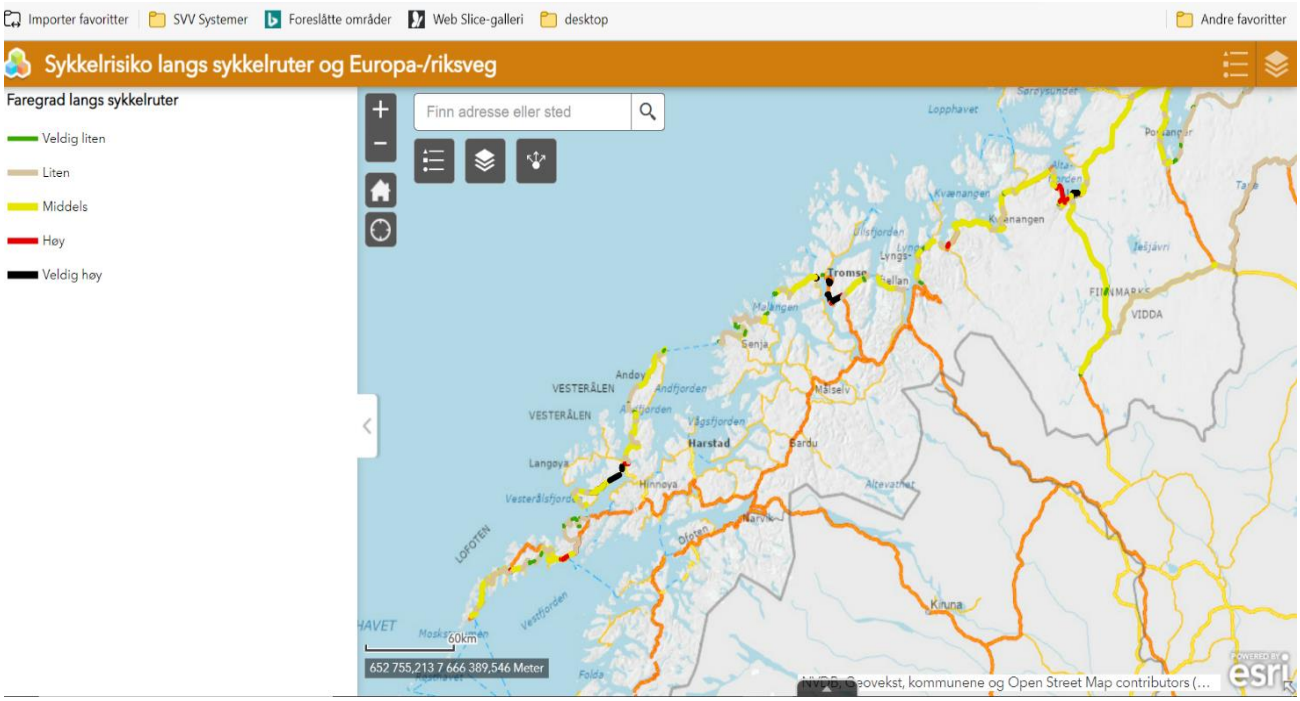


Illustration of the risk assessment along EuroVelo 1 in Norway: moderate risk in yellow, high risk in red and very high risk in black

Regarding tunnels, the Norwegian partners assessed the risks when cycling in a tunnel, and proposed criteria, inspired by the ECS which does not include recommendations for tunnels. Here is their proposal, assuming a "normal upgraded" tunnel with light and ventilation, and without shoulder or bicycle facilities:

very small	Insecurity (or negative experience)	1 car or less per minute	Traffic volume	1 - 2 cars in the period	Number of cars passing or crossing	1 minute	Dwell time in tunnel
small		1 - 2 cars per minute		2 - 6 cars		1 - 2 minutes	
medium		2 - 3 cars per minute		6 - 15 cars		2 - 5 minutes	
high		3 - 4 cars per minute		15 - 30 cars		5 - 10 minutes	
very high		4 - 10 cars per minute		30 - 60 cars		10 - 30 minutes	
Unacceptable		more than 10 cars per minute		more than 60 cars		more than 30 minutes	

Criteria for cycling in tunnels

EuroVelo 1 in Norway includes the Nordkapp tunnel, with a length of 6,870 m and about 20 cars in each direction during the dwell time of about 30 minutes inside the tunnel. According to these criteria, **the Nordkapp tunnel is evaluated as high risk**. To make the route safer, Norway has installed new signposting from the North Cape, to inform cyclists about the risks when going up north.

EuroVelo 1 was not signed in Norway at the time of the project extension, though EuroVelo signposting started in June 2023 in the North of the country.

It was noted by Norwegian project partners that data on other aspects of EuroVelo 1 is available in the National Public Road Administration database, but the full assessment will need to be done in the frame of the future EuroVelo 1 partnership.

5.2 United Kingdom

EuroVelo 1 in the UK was divided into 29 daily sections, of which 5 were found not to meet important ECS criteria regarding gradients (height gain or loss), i.e. an elevation between 500m and 600m within a daily section:

- Between Clava and Kingussie (Scotland)
- Between Kingussie and Pitlochry (Scotland)
- Between Killin and Callander (Scotland)
- Between Maybole and Newton Stewart (Scotland)
- Between Cookstown and Lifford (Northern Ireland)

In terms of traffic volumes, Sustrans purchased INRIX traffic data in 2018, which gives an objective measure of traffic volume and speed, based on information from commercial fleets, GPS, cell towers, mobile devices and cameras. Analysis of this data along the EuroVelo 1 sections gave the following results:

- Very low traffic on 22.9% of the route
- Low traffic on 56.2% of the route
- Moderate traffic on 14.6% of the route
- High traffic on 3.9% of the route
- Very high traffic on 2.5% of the route

INRIX equivalent	Traffic volume	1-20mph	21-30mph	31-40mph	41mph+
		INRIX 1-15mph	INRIX 16-25mph	INRIX 26-35mph	INRIX 36+mph
1-5	<500 vpd	1 very low traffic	2 very low traffic	3 low traffic	4 moderate traffic
6,7,8	500-1000 vpd	5 very low traffic	6 low traffic	7 low traffic	8 moderate traffic
9,10	1000-2000 vpd	9 very low traffic	10 low traffic	11 moderate traffic	12 moderate traffic
11,12	2000-4000 vpd	13 low traffic	14 moderate traffic	15 moderate traffic	16 high traffic
13,14	4000-10,000 vpd	17 moderate traffic	18 high traffic	19 high traffic	20 very high traffic
15,16	10,000+ vpd	21 moderate traffic	22 very high traffic	23 very high traffic	24 very high traffic

Comparison between INRIX traffic data and ECS traffic categories

Additionally, an audit of 1,064 miles (1,712 km) was undertaken by 9 self-employed surveyors in 2022, in the frame of the AtlaticOnBike project extension. This survey indicated that there are only two sections of the route that are signed with EuroVelo route information panels:

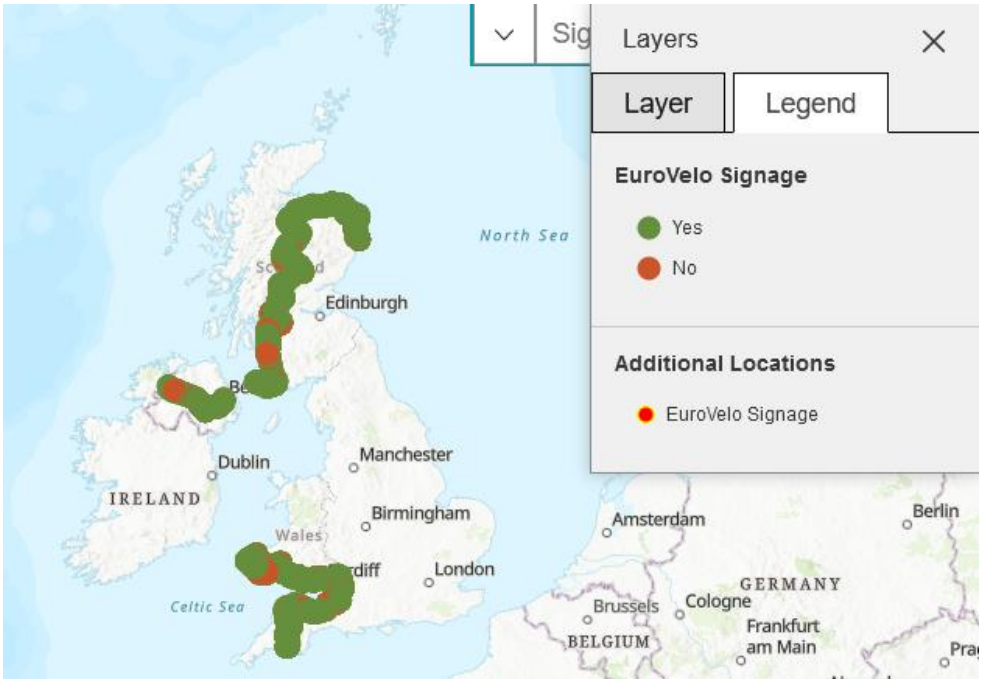
- Lifford to the junction with NCN94 near Stewartstown in Northern Ireland
- Cairnryan to Glentrool in South-West Scotland

Overall, 5,906 signs were audited of which:

- 4,241 marked as permanent
- 575 marked as temporary
- 47 already have EuroVelo 1 route information panels
- 4,816 marked as good condition
- 806 marked as damaged
- 153 marked as confusing
- 569 signs marked as missing

Signage is ongoing in 2023 in more locations across the UK: Devon, Pembrokeshire and South Ayrshire.

The complete audit results are freely accessible at https://experience.arcgis.com/experience/985234d00f894c50bf088206481c0fc0/.



Map showing the results of the signage audit

5.3 Ireland

General results from the signage inspection undertaken by Sport Ireland were that the local authority in each county on the EuroVelo 1 route in Ireland confirmed that EuroVelo directional signage is in place on the route in their respective counties. Compared to survey results from the original project, almost all the signage issues are now resolved apart from a few exceptions.

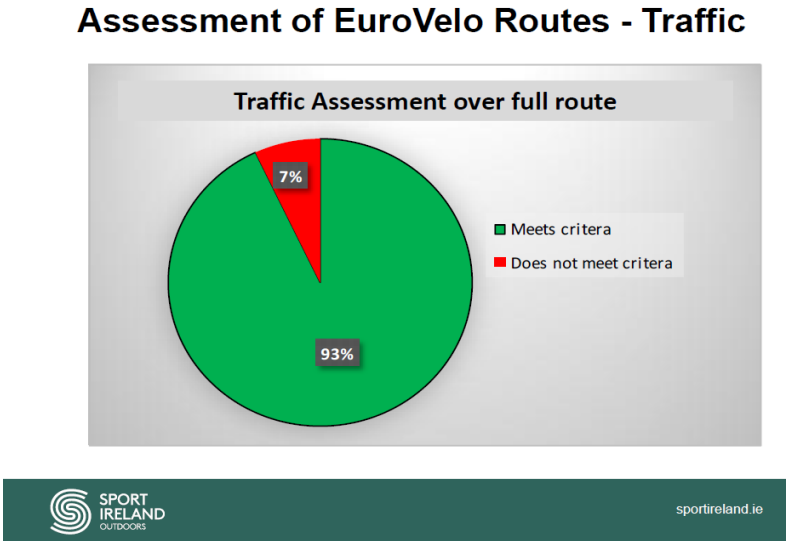
Missing signs were still identified in the following sections:

- Limerick – Rathkeale in County Limerick
- Coolaney to County border in County Sligo

No update was carried out on the 2020 survey results regarding route components and surfaces, traffic volumes and speeds, access to public transport and services. In general, findings from the initial AtlanticOnBike report can be considered still valid for EuroVelo 1 in Ireland, since no actions were taken to solve other issues than the signposting. On average, it was concluded from the initial evaluation that surveyed Irish sections were meeting 97% of the essential criteria, apart from signposting issues which are not resolved.

The most critical issues identified in Ireland following the initial survey were the following:

- High traffic on 9% and very high traffic on 15% of the route in County Donegal
- High traffic on 6% and very high traffic on 5% of the route in County Sligo
- High traffic on 18% and very high traffic on 4% of the route in County Mayo
- Badly rideable surfaces on 2% of the route in County Mayo
- High traffic on 12% and very high traffic on 2% of the route in County Clare
- Very high traffic on 12% of the route in County Limerick
- Badly rideable surfaces on 1.4% of the route in County Limerick
- High traffic on 30% and very high traffic on 17% of the route in Counnty Kerry
- Lack of bicycle repair shops in many daily sections



Global assessment of traffic levels on EuroVelo 1 in Ireland in 2022

There are no less than 16 counters installed along EuroVelo 1 in Ireland and managed by ARUP, in collaboration with Nationwide Data Collection (NDC). These allow to gather quantitative data related to the usage of the route. However, a summary of the automatic counters' results was not provided in time to be included in this document.

5.4 France

In France, the monitoring of the action plan since 2019 highlighted that most remaining critical issues relate to signposting and safety of the route components. A few problems also relate to services, public transport access to the route, surfaces and width. Globally, the route is very close to meeting the ECS criteria. Most of the major issues identified in 2019/2019 have been resolved.

5.5 Spain

Spanish partner ConBici took as a basis the Action Plan realised in the frame of the original AtlanticOnBike project, which amounted to a total of 129 actions. Using the SCOUT app, they conducted an evaluation to assess the execution of the planned actions. The assessment was conducted from a user perspective, cycling on the route, crossed with a planner and route management perspective.

Conclusions from this survey results were that the original AtlanticOnBike project was a fantastic booster for the development of the EuroVelo 1 in Spain. The five regions involved in this route have reached a "basic" development status but they still need to solve some critical issues to make the route as attractive as possible.

More specifically, here are the main conclusions of the analysis per type of critical issue:

- **Safety on public roads** is insufficient at the entrance to Pamplona
- **Surface quality and material** is good on most of the itinerary, but improvements are needed on the Saint James Way (Gipuzkoa, Navarra, La Rioja, Castilla y Léon), especially on sections where uphill gradient is greater than 2%, since it worsens the user experience of bad surfaces. This issue is more frequent in Castilla y León, which counts 113 km (8% of the entire EuroVelo 1 in Spain) of moderately rideable stabilised gravel surfaces.
- **Surface quality and material** is also problematic in Andalucia**,** where the 2019 survey indicated that 56% of the route is not rideable, badly rideable and moderately rideable. That corresponds mostly to the Vía Verde del río Tinto (Not rideable), the Vía Verde del Litoral (Not rideable) and between El Real de la Jara and Nerva (Badly and moderately rideable), which have not yet been improved.
- **Signage** is very good in Castilla y León, needs some improvements in Navarra and Extremadura and is not implemented yet in La Rioja and Andalucía. In La Rioja, the coincidence with the Saint James way in the most part of the route is helpful for users, but EuroVelo 1 route information panels need to be installed as well.
- **Bike services** are insufficient along the itinerary. Most of the actions planned still need to be implemented. However, the development of services has been intense in Navarra, where important improvements took place.
- **Information panels** are insufficient along the itinerary. Most of the actions planned still need to be implemented.
- **Promotion of the route** is intense in Castilla y León but, in general, the local knowledge of the EuroVelo 1 is still very low. This is particularly true on the Saint James Way where the high fame of the way makes it harder to spread awareness on the new route. In Navarra, promotion is in progress with the creation of the Cycletourism Product Club. In Andalucía, promotion is still pending of execution of the route, except in Huelva where they have began promotion of the route.

Besides these critical issues, let us note that in Extremadura, where the 2018 survey highlighted many important issues, the itinerary has been changed, leaving the Saint James Way - Vía de la Plata, and tracing the route on the national road N-630. As a result of this change, the signed sections existing nowadays have not been surveyed using the ECS App, only assessed with the SCOUT App, which highlighted the following issues:

- **On Signposting**: only the main crossroads are signed and there are few confirmation signs allowing for consistent visibility of the route (confirmation signs are too small and not visible for cyclists), and the route is only signed North-South, missing bidirectional signposting. Also, there are no signs in urban areas except general panels at the entrances of main towns and cities.
- **On traffic volumes**: the itinerary change resulted in an improvement of the surface (the route goes mostly on asphalt), but on the other hand, some sections have high traffic and do not comply with ECS criteria. Unfortunately, an alternative route is not easy to develop, since the only alternative doesn't meet the surface criteria.

5.6 Portugal

EuroVelo 1 – Atlantic Coast Route in Portugal goes from Vila Real de Santo António (Algarve) to Valença (North), is 1,200 km in length and crosses the 5 continental Portuguese regions.

The organisation **Federação Portuguesa de Cicloturismo e Utilizadores de Bicicleta (FPCUB)** surveyed **33** daily sections from October 2022 to April 2023 (through 5 Portuguese provinces: Algarve, Alentejo, Lisboa, Centro e Norte) with the ECS App, and analysed the data according to the ECS methodology.

FPCUB is the National EuroVelo Coordinator for Portugal and works with partners to promote cycling, developing online mapping tools and printed maps, as well as providing easy access to extensive and up-to-date advice on the best ways to design routes. EuroVelo 1 – Atlantic Coast Route follows the Regional Route n°1 in Portugal and FPCUB has led on the surveying of the route to establish its condition and characteristics,

and the analysis of services along the way. It has also led on the accurate mapping of physical attributes associated with the route and of easily accessible services along the route corridor. Work to establish tourism and promotional opportunities along the route is being carried out by FPCUB.

Main conclusions from the survey were that:

- The existing route infrastructure is asphalted and globally in a good condition, from Lisbon to the North of Portugal.
- Between Melides and Lisbon, the surface is bad and makes the route difficult to cycle, but the existing alternatives are public roads with high traffic.
- In some parts of Alentejo and Algarve the infrastructure is more gravel and in a worse condition.
- There is some Eurovelo 1 signposting in Algarve, Tavira, Loulé and Aljezur, and some near Nazaré. The rest of the route is generally not signposted and placing more signs should be a priority action.
- Ferries need to be used from Melides to Setúbal, from Almada to Lisboa and in Aveiro.
- There are train stations allowing access to the route in Vila Real de Santo António, Faro, Albufeira, Portimão, Lagos, Setúbal, Lisboa, Cascais, Figueira da Foz, Aveiro, Ovar, Porto, Viana do Castelo, Caminha and Valença, and other daily sections can generally be reached by bus. Bicycles can be carried on trains without charge in Portugal, though a booking is necessary. The number of bicycles is limited to 2 by carriage. There are also commercial ports in Lisboa and Porto and EuroVelo 1 passes through the three airports of Portugal.
- There are good levels of services all along the route.
- There are already quality promotional tools available (website, printed maps, flyers etc), but EuroVelo 1 marketing in general can still be strengthened.
- Signage, maintenance of the route and construction of some infrastructure improvements will be assumed by local and regional authorities, depending on the infrastructure owner.

The critical issues identified in the frame of the survey were the following:

- In the area from Vila do Bispo to Aljezur in Algarve there is currently a path in poor condition.
- In the Lisbon Metropolitan Area region, which is the most populated area in Portugal, there are sections of moderate traffic without cycling infrastructure
- Between Oeiras and Cascais, there is a road with high traffic without a dedicated space for bicycles, which should not be advised to cyclists. Until this stretch can be developed for cycling, there is an alternative train ride following that road and that allows bicycle carriage.
- Information boards are missing on most daily sections. They will be added at the time of signage completion.

6. Actions planned to further improve EuroVelo 1 – Atlantic Coast Route

The countries covered by the **action plan activities** are United Kingdom, France, Spain and Portugal. This means that a total of **5,604 km,** which is about **53%** of the total route length, divided into 132 daily sections, have been covered by the action planning overall. Each of these 4 countries represent between 11% and 16% of route, with rather similar shares of the route.

Over 1,000 actions have been planned in UK, France, Spain & Portugal. The total length of route sections concerned by proposed infrastructure actions concerning continuity, safety measures, route components and surfaces amounts to 3,512km, while the total lengths of route sections needing new or improved signposting amounts to 1,332km.

However, given that no cost estimates were available so far for action plan activities in the UK, a total of 3,900km are covered by cost estimates to bring EuroVelo 1 to ECS quality standards. This corresponds to France, Spain and Portugal, each of these countries representing **around 37% of the total route length**, which is about **one third of the route**.

The following cost estimates should later on be completed by estimates from Sustrans to bring EuroVelo 1 to the quality standards required by the National Cycle Network development plans.

Overall, based on the information gathered from existing implementation plans and some general costs estimates for unplanned activities, the partners are planning to implement route improvement measures amounting to **€30,5 million** in total.

Most of the planned measures are, by far, actions related to infrastructure improvements (99% of costs): construction of separate cycling infrastructure, surface improvements, resolution of continuity issues, traffic calming measures, etc., which already amount to almost €30 million. Signposting ranks next, with total planned actions reaching around €264,000, followed by services for cyclists (€100,000) and organisation (€64,400).

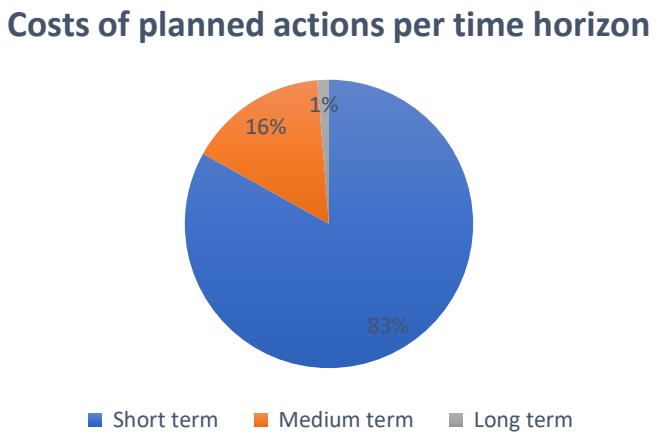
This table provides a summary of the planned costs of all actions:

Infrastructure	30,278,144.00	Total
	21,039,894.00	Planned in short term
	3,863,600.00	Planned in medium term
	315,150.00	Planned in long term
Services	101,000.00	Total
	-	Planned in short term
	21,000.00	Planned in medium term
	-	Planned in long term
Promotion & Marketing	25,000.00	Total
	-	Planned in short term
	25,000.00	Planned in medium term
	-	Planned in long term
Organisation	63,390.00	Total

	2,000.00	Planned in short term
	43,000.00	Planned in medium term
	12,390.00	Planned in long term
Total	**30,467,534.00**	

In terms of the time horizon, most of the actions will be implemented in the short-term, i.e. by 2024:

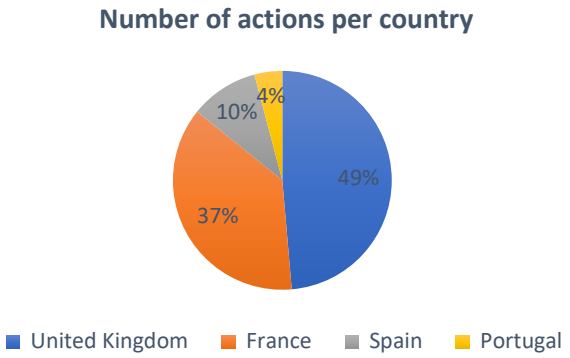
Costs of short-term actions (2023-2024)	€21,041,894.00
Costs of medium-term actions (2025-2026)	€3,952,600.00
Costs of long-term actions (2027-2030)	€327,540.00

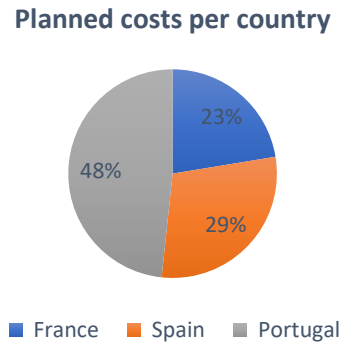


There are also a number of actions to improve the French part of the route, reaching €5.6 million, that were not given a time horizon. These actions have not been planned and the date of their potential implementation is unknown at this point. A majority of these actions are of priority level 3 (corresponding to additional ECS criteria), but some of them are also of priority level 2 (corresponding to important ECS criteria).

The planned investments per country show significant differences, which is mostly connected to the varying levels of development between countries, and the fact that the total itinerary of EuroVelo 1 in Spain and France was already surveyed and resulted in an action plan in the frame of the initial AtlanticOnBike project. In Portugal, only the Algarve section had been part of the previous project. Following the full survey of Portugal, it is understandable that more costs are needed to bring the route to ECS quality standards, while route improvements have already been carried out in France and Spain following the initial project.

With planned actions amounting to €14.7 million, Portugal accounts for 48% of the total planned measures. Spain ranks second, with planned investments of €8.9 million (29%). To solve the latest remaining critical issues along the route, France still plans investments of €6.8 million (23%).





Let us remind here that these amounts are costs estimates that may differ in reality, when the actions come to the implementation phase. Especially in Portugal, only few actions are already planned and a majority of the above costs are very rough estimates.

Most of the planned measures will be implemented by public authorities, in collaboration with the project partners. This is especially true for infrastructure and services. Please refer to chapter 7.4 for a more detailed overview of organisation questions and sources of funding.

6.1 Infrastructure

6.1.1 Continuity, route components and surfaces

6.1.1.1 United Kingdom

In the UK, the analysis of NCN development plans for all sections that constitute EuroVelo 1 highlighted 496 infrastructure improvement projects in the four regions crossed by the route, spanning its entire length:

- 121 projects in Scotland
- 9 projects in Northern Ireland
- 143 projects in Wales
- 223 projects in Southwest England

These projects cover a total of 1,459 km of EuroVelo 1 in the UK, which corresponds to 85% of the total route length.

More information on the development projects identified in each UK region in the table below:

Development Project Characteristics	Scotland	Northern Ireland	Wales	Southwest England	Total per action type
New Route Section - Quietway		864			864
New Route Section - Traffic free	3,797	4,481		4,629	12,907
New Route Section - Undefined	40,184				40,184
On Road to Quietway	258,068		158,490	213,528	630,086
On Road to Traffic free	209,211		7,279	10,732	227,223
Realignment Project - Quietway			3,516	6,407	9,923
Realignment Project - Traffic free	112,966		34,188	17,710	164,864

Realignment Project - Undefined			11,991		11,991
Accessibility Improvements	68,745				68,745
Alternative route				9,937	9,937
Bridge	441				441
Crossing or Junction Improvement	814		184		998
De-designation Project				949	949
Improve path alignment			3,506		3,506
Path Widening	14,433	3,095	17,768	71,790	107,086
Surface Improvements	139,762		17,944	11,308	169,014
Traffic Safety Improvements	228				228
Tunnel	74				74
Total per region	848,723	8,440	254,865	346,992	1,459,020

Extent of the route (in metres) concerned by NCN development projects

The majority of infrastructure infrastructure projects identified focus on resolving the following issues:

- Dangerous crossings with major roads and sub-standard junctions: safety improvements
- Sections on public roads with high traffic: realignment of the itinerary to traffic-free sections or quiet ways
- Quiet ways with median traffic speeds: traffic speed reduction
- Unsafe bridges: repairs and safety improvements
- Bad surfaces due to erosion or other issues: surface improvements or realignments
- Narrow paths: widening
- Accessibility issues due to the presence of barriers or bollards: access controls and barriers will be made compliant for all abilities

However, no cost estimates for the development projects were provided yet. This estimate will come at a later step of Sustrans' analysis to improve the NCN network.

Some examples of selected projects:

- NCN4 Hollywood Lane in Bristol, Southwest England: On road to quietway/traffic free section of 1 km – Resolution of a high traffic speed black spot on Hollywood Lane, the the city council decided to close to traffic, making it a traffic-free path:

- NCN4 Steps in Llantrisant, Wales: Resolution of continuity issue (difficult steps with steep ramp):

- NCN4 Resurfacing of cycle path in Pontypridd, Wales:

6.1.1.2 France

In France, the action plan, updated since 2020 in collaboration with regional and local stakeholders, still contains 367 actions to realise to improve the route, including 132 core actions (40 actions of level 1, corresponding to essential ECS criteria, and 92 actions of level 2, corresponding to important criteria). This is a great improvement compared to the 708 actions identified during the original quality diagnosis, that included 143 level 1 route defects.

228 of these actions relate to continuity, route components and surfaces, including 37 core actions (6 actions of level 1 and 31 actions of level 2) and 194 actions of level 3.

Critical issues and general improvement plans to solve them include:

- High or very high traffic on some sections on public roads:
  - In Rochefort and Tonnay-Charente (Charente-Maritime), for which it is planned to review the route itinerary inside these localities.
  - In Morlaix (Finistère), for which a cycle lane was created in 2020 (provisional COVID measure) but may not be maintained.
  - Safety issues in Les Sables d'Olonne and L'Aiguillon Sur Mer (Vendée), for which the creation of separated cycling infrastructure is planned.

  - Dangerous spot north of Leon (Landes) along the departmental road 652 (250,000€).
  - Safety issues in front of Boucau train station (2 km) and along the coast (4 km) in Pyrénées-Atlantique, for which a widening of the cycle path is under study (700,000€).
  - Safety issue in Saint-Jean-de-Luz (Pyrénées-Atlantique), for which it is advised to remove car parking and widen the cycle path. Works will be partly included in the harbour developments (3 km, 2,500,000€).
  - Safety issue at the border crossing with Spain (Pyrénées-Atlantique), for which more road markings are planned a minima, or ideally the construction of a greenway (5,000€).
- Dangerous crossings:
  - Crossing with a departmental road close to Pont de la Corde (Finistère), for which an alternative itinerary is being considered, or alternatively, the implementation of traffic calming measures to secure the crossing.
  - Crossroad at the railway crossing of the Aytré-plage train station (Charente-Maritime), for which another itinerary will have to be studied.
  - In Marennes (Charente-Maritime), for which another itinerary inside the city and safety measures for crossing the departmental road are being studied.
- Poor state of surface:
  - Around Arcachon (Gironde), which is under study as part of the programme to modernise the department's cycle paths.
- Cliff collapse between Erlaitza and Haïcabia (Pyrénées-Atlantique), for which a big development project is planned, including an itinerary change and the construction of a greenway (5 km, 1,000,000€).

Not all planned actions have costs foreseen at the moment. The estimated costs for planned actions of the 3 priority levels related to construction of new cycling infrastructure, safety measures and crossings, improvement of surfaces and removal of obstacles amount to €6.71 million in France.

Most of these improvements will take place in the short term (2023-2024) or, for less core actions, medium term (2025-2026) for the route to reach sufficient quality levels to apply for Certification in 2024. Additionally: in the short term (June/July 2023), an ECS survey of the Saint-Jean-de-Luz to Hendaye section will be carried out, following a modification of the itinerary in 2022.

Example action that was approved and is being implemented for the first time in summer 2023: Development of a new alternative route to solve a critical continuity issue along the route in the Charente Maritime Department. During the high season, between June and September, the department has developed a ferry boat service, in order to offer cyclists an alternative to the official route over the Seudre bridge, which is not suitable to all cyclists with its high traffic and narrow cycle lane.

Ferry boat service as an alternative to the Seudre bridge

6.1.1.3 Spain

The original AtlanticOnBike project in Spain had outlined an action plan consisting of 120 initiatives to be executed in the short, medium, and long term. Out of the total budget of €9 million, 66% was allocated to meet the essential ECS criteria concerning infrastructure conditions. The remaining funds were designated for service development and promotion.

The evaluation conducted in 2022 and 2023 assessed the progress made in implementing the various actions. Surprisingly, 71% of the planned actions have not yet been implemented, even though most of them were scheduled for short-term execution. Among these pending actions, 88% were intended for Andalucía, 8.6% for Castilla y León, and 3.4% for the region of Navarra.

To ensure effective monitoring and address non-conformance with essential criteria, it is crucial to establish a methodology for regular evaluations of the Action Plan. This will enable the Spanish partners to promptly identify areas that require attention and rectify any shortcomings.

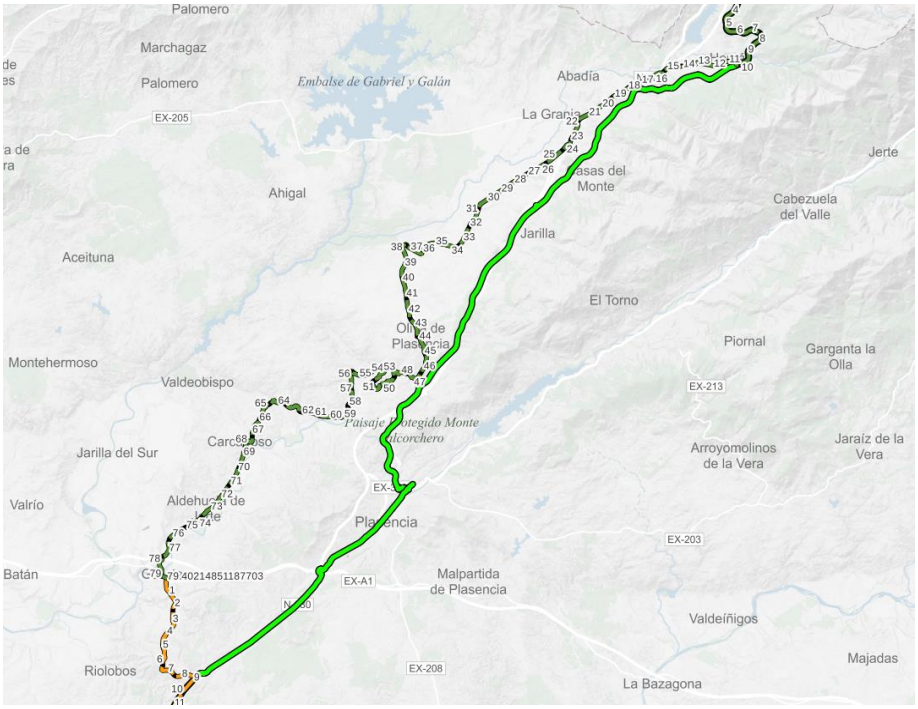
More specifically, the update of the action plan identified 103 actions related to infrastructure: construction of separate cycling infrastructure, adding safety elements to crossings, surface improvements, traffic calming or reduction, treatment of obstacles, maintenance of cycling infrastructure. Out of those actions, 24 are planned in Navarra, 9 in La Rioja, 27 in Castilla y Léon, 5 in Extremadura and 15 in Andalucia.

Their total cost amounts to €8.7 million.

Some examples of critical issues identified are the following:

- Surface improvements – Identification of non-rideable sections between Salamanca and Puerto de Béjar in Castilla y Léon, which will be solved by the construction of the Vía de la Plata greenway, under progress by the Agriculture, Fish and Food Ministry (MAPA) thanks to an investment of €3.5 million. 20km of this greenway already exists, and 50km is planned to be ready in 2024. In the meantime, there could be an alternative route by road between Fuenteroble de Salvatierra and Navalmoral de Béjar, through Valdelacasa, Valverde de Valdelacasa and Peromingo. This alternative route is scenic, safe and with good tarmac and allows to reach the greenway before Béjar. The climb to Navalmoral is the only difficulty. The itinerary will also be changed between Baños de Montemayor and Galisteo in Extremadura to pass on this greenway, leading from Hérvas to Plasencia.
- Surface improvements in Andalucia in the frame of the CICLOSEND-SUR project – Construction of the the Teuler mine and the Nerva – Valverde de Camino greenways, improvements of the bad surface and tarmac from the Mine of Cala to the Rivera de Huelva (14 km), and of the Via Verde de Los Molinos between Valverde del Camino and San Juan del Puerto.

Ruta de la Plata greenway in Béjar



Original itinerary between Baños de Montemayor and Cáceres
and future itinerary on the Vía de la Plata greenway between Hervás and Cáceres (in green)

Via de la Plata greenway between Jarillas and Plasencia

Future greenway of the Teuler mine

6.1.1.4 Portugal

In Portugal, a total of 42 actions have been planned to develop the route to meet the European Certification Standard criteria and attract new cycle tourists. Among those, 17 relate to continuity, route components and surfaces.

The problems encountered along the route in Portugal and general improvement plans include the following actions.

Short-term actions:

- Improvement of cycle path between Portimão and Lagos
- Conversations with the municipality of Portimão to remove the forbidden signage to cross the bridge by bike (over 100 m)
- Construction of a new cycle path to improve the conditions between Vila Do Bispo and Odeceixe – let us note that this is an important development that may not be feasible in the short term as planned by the project partners.
- Construction of a new cycle path and improvement of the type of path between Figueira da Foz and Praia de Mira – let us note that this is an important development that may not be feasible in the short term as planned by the project partners.
- Construction of a new cycle path between Aveiro and Ovar – let us note that this is an important development that may not be feasible in the short term as planned by the project partners.

Medium-term actions:

- Preparation of construction works to improve route conditions in Castro Marim, Vila Real de Santo António and Olhão and in Lagoa – let us note that the project partners did not specify if the implementation of the works are planned in the medium or long term.
- Preparation for construction works to improve the connection between Lagos and Sagres
- Construction of new cycle path to improve the conditions of the connection between Sagres and Vila Do Bispo

Long-term actions:

- Preparation of construction works to improve route conditions between Odeceixe and Melides and between Lisbon and Azenhas Do Mar

- Peparation of plans for a new cycling path between Gaia and Matosinhos
- Construction of new cycle path between Melides and Setúbal
- Construction of new cycling bridge to cross the Mondego River in Figeira da Foz

Additional actions identified:

- The connection between Olhão and Faro, which at the moment is still made via the national 125, already has plans to start building a pedestrian and cycling path connecting these two cities.
- Between Vila Do Bispo and Aljezur: There is an approved project for maintenance and requalification of this route which will start in 2023
- Between Aveiro and Ovar: There are projects for the construction of a wooden walkway but at the moment there is no start date.

However, it was not possible for Portuguese partners to estimate the total cost of implementing the action plan, because some of the actions don't have, yet, the budget defined and some work and projects to define the needed budget are under progress. Some of the local authorities have finally put EuroVelo 1 in Portugal as a priority.

Costs that could be estimated amount to €11.8 million for the construction of four new cycle paths: between Sagres and Vila Do Bispo, between Vila do Bispo and Odeceixe, between Figueira da Foz and Praia de Mira, and between Aveiro and Ovar (highest cost, estimated to €7 million alone).

Based on these figures, total costs for bringing the Portuguese section to ECS quality standard in terms of continuity, route components, traffic calming and crossing safety measures, and surface materials, were estimated to €14.6 million - this number being a rough estimate of the real costs.

6.1.2 Signposting

6.1.2.1 United Kingdom

EuroVelo 1 signposting is insufficient in the UK, but signage pilots are ongoing to remedy this issue, in the frame of the AtlanticOnBike project. Where EuroVelo 1 follows sections of the National Cycle Network that have high quality, well maintained National Route signage Sustrans has adopted a system of providing regular sign boards, at least one per daily section, instructing those people following EuroVelo 1 to follow a specific numbered route – e.g. 'For EuroVelo 1 follow NCN Route 4'.

This is augmented with **continuity signage** at key locations and junctions, usually a simple EuroVelo 1 logo, to reassure users that they are still following the correct route. This system is a cost-effective way of utilising existing National Route signage to benefit those following EuroVelo routes. It also helps to reduce signage 'clutter' and an excess of route logos that can occur, especially on sections where local or regional cycling and walking routes are also included on signs.

Planned activities include:

- Installers commissioned to improve signs in Devon, Pembrokeshire and South Ayrshire.
- Continuity signing to be installed at key locations.
- Over 500 signs ordered, manufacture in progress.

Scale 1:25
Dimensions (mm & m²):
Width: 570, Height: 240, Area: 0.14
Width: 570, Height: 240, Area: 0.14
x-Height: 25
Total area: 0.27 m²

Cantilever double sided
quantity 1

Mock-up for EuroVelo 1 signs in the UK

Example of continuity signage

The NCN development plans' assessment highlighted 76 infrastructure projects including improvements on national signage:

- 69 in Scotland on 38.6 km of NCN1, called "Coast and Castles" in the North, 175.7 km of NCN7, and 8.5 km of NCN73.
- 7 in Wales on 50 km of NCN4, the Celtic Trail.

A comprehensive signage and wayfinding strategy is being developed for the NCN and it will address how long-term improvements can be made to signage on the Network, including how it integrates and connects to the wider active travel networks, routes and paths.

6.1.2.2 France

According to the monitoring of the action plan, 83 actions related to signposting issues remain to be solved in France.

Main critical issues that remain and plans to solve them include:

- Misleading signs (1 instance in Loire-Atlantique and 3 in Gironde). The signs will be checked and corrected, for a cost of 1,200€ in total.
- To clarify the itinerary on the ground, 43 additional signs should be installed (1 in Finistère, 2 in Côtes-d'Armor, 5 in Loire-Atlantique, 1 in Vendée, 3 in Charente-Maritime, 28 in Gironde and 3 in Landes), for costs of 100€ to 500€ per panel depending on the location. Total costs are estimated at 19,100€.
- Missing EuroVelo route information panel on 36 signs (on 8 signs in Morbihan, 2 signs in Ille-et-Vilaine, 24 signs in Gironde and 2 signs in Landes). EuroVelo panels will be added on existing signs for a cost of 100€ to 200€ per sign. Total costs are estimated at 7,000€.

Let us note that the situation in Gironde has been less updated than in other departments, so there could be more signs already installed. However, due to the wildfires that happened in the summer 2022, the Gironde department has less time and resources available to work on the route developments.

Estimated costs for solving all issues related to signposting on the 3 priority levels amount to €42,800 (€30,300 for core actions only). 51 actions are planned in the short term.

6.1.2.3 Spain

The update of the action plan identified 11 actions related to completion of the signposting, divided between Navarra and Andalucia, though signposting also needs improvement in La Rioja, where it is not signed at all. Their total cost amounts to €90,267.

More specifically, the following actions are planned to complete signage in the regions where it is missing:

Gipuzkoa and Navarra:

- There is a high probability of sign missing at bifurcations between Saint James Way and EuroVelo 1. The regional administration is working on the elimination of that problem with a proper EuroVelo 1 signing of the sections coincident with the Saint James Way. These works are ongoing (short term action) and involve meetings with relevant stakeholders.
- From Sarasa to Pamplona, a project funded by Fondo Next will improve signage on 9 km in the short term: modification of the itinerary to avoid an old demolished tunnel and widening of the tracks.

La Rioja:

- The route is not signed at all and signage works will be done by the Consejería de Turismo, once the reform of the way will be finished. This action was planned for 2023.
- Integral improvement project of the Camino de Santiago will end in 2023. 2 years works. €1,6 millions investment. Still in progress (short term).
- Elimination of barriers for cyclists.
- Whole sections free of traffic.
- Improvement of the surface, more cycling friendly.
- Minor modifications of the EuroVelo track.
- Double signing, EuroVelo 1 and EuroVelo 3, after the finalization of the works.
- Survey and update of the NECC and ECF track.
- New location for the counter after resolution of the insurance troubles.

Andalucia:

- The route is not signed at all and works are pending execution of the project Ciclosend Sur, an Interreg POCTEP project.

6.1.2.4 Portugal

Signposting needs a lot of improvements in Portugal, as signs are still missing or insufficient along most of the route.

Signage completion and improvement has been planned in the following locations:

In the short term:

- Complete signposting in Vila Do Bispo

In the medium term:

- Complete signposting between Vila Real de Santo António and Portimão
- Complete signposting between Setúbal and Nazaré
- Maintenance of existing signs between Nazaré and Marinha Das Ondas
- Complete signposting between Praia De Mira and Valença (new end of the route)

Costs for the signage of the route were estimated to €2.2 million.

6.1.3 Public Transport

6.1.3.1 France

As already highlighted in the 2020 Transnational Action Plan, in France, the route is connected to multiple regional train stations and three major train stations with direct trains to Paris (Nantes, La Rochelle, Bayonne). Except in Brittany (where booking is required), regional trains offer no reservation option for bikes or passengers, so in case of train saturation, access for cyclists can be limited.

The rules to carry bicycles in the train may vary per region, which can be confusing for international travellers, as they need to check many different pages, sometimes also in French, and it is not always clear which region

is responsible for which train, as they sometimes cross regional borders). Special bikes such as tandems or trailers are usually not allowed in the train.

Transporting assembled bikes in the TGV, Eurostar or Thalys high-speed trains is often not possible, and the SNCF search engine could be improved with regard to bike carriage.

La Vélodyssée website has a dedicated page on bike carriage in trains, which is updated every year: https://www.lavelodyssee.com/pratique/organisation/transport/train-velo.

In their national action plan, French partners monitored 4 core issues relating to public transport accessibility of the route:

- No public transport service allowing bicycle carriage for more than 150 km in three instances:
  - Between Carhaix and Redon (197 km). A proposed solution is to allow the carriage of 2 bicycles in the bus to Pontivy or Ploërmel.
  - Between Arcachon and Labenne (174 km). A proposed solution is to allow the carriage of 2 bicycles in the bus to Mimizan or Biscarosse, including in the summer.
  - Between Rochefort and Facture Biganos (216 km). A proposed solution is to allow access to 6 bicycles in 6 services a day reaching places distant of 75 km maximum. There are train stations in Royan, Le Verdon, Soulac sur Mer, and a touristic train in La Tremblade that can be considered.
- No public transport service allowing bicycle carriage for more than 75 km between Les Sables d'Olonne and La Rochelle (114 km). A proposed solution is to allow access to 6 bicycles in 6 services a day reaching Marrans.

There are no costs estimates connected to these actions. Core issues will be tackled in the short term in order for the route to reach sufficient quality standards to apply for ECS Certification.

6.1.3.2 Spain

The update of the action plan identified 2 actions related to adding bike transportation capacity on public transport, in Navarra. Their total cost amounts to €2,000 and the actions are planned to be implemented in the medium term.

6.1.3.3 Portugal

Bicycle carriage on trains and ferries is generally possible in Portugal, though improvements remain necessary. The estimated cost for this activity is €20,000.

One action has been planned in the following location:

Medium-term actions

- New electric ferry that can serve as public transport along the route between Aveiro and Ovar.

6.2 Services

The route assessment realised in the original AtlanticOnBike project already showed that all surveyed daily sections were meeting 100% of the essential and important criteria, i.e. they offer both basic and average/luxury accommodation. Some accommodation in France and Spain is also certified as cyclist-friendly, thereby also meeting the additional criteria.

Similar statements could be made about the availability of food: all daily sections were meeting the essential criteria, i.e. there is at least one food option (shop, café, restaurant, vending machine) and drinking water available on each daily section. In fact, the offer is much more abundant than that: about half of the surveyed

route was also meeting the additional criteria, with food or rest areas as well as drinking water being available every 15 km.

Bike repair workshops were available on more than half of the daily sections (important criterion). On about 20% of the daily sections, there were no bike repair options available. On roughly a quarter of the surveyed route, only the essential criteria (at least some bike repair option per daily section) were met. As a result, bike repair workshop was a focus of the action planning relating to services in the countries along the route.

The route surveyed in the frame of the initial project did not include the whole Portuguese section, nor the UK section. But given the touristic areas that the route is crossing, there is good chance that accommodation and food is available on all daily sections along those sections as well. It is worth, however, double checking the status of bicycle services, and cyclist-friendly labels in these countries.

6.2.1 France

Regarding services, and in particular the availability of bike repair workshops, 6 daily sections are still missing them in France, and efforts should be made to develop these services (core actions):

- Rochefort-Marennes section in Charente-Maritime. A study is ongoing on the creation in the short term of a rest area at the Chasse lock house, as part of the development of an area dedicated to hunters and anglers. This rest area will include bicycle repair tool.
- 4 sections in Gironde, for which no specific proposal was designed.
- Saint-Jean-de-Luz – Hendaye section in Pyrénées-Atlantiques, where the itinerary has changed, and the exact situation will be assessed in a new route survey.

Other actions were planned as priority 3. These relate to the availability of an e-bike charging station on each daily section. This service, essential for cycle tourists using e-bikes such as families with children and people using special bikes, needs to be developed on 7 daily sections:

- Pontivy-Josselin section in Morbihan.
- Redon-Blain section in Loire-Atlantique. Work is underway on schemes to help create service areas, which should make it possible to create recharging points.
- Marennes-Royan section in Charente-Maritime.
- Montalivet-les-Bains – Hourtin-Plage and Lège-Cap-Ferret – Arcachon in Gironde.
- Between Bayonne and Saint-Jean-de-Luz in Pyrénées-Atlantique.

Costs are estimated at 8,000€ per daily section to develop e-bike charging services.

6.2.2 Spain

In Spain, effort has been made to increase the number of services for cyclists in Navarra, but in most parts of the route, they remain insufficient, especially regarding the availability of bike repair shops or services stations.

The update of the action plan identified action related to installing self-service stations with bike tools available accessible for every user, in Castila y Léon. Estimated costs amount to €5,000 and the action is planned to be implemented in the medium term.

6.2.3 Portugal

No specific actions to further improve services for cyclists were planned in Portugal. This should be a topic of further work on national and regional action plans.

6.3 Marketing and Promotion

6.3.1 Norway

A new website was released by Cycle Norway, including information on EuroVelo 1 and inspiring pictures: https://cyclenorway.com/. However, EuroVelo 1 and the AtlanticOnBike project are not well visible on this website.

In terms of future actions, the website from Vegvesen will need to be improved, and better connected to the existing Cycle Norway website.

Additionally, communication on EuroVelo 1 is being organised with relevant actors and administrations: Visit Senja, Visit Tromsø, Vist Alta, Norwegian Scenic Routes, Tromsø Outdoor and Norwegian Adventure company. These communication activities will need to be continued and improved to increase the reach of EuroVelo 1 in Norway. It is planned to implement a strategy.

6.3.2 Ireland

A new website was launched in Ireland on 18 May 2023 with an event organised by the Department of Transport. This website improves the promotion of the route to cyclists, presenting all relevant information in a clearer way. It can be accessed at Atlantic Coast Route by Bike | EuroVelo 1 Ireland.

Additionally, EuroVelo 1 marketing and promotion would benefit from connecting EuroVelo 1 to the Wild Atlantic Way, which is a touristic route for cars in Ireland, but has a good branding and more reach than EuroVelo 1. It may be possible to use the fame of the Wild Atlantic Way to futher promote the Atlantic Coast Route.

6.3.3 France

The 2020 Transnational Action Plan highlighted the very good quality of EuroVelo 1 marketing and promotion in France, with the detailed route website, printed maps and guides. The route meets all essential criteria in France, and the important criteria largely as well. Only on six daily sections, there were no information boards or centres available.

This good marketing continued since the former project with the “Vélodyssée passport” launched by the French partners in 2022 to create more engagement from the users.

In their action plan, only 2 core actions of priority 2 still need to be resolved, connected to 2 daily sections without an information board or tourism office:

- Rochefort-Marennes section in Charente-Maritime, which should be resolved in the short term with the creation of the rest area in the Chasse lock house (see “Services” section above).
- Saint-Jean-de-Luz – Hendaye section in Pyrénées-Atlantique, where the itinerary changed and will be surveyed in summer 2023 to better clarify the remaining list of actions.

6.3.4 Spain

In Spain, promotion and marketing of the route needs a lot of improvement, to increase the level of awareness of EuroVelo 1, especially in areas where the Saint James Way is more famous.

The update of the action plan identified an action related to publishing printed promotion tools about the route (a guidebook on the route in the region), in Andalucia. Estimated costs amount to €25,000 and the action is planned to be implemented in the medium term.

6.3.5 Portugal

No specific actions to further improve marketing and promotion were planned in Portugal, but information panels will be added along the route together with the missing signs.

6.4 Organisation and planned investments

6.4.1 United Kingdom

There is an ongoing programme of investment across the NCN in the UK with funding from central governments in all 4 nations.

Sustrans is also working with a range of other partners, including local authorities, landowners such as the Canal and Rivers Trust, National Trust and Forestry Commission to develop improvement projects. All partners are seeking to raise funds from non-government sources in order to diversify income and reduce dependence on fickle central funding streams.

There are examples of significant philanthropic donations to upgrade paths, as well as community and grass-roots organisations raising money to improve and maintain local NCN corridors.

6.4.2 Ireland

In Ireland, there are 10 different local authorities along the route that need to be involved when planning action plans for route improvements.

There are currently no precise plans in the short term to solve the critical issues of the route in terms of traffic volumes and speed. This could change following the release of the new website which has raised interests on the route. Additionally, ongoing works for the creation of a national cycle route network in Ireland could lead to further improvements of EuroVelo 1, especially the parts of the route that connect major cities together.

6.4.3 France

La Vélodyssée works in partnership with 56 partners to solve the issues identified (funding bodies for coordination). Depending on the type of issue, the project owners may vary from region to region. For instance, public transport is under the responsibility of the regions, whereas signposting may be under the responsibility of either the department or the communities of communes.

As a result, depending on the organisation and distribution of responsibilities in each region, all players involved (region, regional tourism committee, departmental councils, departmental tourism committees, community of communes, etc.) have a role to play in the route improvement.
More information on this structure is available on
https://www.velo-territoires.org/actualite/2019/12/09/structuration-comites-itineraires-cyclables/#.

6.4.4 Spain

In Spain, each region is responsible for developing the route and solving the critical issues. It is very important for the regions to understand how to reach the cycle tourism targets, what are the quality criteria, and how to do proper quality control.

More specifically, in La Rioja, the resolution of critical issues on EuroVelo 1 is subordinated to the ending of an integral project of refurbishment of the Saint James way in that region. That project, named “Mejora y puesta en valor del Itinerario Verde "Camino De Santiago Francés" en La Rioja”, awarded in October 2021 for a total

of 1,600,000€ to a Spanish company is delaying and is conditioning the final development of the EuroVelo 1. The control of that project is in the hands of a different department of La Rioja regional administration, Consejería de Sostenibilidad, Transición Ecológica y Portavocía del Gobierno, and that represents a brake on the ending of the EuroVelo route.

In general, planned investments in the different Spanish regions for 2023 and 2024 are focused on important development projects, mostly in the region of Andalucía, Navarra and in Galicia (EuroVelo 1 extension), and will permit the compliance of the Action Plans from 2020.

Complementary projects will permit improvements of the route in Castilla y León (New greenway from Salamanca to Puerto de Béjar, led by Caminos Naturales) and La Rioja (Full signing of the route).

Planned investments on EuroVelo 1 in 2023 and 2024:

Organisation	2023	2024	Total (€)
Andalucía	635.000,00 €	2.417.348,00 €	**3.052.348,00 €**
Caminos Naturales	1.750.000,00 €	1.750.000,00 €	**3.500.000,00 €**
Castilla y León			**0,00 €**
Diputación de Huelva			**0,00 €**
Extremadura	38.518,00 €		**38.518,00 €**
Galicia	1.219.000,00 €		**1.219.000,00 €**
Navarra	815.315,00 €		**815.315,00 €**
Total (€)	**4.457.833,00 €**	**4.167.348,00 €**	**8.625.181,00 €**

6.4.5 Portugal

The key stakeholders for route development in Portugal are:

- FPCUB
- *Infraestruturas de Portugal*
- *Turismo de Portugal* and regional tourism entities (Porto e Norte, Centro, Lisboa, Alentejo e Algarve)
- CCDR - *Comissão de Coordenação e Desenvolvimento Regional* - Commission for Coordination and Regional Development (regional authorities)
- Intermunicipal Communities (CIM's - *Comunidades Intermunicipais*, which are aggregations of municipalities)
- Metropolitan Areas
- Municipalities (local authorities)

Following the route survey, FPCUB and all those entities made a National Protocol, so they could work together to improve EuroVelo 1.

To develop the Action Plan, workshops were organised between the different entities:

- A workshop with a focus on Centro Region took place on 18th November 2022 in Aveiro.
- A workshop with a focus on Alentejo Region took place on 23th February 2023 in Grândola.
- A workshop with a focus on Lisboa Region took place on 15th June 2023 in Lisboa.
- A workshop with a focus on Algarve Region took place on 22th May 2023 in Faro.

- A workshop with a focus on Porto e Norte Region took place on 6th June 2023 in Gaia.
- A national meeting took place online, for the last three years, to share the developments in each region. The last one, III Encontro Nacional de Parceiros da Rota Eurovelo 1, took place on 24th may 2023 with the special participation of Charlotte Massagé from Pro Velo, Belgium, to share good practices from their own EuroVelo routes developments.

A total of 400 participants took part in all these meetings. As a result of these meeting, some changes were introduced to the Action Plan, regarding timing, funding and prioritisation of the actions.
Municipalities are in charge of maintenance and requalification. The other two Authorities (CIM and CCDR) articulate between the Municipalities to ensure continuity and support the preparation of applications for the necessary funds.

Signage, maintenance of the route and construction of some infrastructure improvements will be assumed by local and regional authorities, depending on the infrastructure owner.
When the route passes through protected nature areas, the ICNF - Instituto da Conservação da Natureza e Florestas (Institute for Nature Conservation and Forests) has the power of decision in the elaboration of the projects.

In terms of funding, EuroVelo developments in Portugal can benefit from the credit line of €10 million opened by Tourism of Portugal in 2022 for City Halls, for the maintenance and requalification of pedestrian and cycling paths within municipalities. Portugal has also benefited from fundings coming from the European Regional Development Fund / Cohesion Fund (ERDF/CF) and the Recovery and Resilience Plan (RPP) for the construction of cycling infrastructure.

Implementation of the planned actions should lead to the following results by 2023:
- The route will be fully signposted.
- Daily sections in Centro Region will meet all the ECS Essential and Important criteria and will therefore be suitable for regular and occasional cycle tourists.
- The whole route in Algarve will meet the ECS Essential and Important criteria and that section will have sufficient quality to become a Certified EuroVelo Route.

In order to properly monitor the route improvements, one coordinator from FPCUB is in charge of following route developments in each region.

6.5 Transnational actions

6.5.1 Transnational continuity of the route

Since EuroVelo 1 – Atlantic Coast Route is a transnational cycle route including the crossing of 4 different seas, to ensure proper route continuity at transnational level, it is necessary to make sure that ferry connections exist, that the starting and arrival locations of the ferries connect with the route itinerary, that ferry connections are frequent and available during the entire cycle tourism season of the countries involved, and that bicycles can be carried on the ferry for a reasonable price.

Online search gives the following results regarding ferry connections.

Ferries between Bergen (Norway) and Aberdeen (Scotland, UK)
Current information on ferries from Aberdeen are available on https://www.portofaberdeen.co.uk/sectors-served/ferries/ but for now, only one company (NorthLink) is offering passenger trips and does not go to Bergen.

Information on a future project to connect Bergen and Aberdeen is available in a Forbes article (the last ferry service closed in 2008: "*Tentatively set to launch in 2026, the route will run **between both Bergen and Stavanger** on the west coast of Norway **and Newcastle** (upon Tyne) on England's northeast coast. The company plans three weekly departures in high season and two weekly departures during the rest of the year*."

There will be "3 × Weekly departures in high season, 2 × weekly departures in low season", according to the **project of Bergen Cruise Line**. The company is raising funds this year, and it should be known by the end of the year 2023 if they succeeded.

Since the ferry will connect Bergen to Newcastle, the train connection between Newcastle and Aberdeen should also be studied to ensure EuroVelo 1 route continuity.

In the meantime, the only possibility for travellers to go from Bergen to Aberdeen is to take the place. KLM provides plane trips with a change in Copenhagen.

Ferries between Cairnryan (Scotland, UK) and Belfast (Northern Ireland) – intra UK

Let us note that since 2011, no ferries are departing from Stranraer anymore but from Cairnyan. **Stena Line ferries** (Swedish ferry company) is operating **between Belfast & Cairnryan** with two ferries lines: Stena Superfast VII and Stena Superfast VIII.

There are five to six daily ferries on average, and the route is operated all year round. Bicycles can be brought aboard for 10 extra pounds.

There is also a ferry doing Cairnyan-Larne (just above Belfast): P&O Ferries, with 2 to 3 a day in high season (not every day in low season), in which bicycle are accepted for free.

Ferries between Rosslaere Harbour (Ireland) and Fishguard (Wales, UK)

Stena Line (Swedish ferry company) is operating this route with two daily crossings on average. This is an all-year round service. Bicycles are accepted on board for 10 extra pounds.

There is also a ferry option from **Rosslaere Harbour to Pembroke** (also along EuroVelo 1), operated by Irish ferries, with two daily crossings (ferry named Oscar Wilde) and operating all year round. They offer the possibility to take a bicycle on board for €10 extra.

More information here (change of ferry following fires: 'Stena Europe' replaced by 'Stena Nordica').

Ferries between Plymouth (England) and Roscoff (France)

One company is offering this service – Brittany ferries. There are one or two sailings per day (mostly during the night):

- Plymouth to Roscoff sailing times:
  - Overnight sailings (around 9-11 hrs) most days
  - Daytime sailings available (5 hrs 30 mins) once a week on Fridays
- Roscoff to Plymouth sailing times:
  - Morning and afternoon sailings available (between 5-7 hrs)

This is an all year round (except February). Bicycles are accepted on board, for 9 pounds extra. And if it is a tandem, need to call: "Tandem bicycle (please call our Reservations Team on 0330 159 7000 to book)", same if it has a trailer (no online booking possible).

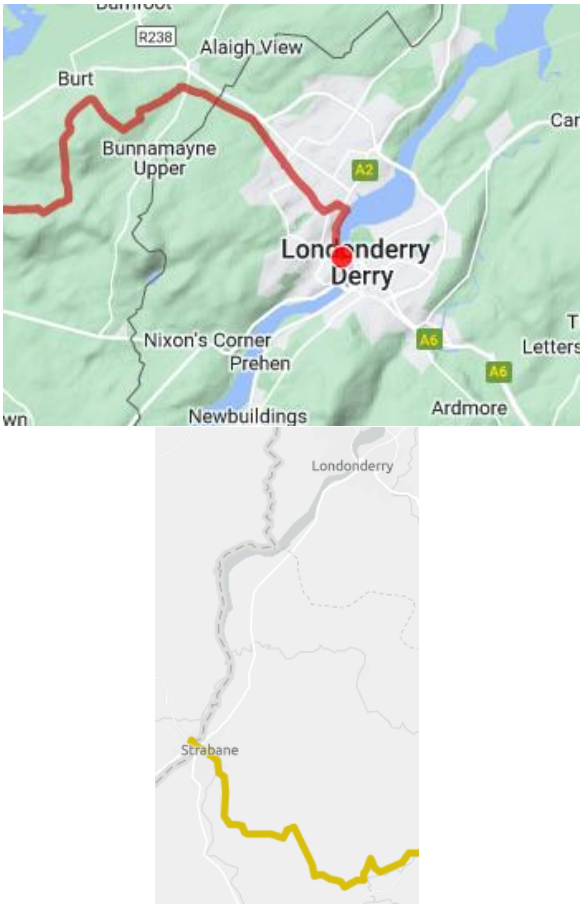
Ferries between Ayamonte (Spain) and Vila Real de Santo Antonio (Portugal)

There are ferries crossing the river between the two countries, and they allow free bicycle transportation. Information on these ferries are limited and should be double checked to assess the number of ferries per day and the seasonal profile.

In terms of actions planned at transnational level, cross-border ferry lines should be made more frequent and ideally it should be free to carry a bicycle. This topic should be given more attention in the frame of the future EuroVelo 1 partnership, particularly to follow the efforts to open the new ferry line between Bergen and Newcastle. Communication to the public about the cross-border ferries will also be improved through the transnational EuroVelo route planner developed in the frame of the project, which will include ferry connections.

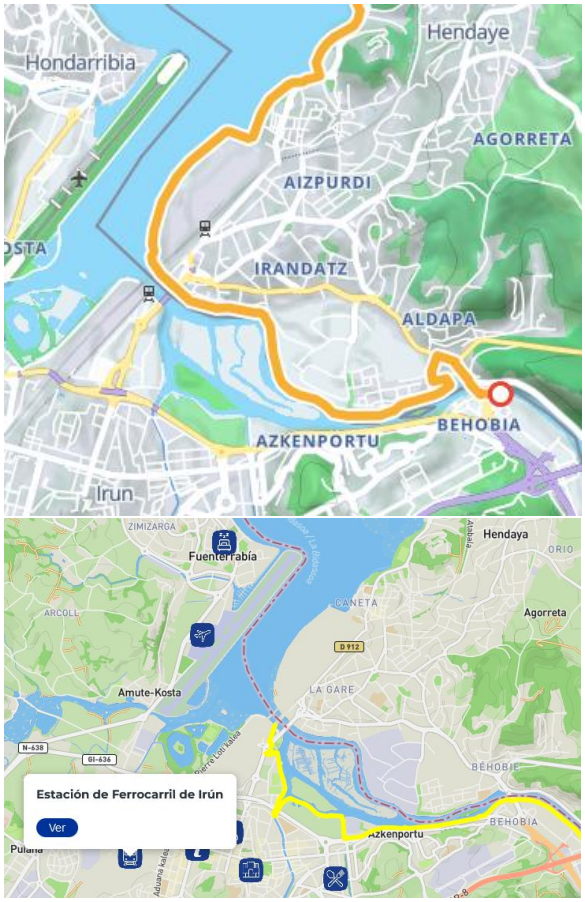
Transnational continuity of the route also needs to be resolved at the following locations:

- Border between Northern Ireland and Republic of Ireland: the route goes to Lifford/Strabane according to the UK website but continues from Londonderry/Bridge End according to the Irish website.



Lack of continuity of EuroVelo 1 between UK and Ireland.

- Border between Spain and France: the route goes up to Behobia on the French website but continues from the International Bridge in Irun on the Spanish website. Let us note that in this case, both routes can be kept, but the cycling safety on the bridges at both locations must be assessed and ensured.



Lack of continuity of EuroVelo 1 between France and Spain.

These inconsistencies will need to be solved through communication between project partners and NECCs of the aforementioned countries. This resolution can be coordinated by ECF in the frame of the future EuroVelo 1 partnership.

6.5.2 Access to the route by land transport: Bike on trains – EU regulation on rail passengers' rights

The new EU Regulation on rail passengers' rights and obligations (Art. 6 of Regulation (EU) 2021/782) came into force on 7 June 2023, introducing a **mandatory minimum of four places for bicycles in new and renovated rail rolling stock**. Rail companies have now 2 years to comply with this new regulation, by 7 June 2025. Article 2(6) and (8) limit the scope of the regulation regarding bicycle transport by allowing Member States to exempt urban and suburban services from the provisions of Article 6. Additionally, Member States can also exempt rail services that are only operated for touristic or historical use under Article 2(2). To encourage more ambitious goals, **Member States are allowed to diverge from the regulation in their national laws by setting higher minimum standards**. ECF has published a policy brief on this topic in June 2023.

6.5.3 EuroVelo 1 in National Cycle Route Networks

National cycle route networks are the relevant tool for Governments to plan prioritised cycling corridors of national relevance. But some countries do not have yet an official National cycle route network. That is why a UNECE group of experts on cycling infrastructure (GE.5) has been working on a guide for the designation of

national cycle route networks since 2022. ECF has an active role in this expert group along with the UNECE Secretariat, Member States and other stakeholders.

The group of experts has agreed on common principles to identify a trans-European cycle route network which should take EuroVelo as a backbone when relevant, include long-distance routes and enable cross-border connectivity. Discussions also include requirements for cycle superhighways and harmonised quality cycling parameters taking users into account.

For better recognition and prioritisation, **EuroVelo 1, and EuroVelo routes in general, should be included in ongoing or proposed National Cycle Route Networks**. It may happen that the main target users of national cycle routes are cycling commuters which is not always in line with the itinerary and the theme of EuroVelo 1. In any case, **when not fully included in national cycle route networks, synergies with EuroVelo 1 should be found** to improve the quality of cycling infrastructures along the route.

French national cycle route network, updated in 2023 and including EuroVelo routes

6.5.4 Lobbying on the TEN-T regulation

Major roads and railways that belong to the Trans-European Transport network (TEN-T) often are a barrier for walking and cycling, responsible for lack of continuity, bottlenecks or unsafe sections on pedestrian and cycle routes. On the other hand, there are also examples of synergies between TEN-T and active mobility networks, for example by including a track for pedestrians and cyclists on a rail bridge, therefore creating a shortcut unavailable for motorised traffic. Integration of facilities for cyclists in TEN-T infrastructure projects is much cheaper than retrofitting them after the bridges and tunnels are built. That is why ECF advocates for systematic integration of cycling in the TEN-T policy[5].

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

Current TEN-T regulation (EU) No 1315/2013 includes a recital encouraging to exploit synergies with other policies, *"for instance with tourism aspects by including on civil engineering structures such as bridges or tunnels bicycle infrastructure for long-distance cycling paths like the EuroVelo routes."* In the ongoing revision process, the European Parliament proposed to take synergies with EuroVelo on board in article 5 of the guidelines, but the Council of the EU General Approach did not include a similar provision. As of the time of writing (June 2023), the final shape of the revised regulation is still a subject of negotiations between European institutions[6].

Across the four EU countries (Ireland, France, Spain, Portugal), the EuroVelo 1 itinerary crosses:

- TEN-T roads: 147 times
- TEN-T railways: 174 times
- TEN-T waterways: 2 times

The route passes through 14 of TEN-T urban nodes (as listed in the 2021 legislative proposal by the European Commission): Galway, Cork, Nantes, Pamplona, Logrono, Burgos, Valladolid, Salamanca, Caceres, Huelva, Faro, Lisbon, Leiria and Porto. Given the coastal nature of route, it should not be a surprise that it also passes numerous TEN-T maritime ports. In addition to those serving urban nodes listed above, the ports are: Waterford, Rosslare, Roscoff, La Rochelle, Bayonne, Huelva, Portimao, Sines, Setubal, Aveiro and Leixoes. Finally, EuroVelo 1 passes directly next to the TEN-T airport near Faro.

Ireland

In Ireland most of the interactions concern road network. For example, on around 30 km section from the UK border to Letterkenny, County Donegal, EuroVelo 1 has six crossings with TEN-T roads (N13 and N14). All of them have been evaluated during the route survey as dangerous. Around Manorcunningham the route even leads for a bit on the N14 itself. Recent (July 2021) renovation of the carriageway did not lead to creating safe cycle facilities, neither for crossing, nor for travelling along the road.

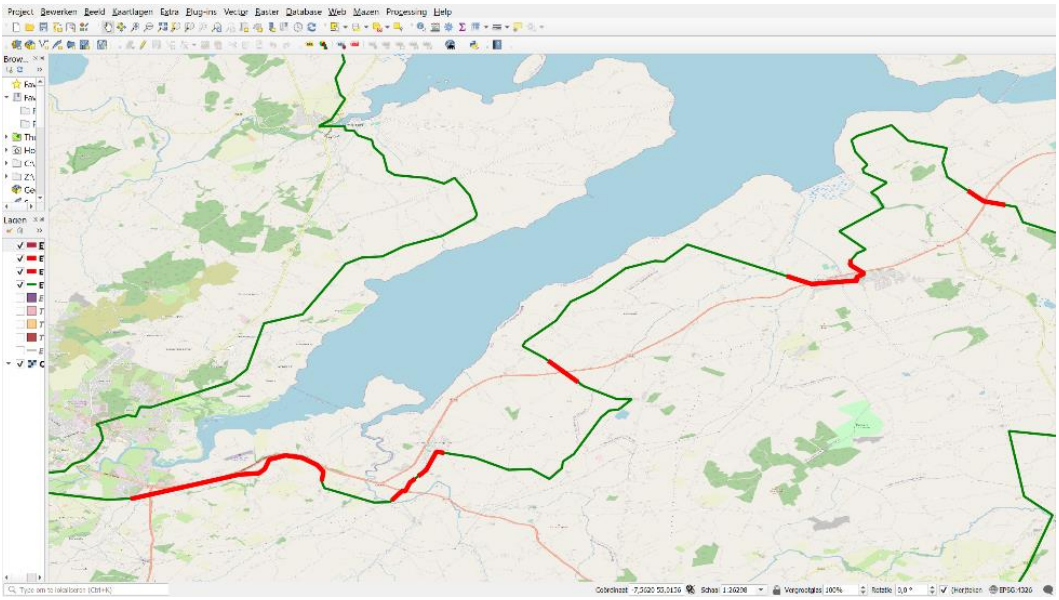
Also in County Donegal, cyclists have to travel on TEN-T road near Laghy (N15, no alternative road). Further south, near Ballysadare, County Sligo, they need to navigate a major interchange with N4, to reach the centre of the town.

South of Cork, EuroVelo 1 follows for one kilometre N28, a busy TEN-T road connecting Cork with its ferry terminal. While the crossing with R610 was improved in 2019, cyclists remain unprotected on the rest of the section.

Another TEN-T road in the same county, N25, provides another barrier, with cycle track simply disappearing in the Midleton interchange area. Further east cyclist need to ride on the N25 itself, to get to and across Youghal bridge, the only way to cross the Blackwater river in the area. To avoid this section, one would need to make 45 km detour and cycle on another national road, N72. Another section on N25 comes up before Dungarvan, County Waterford – this time it is 2.7 km.

As the EuroVelo 1 makes use of ferry to reach Wales, it also needs safe access to the TEN-T Rosslare Europort.

[6] https://ecf.com/news-and-events/news/european-parliament-tran-committee-agrees-need-integrate-cycling-ten-t-network



Crossings between EuroVelo 1 (green line) and TEN-T roads highlighted in red on a section between Letterkenny and the UK border.

N14 near Manorcunningham, EuroVelo signs visible on the left.

N15, Laghy, County Donegal

Cycle track disappears in the N25 Midleton interchange area, county Cork.

N25 and EuroVelo 1 approaching the Youghal bridge – the only way to get across the Blackwater river in the area.

France

EuroVelo 1 crosses the area of the TEN-T port Nantes Sant-Nazaire (not open to general public). This allows both long-distance and local cyclists to get to and from the city while avoiding busy roads in the industrial zone.

Information board at the entry of the port area

The Charles-Vaillant bridge in Bayonne, completed in 2013, carries a TEN-T railroad line (Atlantic corridor) and a cycle and pedestrian path (part of EuroVelo 1). The bridge itself could be considered as best practice of integrating cycling into rail projects, however on the southern side it is only accessible by a lift, which greatly reduces reliability, capacity and usability od the cycling infrastructure.

Charles-Vaillant bridge in Bayonne, combining TEN-T railway with cycle and pedestrian track.

A new pedestrian and cycle bridge has been constructed in 2021/2022 between Bidart and Guethary to enable safe crossing of a TEN-T railway. Before that, cyclists were forced on a busy carriageway to cross to the other side of the rail tracks.

A new pedestrian and cycle bridge between Bidart and Guethary enables safe crossing of a TEN-T railway

More railway projects that were awarded TEN-T funding in June 2023 can be consulted here: https://cinea.ec.europa.eu/system/files/2023-06/Overview%20Selected%20Proposals_FINAL.pdf.

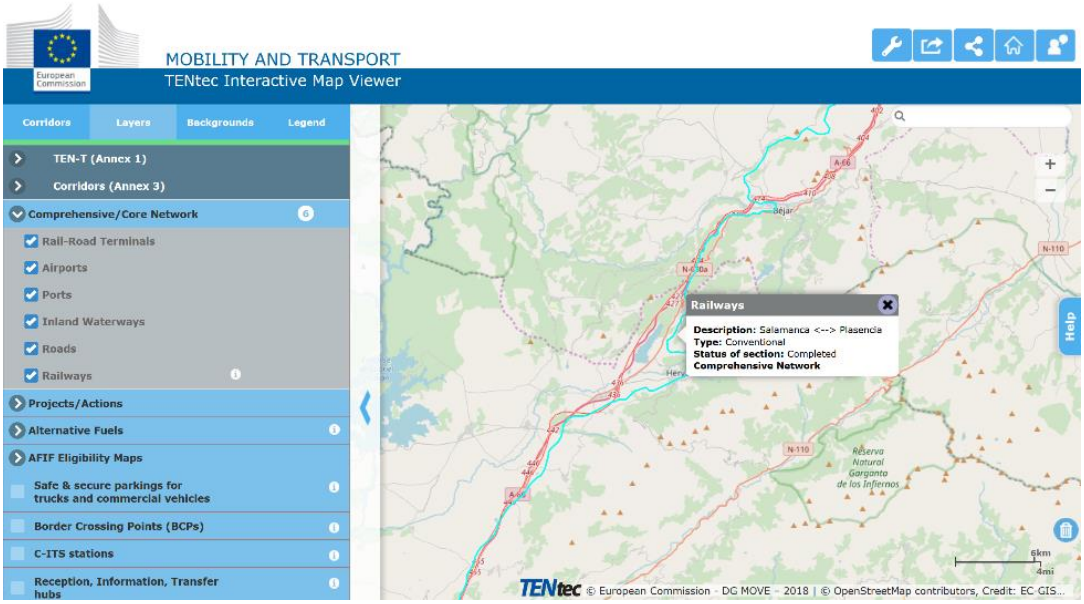
Spain

Spain is another country with multiple interactions between EuroVelo 1 and TEN-T. In many remote areas multiple modes of transport follow the same historical corridors, such as Vía de la Plata in the west of the country or Bidasoa river valley in Navarra.

Of particular interest is the Placencia – Salamanca railway. On the current TEN-T maps it is displayed as a „completed" rail line. But passenger traffic on the line was suspended in 1985, freight traffic in 1996, and the railway is now partially dismantled. In fact, parts of it have already been reconstructed to a greenway and are a fully-fledged part of the EuroVelo 1 itinerary. The European Commission removed this rail line from TEN-T in their revision proposal submitted in 2021, but both the Council of the EU and the European Parliament reinstated the connection.

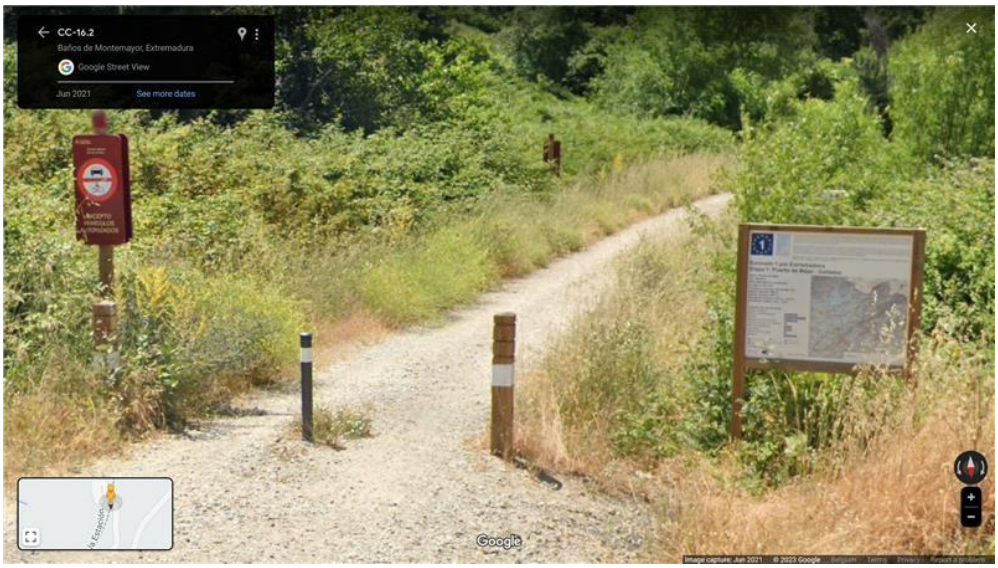
At the moment, reopening this railway is not a priority for the Spanish Government. It may open again but only after 2040. If this happens, the new railway will probably be on a new itinerary because the previous trace is very old, and not adapted to modern construction.

In February 2023, a new section of the old railway line was opened and completed the greenway from Béjar to Plasencia. The Spanish Agriculture Ministry is working on the last section to incorporate it into the greenway as well. The whole section from Salamanca to Plasencia will be implemented by 2024.



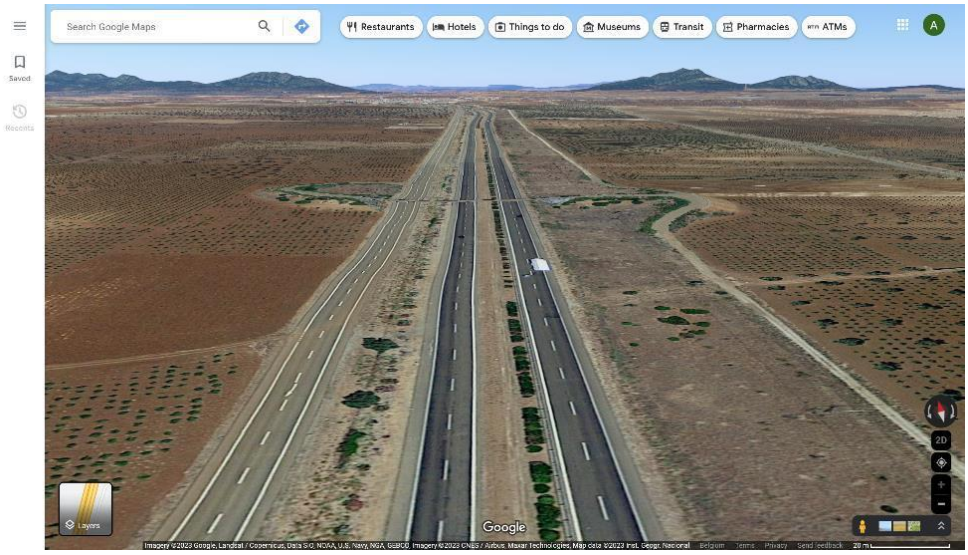
Railway Salamanca – Plasencia on the current TEN-T map

Reality: TEN-T railway reconstructed into a greenway, part of EuroVelo 1.



Reality: TEN-T railway reconstructed into a greenway, part of EuroVelo 1

The current EuroVelo 1 itinerary in Extremadura make use of the N-630 road, where it is located just next to the TEN-T motorway (A-66). While it is not the most scenic route, its good quality surface and low traffic volumes make it for now best suited for long-distance tourists, considering lack of alternative roads.



N-630 road (left, EuroVelo 1 itinerary) and A-66 TEN-T motorway (centre)

Between Valdezufre and Higuera de la Sierra in Andalusia EuroVelo 1 follows N-433, part of the TEN-T road Seville – Lisbon. The cycle route partially utilises a gravel service road next to the main carriageway, but it is not present on all the section, so cyclists also have to use the main carriageway itself.

Portugal

Long sections of the EuroVelo 1 in the Algarve region in the south follow the TEN-T railway lines, especially between Fuseta and Faro. Any upgrade works on the rail line should be coordinated with parallel development of a cycle route.

An example of a missed opportunity is Ponte Edgar Cardoso, a TEN-T road bridge across the Mondego river in Figueira da Foz. Because of the high speed and volume of motorised traffic on the bridge, EuroVelo 1 makes 20 km detour inland to avoid this dangerous bridge. Ongoing renovation of the bridge does not include a cycle track. There are plans for a new active mobility bridge, but it is to be located 5 km away from the centre, while the TEN-T bridge leads straight to the Figueira da Foz train station (also part of TEN-T).

Ponte Edgar Cardoso in Figueira da Foz – no cycling facilities, EuroVelo 1 makes 20 km detour to enter the city

Next steps

ECF continues to advocate for integration of EuroVelo and cycling into the TEN-T guidelines on the European level. However, a European regulation can only provide general policies. it is up to national stakeholders to

engage on the national level, monitor planned TEN-T investments, and present concrete proposals for specific TEN-T projects. The map of interactions between EuroVelo 1 and TEN-T prepared by ECF can serve for orientation, identification of potential threats and opportunities, but it should be noted that both the EuroVelo and TEN-T itineraries can be modified with the project development.

6.5.5 EuroVelo 1 extension in Galicia

The upcoming extension of EuroVelo 1 in Galicia was developed between 2020 and 2023 and is being signposted in 2023. It is planned to officially join the EuroVelo network in the beginning of 2024, thus adding more than 500km to EuroVelo 1 in Spain and connecting to EuroVelo 3 – Pilgrims Route at Fisterra.

ECF is coordinating the addition of that section to the EuroVelo network.

6.5.6 Transnational promotion and information

In general, transnational communication about the route would gain at being improved. In particular, the transnational EuroVelo 1 website should be updated based on user needs, and transnationally relevant information, such as how to reach the route by public transport and bicycle carriage possibilities in trains and busses, should be provided and easy to find on the website.

A route planner was developed on EuroVelo.com to promote EuroVelo routes and give users the possibility to compute long-distance cycle routes following only EuroVelo itineraries. This new tool is a great asset for EuroVelo digital promotion, as it provides endless inspiration to cycle tourists.

The route planner is available at www.EuroVelo.com/navigation.

Development of the route planner was also the opportunity to add public transport links in the EuroVelo database, which now appear for web users on the detailed maps of EuroVelo.com, providing information on the parts of EuroVelo 1 where it is necessary to take a ferry.

Additionally, it is planned to update the EuroVelo.com map legend in 2024, as a promotional action to better inform users on the real development levels of EuroVelo route sections. The new legend will highlight parts of the network that were surveyed and where route quality was verified in the field, as well as sections that are signed with EuroVelo signs.

Finally, a long-term action is to certify transnational sections of EuroVelo 1. The French section will normally be certified in 2024. Going forward, the Spanish, Portuguese, UK and Irish sections of the route should be brought to certification level and the label should be extended as widely as possible along the Atlantic Coast Route.

6.5.7 EuroVelo 1 Partnership – LTMA in the future

A transnational partnership on EuroVelo 1 – Atlantic Coast Route was launched in 2021 with 4 countries out of 6 involved around a shared action plan addressing different challenges including route development, services and communications. All partners involved contribute to a shared budget aiming to finance transnational relevant activities to further develop and promote EuroVelo 1. Discussions are ongoing in 2023 to renew this partnership for the period 2024-2026 with a **shared ambition of strengthening the brand "EuroVelo 1 – Atlantic Coast Route"**. This could be the opportunity to continue discussions and follow up on the Transnational Action Plan and implementation of improvements.

7. Summary and conclusions

Key findings from this report:

- ECS survey data is available for 6,100km of EuroVelo 1 (57% of route), corresponding to Ireland, France, Spain and Portugal.
- The main critical issues in 2023 relate to high traffic levels, badly rideable surfaces, missing signs, high gradients and the lack of bicycle repair shops.
- Over 1,000 actions were planned in the UK, France, Spain & Portugal (5,600km – 53% of route)
- Costs were estimated at €30.5 million to meet ECS Certification quality levels in France, Spain and Portugal
- €21 million were estimated necessary for actions planned in the short term in France, Spain & Portugal.
- With planned actions amounting to €14.7 million, Portugal accounts for 48% of the total planned measures.
- Most of the identified actions/costs are related to infrastructure improvements (99% of costs).
- Ensuring the continuity of the route between the sections divided by the sea remains a challenge, especially between Norway and Scotland.
- Costs of developing the route can be reduced with the right policies on the EU level, and similar approach in Norway and the UK (i.e. TEN-T).

Looking back to the initial AtlanticOnBike project, out of the almost 3000 km needing improvement for a budget of over €20 million, that were identified in the 2020 action plan, actions have been completed or are carried out to remedy critical issues in France and Spain – that is, on 90.5% of the 2020 action plan's route coverage. In Ireland, where only Donegal County and Clare County had prepared action plans including sufficient data and estimates, signposting has been implemented and checked along the whole itinerary. In Portugal, where Algarve was the only region part of the former project, the whole route has now been surveyed, and progress has been done to improve the organisation and work on the monitoring of the action plan in all regions.

As the coverage of this action plan was extended from 27% to 53% of the route, comparing to 2020, additional actions on 2621 km have been identified.

Most of the identified actions/costs are related to infrastructure improvements (construction of new cycle tracks, cycle bridges, surface improvements etc.) In terms of signposting, the UK sections remain the ones with least EuroVelo signage, since only two daily sections contained EuroVelo signs at the time of the project. However, the signage of UK's National Cycle Network is implemented and well-maintained in the UK, and continuity signage will be implemented in the short term, ensuring that cyclists know which NCN route number to follow when cycling along EuroVelo 1. Norway was not included in the survey and action plan but is also missing EuroVelo 1 signs on most of its itinerary. Signs are being installed in the northern regions in the short term. The southern regions of the country have not planned signing the route yet.

Ensuring the continuity of the route between the sections divided by the sea remains a challenge, especially between Norway and Scotland, where the ferry ceased to operate in 2012. Norwegian partners are following plans to launch a new ferry between Bergen and Newcastle in 2026, which would constitute a new option for maritime transport between Norway and the UK. Significant improvements are also needed in the train offer (places for bicycles on high-speed and night trains) to ensure accessibility of the route by international tourists. Additionally, some minor issues of cross-border route connections need to be solved between Northern Ireland and the Republic of Ireland (where the itineraries do not match at the border) and between France and Spain, where the itineraries do not meet at the same bridge to cross the river between Hendaye and Irún. Project partners will discuss and adapt official itineraries accordingly.

The quality of the route is the best in France, where the last critical issues are planned to be solved in the short term in order for the route to meet essential ECS criteria everywhere, and important criteria on 70% of its

itinerary. As a result of this work, the French partners will ask for the Certification label in 2024. 12% of EuroVelo 1 is thus likely to be certified in 2024, hence confirming the improving quality levels and the impact of the AtlanticOnBike project and extension.

It is estimated that to bring the whole route to a standard where it can be recommended to regular and occasional cyclists, an investment of €30.5 million is still needed.

Given the remote nature of some sections of the route, especially in Norway, Scotland, West Ireland and central Spain, we recommend a mixed approach, in which the daily sections not presenting major critical issues would be upgraded to the highest (Additional) or Important ECS level, and the remaining ones only to the Essential level. This approach takes into account the current level of development, usage, context, but also strives to create longer segments with consistent quality. It builds on the fact that EuroVelo 1 – Atlantic Coast Route is the longest route of the EuroVelo network, targeting experienced and adventurous cycle tourists on most of its length, rather than families, as highlighted in the Transnational Communication Strategy. The data collected from the partners was however insufficient to produce costs estimate for this approach.

The cost of developing the route can be reduced with the right policies on the EU level, and the adoption of a similar approach in Norway and the UK. For example, systematic integration of facilities for pedestrians and cyclists in major infrastructure projects on the Trans-European Transport network is much cheaper than retrofitting them after the bridges and tunnels are built. Similarly, ensuring that the new and refurbished train rolling stock enables transport of cycles is more efficient that creating space for bicycles as an afterthought.

The end point of the route has been changed from Caminha to Valença, Portugal, to prepare for the upcoming route expansion that will extend EuroVelo 1 north, to Fisterra in Galicia, Spain. This route extension, validated by the EuroVelo Council, testifies to the attractiveness of the Atlantic Coast Route.

The quality of EuroVelo 1 will be further monitored in the frame of the EuroVelo 1 partnership, which is planned to be renewed from 2024 to 2026. Given the short timeframe of this AtlanticOnBike project extension and the limited results that could be obtained, there are several activities that could be followed-up on as part of the activities of the partnership. In particular, the following activities could be on the list of an infrastructure working group:

- Extracting data concerning EuroVelo 1 from Sustrans' National Cycle Network database and converting it to the ECS format so that it can be imported in the EuroVelo database through the import module.
- Further analysis of imported data from Sustrans' National Cycle Network and the levels of meeting ECS criteria.
- Gathering available data from Norway about route components, traffic levels, etc. along EuroVelo 1, and assessing the levels of meeting ECS criteria.
- Comparing survey data from different years (two ECS surveys done in Algarve, Portugal, in 2018 and 2023 + updated data in Ireland and Spain) and looking at the improvement profile of EuroVelo 1 over the years.
- Cleaning data from the new ECS survey done in Portugal and generating detailed conclusions regarding the levels of ECS criteria met by this route.
- Coordinating the resolution of transnational issues, such as route continuity and discrepancies between national websites, ferry connection between Norway and Scotland, etc.
- Improving the communication of EuroVelo 1 at transnational level, especially regarding the transportation by land transport to and from the route.

Continuation of these activities in the frame of the EuroVelo 1 partnership and the realisation of an update of the present report in 2026, would allow to paint a more complete picture of the quality levels of the whole EuroVelo 1 – Atlantic Coast Route itinerary, and compute to which percentages it is meeting the ECS criteria at the essential, important and additional levels. It would also allow to obtain a clearer overview of the actions

needed to solve the remaining critical issues, and their estimated costs. This information could be used to communicate more updated information to users about the route quality level, and for lobbying purposes, to motivate decision-makers to invest more funds in route developments.

Let us also mention that a new survey (using the ECS or another methodology to be converted to ECS format) will be needed after resolution of the main critical issues, in order to obtain a clear and complete vision of the route and its level of meeting ECS criteria. After resolving the main critical issues and if continuity of the route is ensured (especially across seas), the certified section of the route could be extended beyond the French territory, to hopefully encompass most of the route by 2030.

8. Publishing Credits

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EuroVelo 1 is a cycle route of around 11,000 km, the longest route in the EuroVelo network, following the majestic Atlantic Coast from Norway to Portugal, across 6 different countries. More information on this route can be found at www.EuroVelo1.com.

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