



European Union
European Regional
Development Fund

EU CYCLE

Interreg Europe



CYCLING FOR DEVELOPMENT,
GROWTH AND QUALITY OF
LIFE IN EUROPEAN REGIONS



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INTRODUCTION

 **EU CYCLE** is an INTERREG project, financed through the European Regional Development Fund, which aims at building capacity with regional authorities through interregional learning and regional action planning, so as to better use EU funds for cycle investments.

EU CYCLE aims at improving the performance of 4 policy instruments addressed through the interregional learning and regional action planning.

The project will contribute to better quality cycling projects, to raise the share of cycling in target regions via improved policies and state-of-the art solutions, with a higher impact on decarbonizing transport.

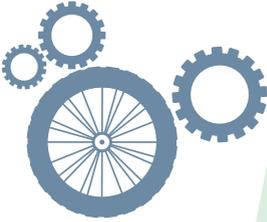
The common challenge lies in the fact that although cycling related projects were supported by approximately €0.6bn EU subsidies between 2007–2013, good practices were not shared and the knowledge about them is unevenly distributed in the involved regions, so not taken up by their policy instruments. Since managing authorities, regional stakeholders and potential project holders aren't aware of these good practices and of the advantages of potentially adapting them, the lack of knowledge decreases the interest in developing cycling projects and increases the risk of the funds allocated for cycling in the addressed policy instruments being spent ineffectively.

EU CYCLE will therefore increase the capacities both on the governance side of the policy instruments and on the side of potential beneficiaries to develop and implement cycling projects.



"The return on investment of cycling is remarkable. Cycling already contributes €90bn a year to the economic performance of Europe through its positive externalities. An integrated cycling strategy, as well as more and better investments, are essential to grow the potential benefits of cycling even more."

Jill Warren, CEO, European Cyclists' Federation



"It was both a challenge and an inspiration to work on the improvement of cycling related policies. We learned that communication, cooperation and coordination among regional actors as well as mutual learning between regions are essential elements for creating public interventions with a quicker and better impact. These type of projects demonstrate to a wide range of public and private actors at various territorial levels the direct and practical advantage of European cooperation: we can do it better together."

Tibor Polgár, Strategic Director,
West Pannon Nonprofit Ltd.

"Capitalisation of good practices is a key asset for pursuing sustainable objectives in matters of mobility"

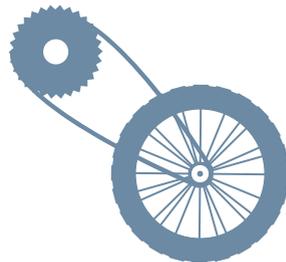
Raffaele Sforza, EU CYCLE
Project Manager, Regione Puglia

"The project allowed us to look at mobility from a different perspective and to learn from other European partners."

Adrian Kurza, EU CYCLE Project Manager,
Association of Bialystok Functional Area

"This project allowed us to have a look at good practices in the field of cycling mobility in other European regions and share our approaches. The interregional learning is a great way to improve regional policies"

Sina Hoch, EU CYCLE, Project Manager,
Euregio Rhine-Waal



PARTNERSHIP

Five partners, all previously involved in Interreg projects on various subtopics have decided to share their experiences in order to increase the capacities of using the available funds fully and in an efficient way for quality cycling projects.



Euregio Rhein - Waal
gemeinsam stärker · samen sterker



Partners' relevant experiences on 6 subtopics – regional cycling, cycling tourism, urban cycling, intermodality, urban-rural connections, territorial cooperation in cycling – was shared, jointly analysed and fed into an online database with state of the art cycling projects.

The project teams worked with regional stakeholders on integrating the experiences they have learned into four regional Action Plans, improving this way their policy instruments' results.

Moreover, an Integrated Cycling Planning Guide was jointly elaborated, that summarizes the best solutions in technical aspects of cycling.





West Pannon Nonprofit Ltd.

The *West-Pannon Nonprofit Ltd.* has been working on domestic, cross-border and transnational projects in Western Transdanubia since 2011.

Our goal is to implement regional development in a sustainable way, with the involvement of local actors.

To this end, we establish partnerships and networking in our international projects, and in our local work we use the knowledge and experience gathered here, providing successful answers to the challenges of our time.



connect, reshape, innovate

We are a non profit company engaged in sustainable regional development based upon co-operation, expertise and the values of nature and culture.

We provide flexible and professional support to local communities, self-governments, regions and businesses in many areas. We also help the ministries, counties and their institutions responsible for development programmes to work at a higher professional level in cooperation with the European partner organizations.





European Cyclists' Federation

Founded in 1983, the European Cyclists' Federation is a non-profit association dedicated to achieving more and better cycling for all in Europe.

With more than 60 member organisations in over 40 countries, we unite the European cycling movements as the only civil society voice at the pan-European level, and as the world's largest and best-known cyclists' advocacy organisation.



Our approach and activities:

- Evidence-based advocacy, coalitions and campaigns
- Innovative research and thought-leadership projects and initiatives
- Provision of tools, resources and trainings for our members, networks and other stakeholders
- Developing and managing EuroVelo, the pan-European cycle route network
- Organising, attending and promoting events such as ECF's annual flagship Velo-city conference, the leading world cycling summit, and the biannual EuroVelo and Cycling Tourism conference, the premier event of its kind in Europe.

ECF plays a key role in driving, influencing and facilitating this change across Europe. To do this, we bring together all the stakeholders of the cycling world to make the case for cycling. We work to change attitudes, policies and budget allocations in favour of more and better cycling.



EUROPEAN CYCLISTS' FEDERATION



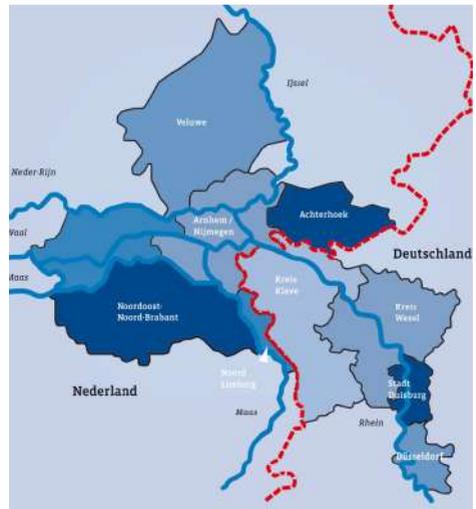
Euregio Rhine-Waal

The Euregio Rhine-Waal is a Dutch-German public body with 55 member organisations, including municipalities, regional governments, and chambers of commerce from the border region.

The Euregio Rhine-Waal's most important goal is to improve and intensify cross-border collaboration, both economically and socially.

It brings partners together to launch joint initiatives and benefit from the synergies.

The Euregio Rhine-Waal aims also to promote European integration and pulling down national borders.



On the Dutch side, the Euregio Rhine-Waal's area of operation includes a large portion of the Province of Gelderland, including the regions Arnhem-Nijmegen, West Veluwe, Southwest Gelderland, parts of Northeast Brabant, and the northern part of the Province of Limburg. The German side of the area of operation covers the District of Kleve, the District of Wesel, and the cities of Duisburg and Düsseldorf.



Euregio Rhein - Waal
gemeinsam stärker · samen sterker

Association of Białystok Functional Area



The Białystok Functional Area (BFA) was created in form of association in 2013, and consists of: the capital of the Podlaskie Voivodeship - the city of Białystok and 9 communes belonging to the Białystok powiat, including urban-rural communes: Choroszcz, Czarna Białostocka, Łapy, Supraśl, Wasilków, Zabłudów and rural communes: Dobrzyniewo Duże, Juchnowiec Kościelny, Turośń Kościelna.



BFA's general strategy is to become an attractive place to live and work. Therefore BFA is involved in many national and international projects and activities that are based on partnership and territorial cooperation.

Białystok Functional Area is located in the central part of Podlaskie Voivodeship and covers the area of 1,728.15 km², which is 8.6% of the voivodeship's area. It counts over 413 thousand inhabitants, which constitutes approx. 34% of the population potential of the Podlaskie Voivodeship.

The economic strengths of the BFA include a favourable location within the European transport corridor between Western and Eastern Europe, promoting the development of economic cooperation with Eastern markets.





Puglia Region

Puglia is a region of southern Italy characterised by a predominantly flat territory and by a coastline of more than 800 km, the longest in the country. Crossroad of civilisations, it is the easternmost territory in Italy and, as such, it is considered to be a bridge connecting the East and West.

The territory of Puglia counts 4 million inhabitants roughly and its administrative centre is Bari.

The Puglia Region is the public body that exercises institutional authority over the territory in matter of planning and coordination.



With regards to the promotion of sustainable mobility and decarbonisation of transport, the Mobility Department of the Puglia Region operates through the regional law n. 1/2013, which encourages the development of cycling as a clean, healthy and manageable mode of transport.

This regional law foresees the implementation of a regional cycle network integrated with the other networks of transport, with the aim of contributing to both enhance the quality of life of its citizens in towns and cities and in free time, and to boost the competitiveness of the regional economy.



PROJECT SUBTOPICS

Following the need to identify and consolidate European good practices in pursuance of improving regional action plans, EU CYCLE project partners focused on 6 different sub-topics.



URBAN CYCLING

Measures, solutions and challenges for making European cities more cycle friendly.

CYCLING TOURISM

How to improve the accessibility of the European regions by bicycle and promote cycling as a means of sustainable mobility and tourism.



URBAN-RURAL CONNECTIONS

Exploring the immense potential of cycling networks and highways for better connections between urban and rural areas.

REGIONAL CYCLING

The ins and outs of the regional cycle network planning.



INTERMODALITY

Increasing the level of cycling by linking sustainable modes of transport.

TERRITORIAL COOPERATION

How to utilize the trans-national economic potential within the regions.

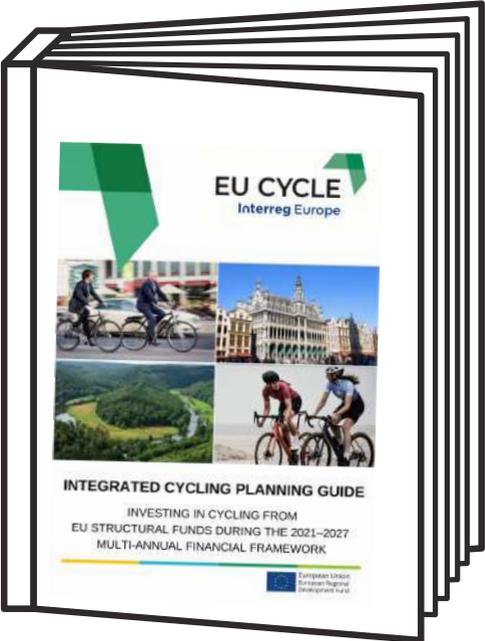


GOOD PRACTICES



EU CYCLE project is the result of long observation of the lack of a comprehensive and up-to-date guidance and set of funding criteria for fostering best available/innovative solutions in policy instruments supporting cycling projects.

The main innovative character of this project comes from combining a series of good practices learned in all of the 6 sub-topics of cycling into a comprehensive action planning methodology and an *Integrated Cycling Planning Guide*, thereby leading to a more effective implementation of the policy instruments addressed.



Inspiring and tested policy solutions identified by the project partners were collected and fed into the Interreg Europe Policy Learning Platform, an online database with state of the art cycling projects, policy advice, knowledge sharing and networking.

The entire collection of good practices identified by the EU CYCLE project with further information, as well as the Integrated Cycling Planning Guide can be found on the EU CYCLE project website.



BIKER - AGGLOMERATION BICYCLE SYSTEM

BiKeR – Białystok Bicycle Communication is an alternative means of transport that allows to quickly move around the city. It complements the transport system in Białystok and 2 municipalities.



The bicycles are rented manually from a rental terminal or by the free mobile application.

This means that bikes can be rented both when locked in an electric stand or secured with a chain lock without using the rental terminal.



In 2019 BiKeR cyclists had 66 stations and 681 bicycles at their disposal, including: 54 stations and 535 bicycles (including 20 children's bicycles, 20 tandems financed by the City of Białystok and 2 stations in each of 3 neighboring municipalities financed by the local municipalities).

The whole system is managed by one operator – Nextbike Poland, which is why all stations are compatible not only in Białystok and neighboring places, but also with other cities in Poland. This solution allows to rent a bike in a standardised way with the same user account in all cities where Nextbike Poland operates.

CYCLING STREETS

Cycling streets encourage and support the use of bicycles by improving cycling infrastructure in urban cycling.

On cycling streets, cyclists are the privileged road users. With the establishment of cycling streets, the previous predominance of motorised traffic is reversed.

This contributes to an increased use of bicycles, encourages the change from other means of transport to the bicycle and creates more safety for cyclists.

Cycling streets are primarily introduced on routes that are frequently used by pupils and students, traveling to and from the school to their homes.

In some streets, it is possible that motorized traffic is allowed in one direction only. However, in these streets cycling is still allowed in both directions. This means that one-way streets which are open to cycling traffic in the opposite direction can also be marked as cycling streets saving the cyclists long detours.



The cycling streets initiative is part of the cycling traffic concept "*Cycling and local mobility*" of the city of Kleve, Germany, which is embedded in the urban development planning. This concept was developed in an open and dialogue-oriented planning process in cooperation with all relevant stakeholders and the citizens.

INNOVATIVE TOOLS IN THE CALLS FOR PROPOSALS FOR SUSTAINABLE TRANSPORT DEVELOPMENT

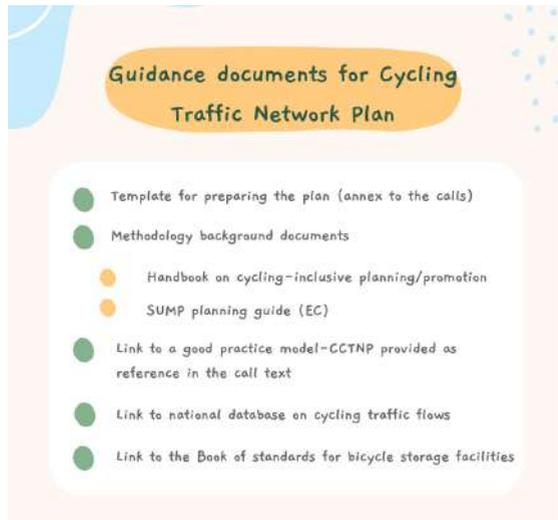
The calls for sustainable transport development projects specify eligible compulsory activities.

Comprehensive Cycling Traffic Network Plan (CCTNP) has to be prepared in the first project period. This assesses the cycling traffic situation in the towns and their surroundings regarding bike traffic and barriers to cycling, suggest improvements to cycling conditions. All project activities must be specified and justified in it.

Local cyclists' associations must be consulted during planning.

Plans are approved by an independent Professional Committee managed by the ministry responsible for cycling coordination.

Other members of this committee are TSDOP Managing Authority and Intermediary Body; Road management authority if relevant; and the Independent experts, cycling NGOs.



The actual physical plans are prepared after finalizing the CCTNP, and are also approved by the Professional Committee. It means that a project development process is part of the policy instrument and is contributing to a more efficient and effective usage of the EU funds.



The adoption of a similar system could help thereby MAs/IBs and applicant local and regional authorities to prepare, fund and implement cycling projects with higher CO2 reduction impact.





CYCLING ROUTE OF THE APULIAN AQUEDUCT

CYCLING TOURISM

REGION OF APULIA

The Aqueduct Cycle Route project was born in the mid-2000s following the project CY.RO.N.MED financed by Interreg ArchiMed 2000-2006.

It is the first greenway in region Puglia, built on the service road that runs along the Main Canal of the Apulian Aqueduct, the underground pipeline which carries the water from the Sele and Cassano Irpino springs, for about 250 km up to the Monte Fellone terminal.

The opening of the 1st and 2nd lot of the Apulian Aqueduct Cycle route to cycle transit represented an epochal turning point in Puglia, as there is no similar infrastructure anywhere in Italy.

It is the first cycle path in a natural environment built in Puglia. Many cycle-tourism services have been developed as a result. LAG Valle d'Itria purchased a former roadhouse to make a tourist info centre.

The success of the first two lots led to inclusion of the Ciclovía in the National System of Tourist Cycle routes with the 2016 Stability Law. The Aqueduct cycle route is widely used by locals and tourists on foot and by bike.





BICYCLE HIGHWAY F3 LEUVEN - BRUSSELS

URBAN-RURAL
CONNECTIONS
EUROPEAN CYCLISTS' FEDERATION

The F3 is a 26-km long cycle highway from Leuven to Brussels. It is part of a network of 2,300 km consisting of 110 cycle highway routes in the Belgium northern region Flanders.



The cycle highway largely follows the high-speed train route between Leuven and Brussels.

It routes from the backbone of the supra-local functional cycle route network, connecting important point of destinations with important public transport hubs.

The purpose of building a Flemish cycle highway route network is to connect urban areas with the peri-urban agglomeration and rural areas and contribute to a modal shift by getting people out of cars and onto bikes and hereby reducing congestion and pollution.

The entire F3 bicycle highway on Flemish-Brabant territory was made more legible and recognizable. The bicycle highway logo has been placed on the site as ground marking over the entire route from Leuven station to the Brussels border.





EUROPA-RADBAHN

URBAN-RURAL
CONNECTIONS
EUREGIO RHINE-WAAL

The Europa-Rahdbahn is an important addition to the cycling network in the region attracting different target groups (commuters, tourists, families, school kids, etc.) and is tailored to the region's needs. It connects the cities of Kleve & Kranenburg with the Dutch city of Nijmegen.



Increasing the intermodal share of cycling is a key objective of the city of Kleve and the municipality of Kranenburg. The modern route is suitable for all kinds of bicycles & cyclists but is especially well equipped for e-mobility.

The cycling highway is ca. 23 km in total, starting in Kleve (DE) and ending in Nijmegen (NL), also crossing rural areas around the municipalities Kranenburg (DE) and Berg en Dal (NL). A special feature of the cycling highway is that cyclists are prioritized over motorised traffic, e.g. giving cyclists priority at traffic lights at junctions.

Along the route, there are rest areas with parking facilities, e-bike charging stations and several bicycle rentals. The lighting along the route is constructed to be minimally invasive to the environment. It runs alongside the old train tracks on which currently a rail trolley is used for touristic means.

A comprehensive communication concept was elaborated using continuous presswork, targeted brochures and explanatory films highlighting benefits and advantages of the new route for different target groups.





GREEN VELO EASTERN BICYCLE ROUTE

REGIONAL CYCLING

BIALYSTOK FUNCTIONAL AREA

The Green Velo Eastern Bicycle Route, which is almost 2000 km long, is the longest and consistently marked bicycle route in Poland.

It crosses the area of five voivodships lying in the eastern part of the country, including the Podlaskie Voivodship (602 km).

More than 30 bridges and footbridges were built or renovated, and more than 20 key intersections were rebuilt. 228 MORs, i.e. Bicycle Service Points, equipped with stands, shelters, benches, waste baskets and information boards have been built along the route.



About 300 kilometres of the route consists of new and reconstructed bicycle roads and pedestrian-cycling paths, and almost 150 kilometres of renovated dirt roads.

A system of Bicycle Friendly Places (BFP) was also created under the project.

The main objective of the system is to develop the quality of cycling tourist services along Green Velo Route, thanks to establishment of lasting cooperation with entities offering accommodation and catering services, as well as administrators of tourist attractions and other facilities providing services dedicated to cyclists.





WEST POMERANIA NETWORK OF LONG-DISTANCE CYCLE ROUTES

REGIONAL CYCLING

EUROPEAN CYCLISTS' FEDERATION

With the mission to promote cycling tourism in Western Pomerania, the region started to implement in 2015 a coherent concept of a network of bicycle routes.

One of the main goals of the project was to identify the main bicycle routes that will enable the channelling of bicycle traffic, increasing and diversifying the touristic offer as well as setting the framework for the platform that will enable the coordination of the project's tasks by various entities.



The first stage of work was related to the fullest possible inventory of the bicycle infrastructure and a preliminary analysis of the data from traffic generators, potential routes and also existing routes, the collection and verification of the information on existing and planned roads and routes from municipalities and forests, mapping as well as field work.

Four priority routes were selected for further analysis and detailed development. The choice was related to the degree of current development, the touristic attractiveness and the need for socio-economic activation of the most difficult areas.

The project can serve as a good example for other stakeholders on how to implement future investments in the development of cycling infrastructure and cycling tourism and the creation of a network of long-distance cycle routes.





BIKE+RIDE SERVICES IN THE AUSTRIAN- HUNGARIAN BORDER REGION

INTERMODALITY

WEST-PANNON NONPROFIT LTD.



Linking up sustainable modes of transport, like rail and bicycle can encourage workers to utilise these instead of cars.

Cycling can meet the needs of commuting in the region if there are no timetable bottlenecks or comfort obstacles.

GYSEV Ltd is a key actor of public transport in the West Transdanubia region, playing an active role as a catalyst of green transport and working towards transforming into an intermodal passenger mobility hub, providing innovative services and infrastructure development to smooth out modal switches for commuters, visitors.

In order to better cater for the needs of bikers, several measures have been taken. Railway lines now run electric trains with low floors for getting on and off with and ample space for bicycles transport. Platforms in all stations have been renovated to match train floor levels.

Secure bike storage areas have been established at 39 stations, storing more than 1800 bikes along the lines.

Moreover, many discounts are offered to cyclists: bicycle ticket prices have been standardised within 50 km transport distance. On the cross-border routes the price of the EUREgio Special return tickets includes the carriage of bicycles in Hungary and in Austria too. People can use these tickets even with stopovers.





BICYCLE PARKING UTRECHT STATION

INTERMODALITY

EUREGIO RHINE-WAAL

The Central Station in Utrecht is the busiest train station in the Netherlands. Every day during rush hours, bike-clogged streets crowded out foot traffic. To improve the quality of space around the train station, no bikes should be parked on street level. This led city officials to redeveloping the whole Central Station area.



To solve the mobility issue, the municipality of Utrecht wanted a solution that would ease congestion and transform the surrounding station square neighbourhood, whereas the National Railways aimed for improving the connection between the train and other modalities.

Thereby, the largest bike parking facility of the world was designed and built right next to the train station.

With space for 12,500 bikes, the area is prepared for an increased number of passengers. To motivate cyclists to use the parking facility, the time it takes to park the bicycle should be limited.

The parking facility is open 24/7. Electric signs tell its users where they parked their bicycle so they can find it back easily.

Cyclists can cycle into the garage, right to the spot where they park their bicycle. When leaving the garage, they step right into the train station, bus station, shopping mall or business area, creating a smooth connection for train passengers arriving by bike.





PIN BIKE - GAMIFICATION TOOL FOR SMART CITIES

INTERMODALITY

REGION OF APULIA

Pin Bike is a practical and reliable bicycle traffic certification patented system. It aims to speed up the transition to a cleaner and more eco-sustainable mobility, throughout the certification of the kilometres travelled by personal bicycles for bike-to-work and bike-to-school routes, made by its anti-fraud patent hardware tracking system.



It positively involves public administrations, businesses and citizens in a virtuous economic circle.

It allows the monitoring of urban bike traffic and reports on which days, where and how, users were headed to work or school.

Incentives can be earned by users only within the selected urban area. The municipality can customize its initiatives with double or triple points, according to certain periods of the year or on certain days or times, or even according to users' age.

The project was conceived as a dynamic reward system that values cycling and promotes sustainable mobility solutions for citizens. Two actors are necessary: Users and the Organization (such as Municipalities, a Regional Government, School, University or a Company).

Other actors can be Local Shops, Public Transport Companies but also interested Companies, Theatres, etc. since the vouchers given to the citizens can be spent exclusively on commercial activities in the city. In a smart city way, the system becomes quantifiable and instrumental in the perfect planning of urban traffic. It is, therefore, possible to evaluate which urban routes are most used by bicycle





TERRITORIAL
COOPERATION

EUREGIO RHINE-WAAL

ON THE TRAIL OF THE ORANGES

The Orange Cycle Route uses existing route infrastructures to develop a route along historical sites of the House of Orange.

A project group has been set up to coordinate the project. For the signposting of the cycle route there was cooperation with regional governments; also a comprehensive communication and marketing strategy has been developed. In order to offer leisure arrangements and packages, there were cooperations with museums, hotels and the catering industry.



A multi-day cycling package has also been developed with hotel stays, visits to museums and vineyards along the route to boost tourism industry in the region.

All activities, products and services are available in Dutch and German.

The project provides a wholesome approach for cycling tourism in a cross-border region, including a theme for the route, signposting, tour packages with hotels and restaurants, attracting cyclists by interactive info columns along the road, special route books and games for children to play along the route, a comprehensive communication strategy and cross-border cooperation that lasts beyond the project funding.





TERRITORIAL
COOPERATION

BIALYSTOK FUNCTIONAL AREA

BFA PARTNERSHIP PROJECT

The BFA (Bialystok Functional Area) Partnership Project is an example of the use of funds for Integrated Territorial Investments in the development of low-carbon transport.

The development of bicycle transport within the project was an integral part of the implementation of low emission strategies by shaping sustainable urban mobility, and contributed to the reduction of carbon dioxide emissions and improving the quality of life of the inhabitants.

The project was co-financed by the ERDF and aimed to increase the share of low-emission public transport and to increase the mobility of BFA residents by developing bicycle transport and creating conditions for complementarity between the various modes of transport.

The co-operation enabled the creation of cycle paths with a total length of 48.27 km, which started the process of creating a coherent cycling network throughout the area. New bikeways in Bialystok have gained energy-efficient lighting. In the communes covered by the project, a total of 140 bicycle parking spaces were created, allowing people to leave their bikes and change to other available means of transport. Thanks to the implementation of the project, traffic congestion in the centre of the functional area - the city of Bialystok - was reduced.





KEEP IN TOUCH



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https://twitter.com/cycle_eu



<https://www.facebook.com/EUCYCLE>



EU CYCLE Project

