



**REGIONE
PUGLIA**

EU CYCLE action plan



The EU CYCLE project is implemented in the frame of the INTERREG Europe Program, funded by the European Regional Development Fund, co-financed by the European Union.

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Part I – General information

Project: EU CYCLE – Cycling for development, growth and quality of life in European regions

Partner organisation(s) concerned: Puglia Region – Mobility Department

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Introduction to the project EU CYCLE

Cycling related projects in the EU were supported by approximately €0.6bn subsidies, between 2007-2013, demonstrating a growing interest in cycling as active and sustainable transport mode and active tourism throughout the years.

However, assessment of the projects implemented has demonstrated that good practices were not shared equally, and the knowledge is unevenly distributed in the regions involved, thus affecting the quality of final measures.

When regional administrations, their stakeholders and potential project holders aren't aware of good practices and of the advantages of potential adaptation, interest in developing cycling projects is low and increases the risk that the €168,5M of EU structural funds allocated for cycling in the programming period 2014-20 are not spent effectively.

The project partners of EU CYCLE, all previously involved in Interreg projects on six different subtopics -regional cycling, cycling tourism, urban cycling, intermodality, urban-rural connections, territorial cooperation in cycling - have decided upon sharing their experiences to increase the capacity of using available funds fully and in an efficient way for quality cycling projects.

During the first 3 years of project implementation (1st phase), partners' relevant experiences in the six aforementioned subtopics have been shared, jointly analysed and fed into an earmarked online database of 15 state of the art cycling projects and added to the Programme Policy Learning Platform.

Partners worked with regional stakeholders on adapting experiences learned in four regional Action Plans, improving the previously identified policy instruments' results. An integrated cycling planning guide will be jointly elaborated to summarize best solutions in technical aspects of cycling.

EU CYCLE has allowed to increase capacities both on the governance side of policy instruments and on the side of potential beneficiaries to develop and realize projects.

Project Partners

Partner role	Official name	Country
PP1/LP	West Pannon Regional and Economic Development Public Nonprofit Ltd	Hungary
PP2	European Cyclists' Federation asbl	Belgium
PP3	Euregio Rhine-Waal	Germany
PP4	Association of Bialystok Functional Area	Poland
PP5	Region of Apulia IT	Italy

Main project objective

The main objectives of EU CYCLE is *contributing to better quality cycling projects in the partner regions and in the EU as a whole*, to raise share of cycling in target regions via improved policies and state-of-the art solutions, with a higher impact on decarbonizing transport. through shifting from individual motorised transport to cycling as a low carbon and sustainable mode

- in urban areas,
- for urban and rural commuting needs and
- for a new, sustainable car-free tourism.

To achieve this main objective, the project has

1. Increased the role and capacities of regional stakeholders, as multipliers to

- design and implement more and better cycling related projects and
- jointly contribute to more coordinated regional actions.

Gathering, mutual benchmarking of good practices, guidance on cycling related planning topics as well as regional action planning based on these will support the partners and their regional stakeholders.

2. Improved the effectiveness of investments supporting cycling by exchanging of experiences, influencing relevant regional policy instruments.

The 4 policy instruments addressed through interregional learning and regional action planning are:



- the Territorial and Settlement Development Operational Programme for LP West Pannon Regional and Economic Development Public Nonprofit Ltd (HU)
- the Cross-border Cooperation Programme Interreg V-A Germany-Netherlands for PP3 Euregio Rhine-Waal (DE)
- the Regional Operational Programme for Podlaskie Voivodeship for PP4 Association of Bialystok Functional Area (PL)
- the Regional Operational Programme Puglia 2014-2020 for PP5 Region of Apulia (IT).

EU CYCLE thereby contributes to better quality cycling projects and 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.

Partner regions have to date (at the closure of 1st project phase) shared knowledge and experienced mostly online, because of the pandemic situation, and involved the relevant stakeholders in each region towards a higher effectiveness of projects implemented and investments deployed by making use of good practices collected in other regions; the interregional learning process has fostered exchange of knowledge among regions, about the combination of approaches, necessary to develop a complete cycling project and to avoid mistakes that led to unused or underused cycling investments.

Now partners ensure that the MAs of the selected Policy Instruments as well as all potential stakeholders and beneficiaries acquire and make use of the knowledge acquired through the interregional learning and good practice exchange, to ensure, on one side, the framework for quality cycling projects and guidance to the territories, and the capacity to realise effective investments.

International learning approach and the cooperation between all partners have led to develop a common approach in collecting and using information as well as in the definition of quality criteria & standards during the first phase of the project.

Part II – Policy context for PP5 Region of Apulia

The Action Plan aims to impact:

<input checked="" type="checkbox"/>	Investment for Growth and Jobs programme
<input type="checkbox"/>	European Territorial Cooperation programme
<input type="checkbox"/>	Other regional development policy instrument

Name of the policy instrument(s) addressed:

ERDF Regional Operational Programme – Puglia 2014-2020 (POR Puglia)

Indicator proposed in the Application Form: Measures inspired by the project will be taken into account and included in 30% POR calls to be published

The original proposed indicator that was approved in the EU CYCLE Application Form for PP5 Apulia Region **still in large part allows measuring the achievement of the policy change**, though it could be intended as restricted to the **relevant** ERDF POR Action that directly or indirectly contribute to cycling, Priority Axis IV - *Sustainable Energy and Quality of Life*, and specifically *Action 4.4: Interventions aimed at increasing sustainable mobility in urban and sub-urban areas*.

Further details on the policy context and the way the action plan should contribute to improve the policy instruments:

At the beginning of the programming period 2014-20, the level of development of cycling infrastructures and services was still not up to the EU best practices. The Transport Department of Region of Apulia had produced, in cooperation with University of Salento, two surveys about cycling in the region:

- 1) "Impact of Security Policies on Cycling Mobility: A Survey in the Apulia Region" (2013) based on the submission of 175 questionnaires. It showed that the impact of security perception (risk of bike theft and assaults) on cycling mobility was, in Apulia Region, 47.24% on average. Security is one of the key drivers of bicycle use, Security Perception and Security Policies have a relevant impact on cycling mobility.
- 2) The second study "Study on Tourists' Mobility Flows in the Apulia Region" (2014) had been produced within the Intermodal project financed by the CBC IPA Adriatic Programme 2007-2013 based on 1.500 questionnaires by visitors of Apulia Region, in order to investigate the main reasons that discourage tourists to use bikes during their stay in the region. An important finding that emerged from this survey is that almost 200 respondents that use bike at home have not made use of bikes during holidays. Among the reasons that

may be tackled by dedicated policies, the lack of information and of infrastructures are the most important ones. On the other hand, people using bikes have in general called for an improvement of information, of infrastructures and of cycling services. Moreover, the most critical dimension appears to be the multimodal combinations with train or bus services that are rated as below standard by the large majority of bike users.

Following the results of this important two surveys there was a clear need to improve cycling in policies of the Apulian Region, especially in terms of planning and development of new cycling infrastructure/services and facilitating cycling intermodality.

With participating to the INTERREG EUROPE EU CYCLE project, PP5 Region of Apulia has worked to ensure that the relevant regional policy instruments – the ERDF Regional Operational Programme – Puglia 2014-2020 (POR Puglia) - could be improved through the following specific objectives:

1. Increased role and capacities of regional stakeholders, as multipliers to

- design and implement more and better cycling related projects and
- jointly contribute to more coordinated regional actions.

Gathering mutual benchmarking of good practices, guidance on cycling related planning topics as well as regional action planning based on these has supported the partners and their regional stakeholders.

2. Improved governance:

The objective “Improving low carbon economy policies” addressed in the INTERREG EUROPE PROGRAMME is reflected in the POR PUGLIA 2014-2020, Action 4.4 “*Interventions aimed at increasing sustainable mobility in urban and suburban areas*” within specific objectives oriented to the implementation of sustainable transport modes and systems:

- Thematic objective 4- “Supporting the shift towards a low-carbon economy in all sectors” aimed at requalifying urban spaces through the adoption of policies for the promotion of new and sustainable transport modes at a urban and suburban level, including, among others, actions for discouraging the use of motorized transport.
- Investment priority 7b and 7c include actions for reaching adequate levels of sustainable mobility also in the internal areas and actions for improving regional and interregional public transport systems.

The objective to influence the cycling projects approved through the above mentioned SOs of the POR PUGLIA 2014-2020 was meant to be achieved through the implementation of this action plan with actions related to the 2nd phase of implementation of EU CYCLE, starting in the second half of 2022.

However, **considering the advanced stage of the implementation of the Operational Programme as well as considering that the new programming period started, PP5 has decided to put all necessary efforts to start influencing the policy instrument already in the 1st phase of implementation of EU CYCLE**, in order to reach ensure impact on the few remaining projects being funded by the ERDF POR PUGLIA 2014-2020.

Methodology for reaching the target indicator

Since the EU CYCLE happens in parallel with the closure of the ERDF POR PUGLIA 2014-20, the EU CYCLE PP5 project manager has thoroughly discussed with the colleagues of the MA office responsible for Priority Axis IV if it could be worthy to switch the efforts for a policy change to the new programming period or to work on the remaining calls of the ROP in place.

The discussion has highlighted that a high number of projects of ERDF POR 2014-20 could still be influenced, since the beneficiary cities for the relevant funds of Priority Axis IV were selected, but the projects were still to be tendered.

The assessment done on December 2021 with the MA of the ERDF POR PUGLIA 2014-2020 - office in charge of Action 4.4, highlighted that the below in highlighted calls could still be influenced through the EU CYCLE Good Practices:

ERDF POR PUGLIA 2014 – 20 Priority Axis IV – relevant calls					
Sub-Action	Procedure	Level of implementation	N. selected projects	Budget	Beneficiaries
Sub-action 4.4.a New infrastructure and intermodality hubs to improve collective transport, sustainable logistics and related transport systems"	Public tender for new bicycle parking in or near railway stations." published on the Regional Gazette n. 127 del 9.11.2017.	Closed	12	€ 3.082.870,80	Municipalities of 1. MOLFETTA 2. FOGGIA 3. CANDELA 4. LECCE 5. RUVO DI PUGLIA 6. UGENTO 7. PUTIGNANO 8. PALO DEL COLLE 9. CORATO 10. GIOVINAZZO 11. GROTTAGLIE 12. GAGLIANO DEL CAPO
	Public tender for new bicycle parking in or near railway stations." published on the Regional Gazette n. 134 on 24/9/2020.	Selection of projects is ongoing	11	€ 3.000.000,00	Municipalities of 1. ACQUAVIVA DELLE FONTI 2. SANNICOLA 3. BITONTO 4. POLIGNANO A MARE 5. CASTELLANETA 6. GIOIA DEL COLLE 7. TERLIZZI 8. CASAMASSIMA 9. TRINIAPOLI 10. LATIANO 11. OSTUNI
Sub-action 4.4.b "Fleet renovation"	"SMART GO CITY – Public tender to purchase new buses for urban public transport", published	Closed	15	€ 39.126.044,74	Municipalities of 1. MOLFETTA 2. BRINDISI 3. BARI 4. TARANTO 5. SAN GIOVANNI ROTONDO 6. FOGGIA

	on Regional Gazette n.68 on 17/05/2018				7. LECCE 8. TRANI 9. GIOVINAZZO 10. MARTINA FRANCA 11. MONTE SANT'ANGELO 12. PUTIGNANO 13. GRAVINA DI PUGLIA 14. RUVO DI PUGLIA 15. SPINAZZOLA
	“SMART GO CITY – Public tender to purchase new buses for urban public transport”, remaining budget decided with DGR n. 2005 on 30/11/2021	To be started		€ 14.400.483,26	
Sub-action 4.4.c Intelligent Transport Systems	Intelligent transport systems to improve the performance of Public Transport	To be started, not relevant for EU CYCLE		€ 348.647,09	
Subaction 4.4.d “Building of the infrastructures for low-carbon mobility, also through charging hubs”	With decision DGR n. 2385 on 19/12/2019, following decision D.G.R. n. 1167 taken on 26/07/2016 “Construction of a first section of the “EuroVelo 5” – Via Romae Francigena (Londra – Roma - Brindisi) between Gravina and Altamura along Appia Antica”	Non-competitive negotiation process has started with important delays	1	€ 7.400.000,00	Metropolitan City of Bari
	Public tender for the selection of projects concerning the Construction of cycling infrastructures in urban and suburban areas”, published on	Ongoing	15	€ 13.189.000,00	Municipalities of 1. TARANTO 2. MOLFETTA E GIOVINAZZO 3. CASTELLANA GROTTA 4. MOLA DI BARI - POLIGNANO A MARE - CONVERSANO 5. BRINDISI 6. GALATONE 7. CASARANO 8. RUVO DI PUGLIA 9. LECCE 10. GINOSA

	the Regional Gazette n. 5 on 17/01/2019.				11. OTRANTO 12. NARDÒ 13. ALLISTE 14. APRICENA 15. BARI
	Public tender for the selection of projects concerning the Construction of cycling infrastructures in urban and suburban areas”, published on the Regional Gazette n. 55 del 19/04/2018.	Closed	13	€ 14.668.482,11	Municipalities of 1. FOGGIA 2. SAN SEVERO 3. NARDÒ 4. LECCE 5. MANFREDONIA 6. TRINITAPOLI 7. FASANO 8. UNIONE COMUNI DI BAGNOLO DEL SALENTO E CURSI 9. UNIONE COMUNI NORD SALENTO 10. MONTELEONE DI PUGLIA 11. UGENTO 12. CASTELLANETA 13. TROIA

PP5 Region of Apulia has agreed with the Managing Authority of ERDF POR PUGLIA 2014-2020 that the most effective policy change of EU CYCLE on the policy instrument could be tackled by ensuring that the good practices of EU CYCLE were transferred **to all 46 beneficiary municipalities** through the funding procedures that are still ongoing, with informing and involving them in the Local Stakeholders Groups and then ensuring that the good practices inspired innovative approaches are included in the finally implemented projects of the 3 calls, which counts to 100% of the calls yet to be published, thus overcoming the target of the EU CYCLE initially proposed indicator.

Part III – Details of the actions carried out

ACTION 1: Ensure intermodality between cycling and public transport through including elective B+R quality element for applicant cities in the call for funding of the ERDF ROP PUGLIA 2014-20 4.4b “Fleet Renewal” financing 20 municipalities for the acquisition of new vehicles for public transport

	X1	X2	X3	X4	X5	X6	X7	X8
Y1								
Y2								
Y3								
Y4		X		X				
Y5								
Y6								

- X1 - Plans, sustainable mobility plans, spatial plans supporting cycling
- X2 - Infrastructure: realized dedicated cycling infrastructure, integration of cycling into implemented transport infrastructure projects
- X3 - Organisational measures: Provision of human-resources and other organisational measures to coordinate cycle development.
- X4 - Products and services: Public bike services schemes, cycling friendly tourism service or cycling friendly workplaces
- X5 - Communication: awareness raising/education. Bike to work campaigns, awareness raising and cycling proficiency training
- X6 - Monitoring: support monitoring cycling, modal split (via surveys, counters);
- X7 - Enabling regulatory framework: any legal or regulatory change which improved the conditions for cycling
- X8 - Funding: Level of sustained public and private funding for cycling development in the region
- Y1 – Regional cycling
- Y2 - Cycling tourism
- Y3 – Urban cycling
- Y4 – Intermodality
- Y5 – Urban-rural connections
- Y6 – Territorial cooperation in cycling

Policy Instrument(s) targeted:

ERDF Regional Operational Programme – Puglia 2014-2020 (POR Puglia)

EU CYCLE Good practice of reference:

LP “Bike+Ride services in the Austrian-Hungarian border region”



Specific elements of the selected good practice to be transferred:

The integrated transport of bicycles with collective transport is essential for improving and enhancing sustainable mobility and responding to citizens' travel needs, habitual or leisure. The combined use of two modes of transport, bicycle and train/tram/bus, is an important opportunity for the development of an integrated low-carbon mobility system.

The online study visit organized by the LP with relation to the intermodality solutions in the railway stations of Sopron and Szombathely and the explanation provided by the GYSEV representative on the results achieved in terms of growth of travellers through the provision of bike & ride services, inspired the EU CYCLE PP5 on the potential of combined bike and bus transport.

Especially the monitoring of passenger behaviour through data collection and ticket sales, with the aim of understanding the impact of introduced intermodality measures on the increase of public transport demand was considered an interesting element, so that they could further use the funds to strengthen intermodality.

The PP5 project manager found that the above elements can be replicated in one of the remaining calls that FESR POR PUGLIA 2014-20, action 4.4b "*Fleet renewal*", through which to request, for the first time, the beneficiary Municipalities to purchase buses equipped with external bicycle racks, in implementation of a recent rule amending the Highway Code not yet observed.

The goal of the Puglia Region is to support the combined transport of bicycles and collective transport and to increase the number of travellers with bicycles who, in this way, do not use the car for their travels.

Short description

The call for bids to purchase new Public Transport vehicles, as foreseen by the ERDF POR PUGLIA 2014-20, action 4.4b "*Fleet renewal*", has been drafted and will be launched soon, after the approval of the MA. It aims at distributing the remaining financial resources to ca 20 municipalities that would like to renovate their public transport fleets with purchasing new vehicles.

PP5, together with the MA has deemed that the providers of vehicles could take into account the good practice that the EU CYCLE project have transferred in relation to Bike+Ride solutions of the LP, in order to ensure intermodality between cycling and public transport, thus increasing opportunities for cycling also for people living further away from the city centre and increasing the use of public transport as well.

The selected good practice has been adapted to reach comparable results in the different conditions. Thus, in accordance with the ERDF POR MA, the specific reference to the project EU CYCLE and the best practice has been included, together with a requirement for B+R – i.e., a bicycle rack - as an element to be insured in the buses purchased, and a monitoring scheme to evaluate the impact both on cycling and public transport of this action has been agreed.

Objectives of the Action:

1. **Improved governance:** new approaches adopted by the ERDF POR PUGLIA 2014-20 MA thanks to the lessons learnt in other regions brought to better knowledge of the topic on the side of the employees in charge of defining the strategic objectives and selecting the projects.

The policy change has been achieved, with continuous and effective collaboration between the EU CYCLE responsible office and the ERDF POR PUGLIA Managing Authority.

The Managing Authority has confirmed that the quality criterion will be compulsory for funding for the purchase of new vehicles in the ERDF POR PUGLIA 2021-27

2. **Structural change:** modification of quality elements for selection of the proposals and inclusion of a monitoring scheme for impact of new intermodal solutions adopted by the ERDF POR PUGLIA 2014-20 MA and inserted in the tender to be launched. It will allow the funding of projects with features that were not initially planned, as a results of the cooperation with EU CYCLE.

The policy change will be achieved, with the insertion of the quality criterion in the tender that have derived from the good practice of relevance and the monitoring of the increase of use of public transport as a result of the **adoption and use of the intermodal solution proposed**.

Preparation of Action in Phase 1

The preparation of the action has started on 22nd November 2021, with a preliminary meeting with the MA through the director of the department in charge of Action 4.4 of ERDF POR PUGLIA 2014-20, Mr. Enrico Campanile, and its office. During this meeting, the project manager of EU CYCLE PP5, Mr. Sforza, has presented a first draft of the action plan and coordinated with Mr. Campanile on possible uptake of good practice in the calls for proposals that were still ongoing.

New meetings with the staff of Mr. Campanile have been held in the following months to share all the information regarding the ongoing calls, decide how to influence them and the beneficiary municipalities. The office in charge has inserted a reference to the EUCYCLE project and selected Good Practice of LP *“B+R services in the Austrian-Hungarian border region”* as well as quality element (*bike racks on buses and a monitoring scheme of the use of racks*) criteria for the municipalities that are requesting funds for new PT vehicles to improve intermodality of public transport and cycling.

The call is expected to be open until June 2022. Other meetings have been held with the office in charge of Action 4.4 in the different steps of development of the Action Plan to agree on the proposed actions.

PP5 project manager has discussed and agreed to involve all relevant municipalities that are invited to submit a proposal for funding (overall ca 20 municipalities) to join a capacity building session on the different types of B+R intermodal solutions, their use, communication to users and bus drivers, ticketing, data collection and monitoring of success and increase in the number of users.

ACTIVITIES TO BE CARRIED OUT IN THE 2ND PHASE	
A.1.1	<p>Participation of the EU CYCLE PP5 to the selection procedure (01.08.2022-31.08.2022)</p> <p>EU CYCLE PP5 project manager has been invited by the MA to participate to the selection procedure of projects to be funded through the above 4.4b measure and get acquainted on the</p>



	<p>number of projects being selected offering the B+R solutions and which approach has been proposed. This action follows the actions carried out during phase 1, in which beneficiaries will benefit of a capacity building session on the following elements:</p> <ul style="list-style-type: none"> • Types of B+R intermodal solutions and their use: the module will present a number of different approaches to improve BIKE + RIDE intermodality and increase the number of commuters choosing to use the bicycle and public transport • Communication to users and bus drivers: the module will try to explain the importance of communicating and creating awareness among the bus drivers, to avoid their resistance to facilitate and promote the use of the bicycle racks, as well increasing confidence among users • Ticketing: the module will analyse different approaches to ticketing of P+R used in different contexts and present them to the participants. It will also present the opportunity to collect information through ticketing, such as how many people are taking their bikes on the buses • Data collection and monitoring of success and increase in the number of users: the module will specifically analyse the approach presented by the LP to collect data in order to monitor the success of the initiative, and its leverage effect to boost the total number of people using public transport. <p>Data on the elements above as proposed in the projects submitted will be collected during the selection procedure, in order to understand the distribution and variety of the B+R solutions in the beneficiary municipalities.</p>
<p>A.1.2</p>	<p>Monitor the impact of the B+R solutions proposed (01.09.2022-30.07.2023)</p> <p>PP5 project manager will monitor the follow up of the selection procedure and provide the Managing Authority with an evaluation report based on the information collected through a monitoring scheme on the different types of racks on buses to be used, their success among commuters, the increase of the public transport as well as bicycle users based on ticket purchased as a baseline for the next programming period ERDF POR PUGLIA 2021-27.</p> <p>The monitoring scheme will be developed by the PP5 and shared with the beneficiary municipalities after selection. It will ensure that comparable data are provided by the partners on the impact of the measures collected, analysed and organised to facilitate MA in ex-post evaluation and take up in the new programming period.</p>

Outputs:

O.1.1: 1 call for proposal of the target policy instrument influenced by the good practice selected, with added quality criteria for funded proposals

O.1.2: Up to 20 cities with increased Bike+Ride opportunities



O.1.3: Evaluation report on impact of the new solutions for intermodality in the increase of public transport and bicycle commuters.

Budget calculation

Staff costs: 5.000,00€

External Experts: 2.500,00€

DRAFT

ACTION 2: Improve the implementation and use of cycling infrastructure sections classified as *Strade Urbane Ciclabili E-bis* supporting the tenders of ERDF POR PUGLIA Action 4.4d “*Construction of cycling infrastructures in urban and suburban areas*”

	X1	X2	X3	X4	X5	X6	X7	X8
Y1								
Y2								
Y3		X						
Y4								
Y5								
Y6								

- X1 - Plans, sustainable mobility plans, spatial plans supporting cycling
- X2 - Infrastructure: realized dedicated cycling infrastructure, integration of cycling into implemented transport infrastructure projects
- X3 - Organisational measures: Provision of human-resources and other organisational measures to coordinate cycle development.
- X4 - Products and services: Public bike services schemes, cycling friendly tourism service or cycling friendly workplaces
- X5 - Communication: awareness raising/education. Bike to work campaigns, awareness raising and cycling proficiency training
- X6 - Monitoring: support monitoring cycling, modal split (via surveys, counters);
- X7 - Enabling regulatory framework: any legal or regulatory change which improved the conditions for cycling
- X8 - Funding: Level of sustained public and private funding for cycling development in the region
- Y1 – Regional cycling
- Y 2 - Cycling tourism
- Y3 – Urban cycling
- Y4 – Intermodality
- Y5 – Urban-rural connections
- Y6 – Territorial cooperation in cycling

Policy Instrument(s) targeted:

ERDF Regional Operational Programme – Puglia 2014-2020 (POR Puglia)

EU CYCLE Good practice of reference:

PP3 ERW Cycle Street

Specific elements of the selected good practice to be transferred:

The *Strada Urbana Ciclabile E-bis*, recently introduced in the Italian Traffic Law as low-cost investment to promote cycling and make it safer, is in many elements similar to CYCLE STREET that has been proposed as good practice by the PP3 ERW, though municipalities in Italy are just starting to implement it and lack experience on how to make it more successful, including the urban areas in the Region of Apulia.



Specific elements for transfer of the Good Practice presented have been identified to be taken over by the municipalities that are beneficiaries of the ERDF POR PUGLIA 2014-20, *Action 4.4.d “Development of the infrastructures for low-carbon mobility – Construction of cycling infrastructures in urban and suburban areas”* and that have considered to have *Strade Urbane Ciclabili E-bis* in their projects:

1) a preliminary study, to identify possible network sections that fall into the classification of CYCLE STREET/*Strade Urbane Ciclabili E-bis*, as proposed by PP3-ERW, in order to raise awareness among the beneficiary towns on those section of the network that could be part of the specific category

2) the publication of a short, easy-to-read information leaflet on the use of CYCLE STREET/*Strade Urbane Ciclabili E-bis* for all road users, to avoid the problem that were identified by the PP3-ERW partner of users not being acquainted with the newly introduced CYCLE STREET rules.

Short description

Within ERDF POR Puglia 2014-20, action 4.4.d “*Development of the infrastructures for low-carbon mobility – Construction of cycling infrastructures in urban and suburban areas*” 15 towns within the Region Apulia have been awarded an overall budget of 13.189.000,00€, with deliberation n.41 taken on 28 May 2021 to build new cycling infrastructure. Contracts between the Regional Administration and the beneficiaries have been signed and towns are now expected to launch their calls for bids to either prepare the final project design or to execute the works (out of the awarded towns, 7 projects were based on a preliminary design stage) with the supervision of the POR ERDF PUGLIA 2014-20 Managing Authority.

PP5 has discussed and agreed with the Managing Authority to address the beneficiary towns with informing them on the EU CYCLE selected good practice and on the specific elements of the CYCLE STREET in the finally approved projects already in the 1st phase of EU CYCLE.

Objectives of the Action:

1. **Improved governance:** New approaches adopted by the ERDF POR PUGLIA 2014-20 MA thanks to the improved knowledge of the topic on the side of the employees in charge of defining the strategic objectives and selecting the projects, brought by the EUCYCLE project

The policy change has been achieved, with continuous and effective collaboration between the EU CYCLE responsible office and the ERDF POR PUGLIA Managing Authority at all stages of the process.

The Managing Authority has deemed beneficial for the quality of the built infrastructure to work in partnership with the EU CYCLE PP5 project manager

2. **Structural change:** Increase project quality based on the above listed 2 good practice elements adopted by the ERDF POR PUGLIA 2014-20 MA and inserted as quality criteria in the tender to be launched by the beneficiary municipalities to produce the cycling infrastructure final projects. It will allow the funding of projects with features that were not initially planned, as a results of the cooperation with EU CYCLE

The policy change will be achieved, with the development of the preliminary study and information leaflet for the benefit of those towns that have been beneficiary of ERDF POR Puglia 2014-20, action 4.4.d

“Development of the infrastructures for low-carbon mobility – Construction of cycling infrastructures in urban and suburban areas”.

Preparation of Action in Phase 1

The reparation of the action has started on 22nd November 2021, with a preliminary meeting with the MA through the director of the department in charge of Action 4.4 of ERDF POR PUGLIA 2014-20, Mr. Enrico Campanile, and its office. During this meeting, the project manager of EU CYCLE PP5, Mr. Sforza, has presented a first draft of the action plan and coordinated with Mr. Campanile on possible uptake of good practice in the calls for proposals that were still ongoing. New meetings with the staff of Mr. Campanile have been subsequently to share all information regarding the ongoing calls, decide how to influence them and the beneficiary municipalities.

EU CYCLE PP5 project manager and the office responsible of ERDF POR PUGLIA 2014-20, Action 4.4, have organised a dedicated EU CYCLE stakeholders’ meeting on February 21st, 2022, to present the project EU CYCLE to the relevant town managers in charge of planning and building the bicycle infrastructures as well as transferring the concept of *Cycle Street* as proposed by PP3 ERW, its features and feasibility, comparing the *Strade Urbane Ciclabili E-bis* foreseen in the Italian Traffic Law.

The Managing Authority, through the Director of the Sustainable Mobility Section in charge of the definition of priorities and selection procedures of projects funded within Action 4.4 of ERDF POR PUGLIA 2014-20, has co-organised and launched the meeting and explained the benefits of a cooperation with the project EU CYCLE.

The beneficiary towns have been invited to join the PP5 Stakeholders Group to being supported by the other stakeholders in the understanding, definition, and description of the 2 meliorative elements to be included in the tenders that the municipalities will launch to develop the projects for which the funding has been ensured: the **preliminary study** and the **information leaflet**.

ACTIVITIES TO BE CARRIED OUT IN THE 2ND PHASE

A.2.1	<p>Comprehensive preliminary studies to identify the sections of the approved cycling infrastructure projects to be classified as CYCLE STREET/<i>Strade Urbane Ciclabili E-bis</i> by the beneficiary towns and improvement of their implementation and use (01.08.2022 – 31.12.2022)</p> <p>The EU CYCLE PP5 project manager, together with the group of stakeholders (including beneficiary towns) and the ERDF POR PUGLIA Managing Authority, will request a descriptive technical report to the beneficiary municipalities in the form of <i>preliminary studies</i> detailing the sections of their cycling network that can be identified as <i>Strade Urbane Ciclabili E-bis</i>. Depending on the phase of approval of the projects, these reports will be produced before the project final design or when tendering the construction works.</p>
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	<p>In both cases, a feedback sheet will be drafted and shared by the PP5 project manager with the projects that have included CYCLE STREET/<i>Strade Urbane Ciclabili E-bis</i>, with recommendations on meliorative requirements to be included in the tender procedures.</p>
<p>A.2.2</p>	<p>Monitoring to the correct adoption and impact of CYCLE STREET/<i>Strade Urbane Ciclabili E-bis</i> by the beneficiary towns (01.01.2023-31.07.2023)</p> <p>Based on the received technical reports, the feedback sheets and the data that will be collected throughout the deployment the new infrastructure and its impact, the PP5 will draft a comprehensive report of the projects approved within Action 4.4d that have included CYCLE STREET/<i>Strade Urbane Ciclabili E-bis</i> as sections of their cycling networks and share it with the town managers and ERDF POR PUGLIA MA.</p> <p>To ensure impact monitoring, PP5 will hold 2 follow-up meetings with the beneficiary towns during EU CYCLE second phase.</p> <p>In addition to it, following the example offered by the Good Practice of PP3-ERW, the EU CYCLE PP5 project manager, together with the group of stakeholders and the ERDF POR PUGLIA Managing Authority, will define a common template for a communication product as short, easy-to-read information leaflet for all road users on how to use of the <i>Strade Urbane Ciclabili E-bis</i>. This will be shared with Action 4.4d beneficiary towns, recommending to tailor it on their local audience and distribute among the users, to improve knowledge on the new infrastructure and how to navigate it correctly.</p>

Outputs:

- O.2.1:** 1 call for proposal of the target policy instrument influenced by the good practice selected, with added quality elements for funded proposals
- O.2.2:** 15 cities with increased capacity to identify and implement effective *Strade Urbane Ciclabili E-bis* and their road users aware on how to navigate them
- O.2.3:** Report on funded CYCLE STREETS/*Strade Urbane Ciclabili E-bis* within the 4.4b call for proposals based on the projects' descriptive technical reports
- O.2.4:** Evaluation report on impact of the new solutions for *Strade Urbane Ciclabili E-bis*.

Budget calculation

Staff costs: 5000,00€

External Experts: 2.500,00€



ACTION 3: Shaping bicycle parking infrastructure of projects funded by ERDF POR PUGLIA Action 4.4a “New infrastructure and intermodality hubs” according to shared design principles for higher accessibility, ease of use, ensuring social inclusion, safety and sustainability
~~Adopting design principles for bicycle parking as quality criteria to projects funded by ERDF POR PUGLIA Action 4.4a “New infrastructure and intermodality hubs to improve collective transport, sustainable logistics and related transport systems” according to Utrecht good practice~~

	X1	X2	X3	X4	X5	X6	X7	X8
Y1								
Y2								
Y3								
Y4		X						
Y5								
Y6								

- X1 - Plans, sustainable mobility plans, spatial plans supporting cycling
- X2 - Infrastructure: realized dedicated cycling infrastructure, integration of cycling into implemented transport infrastructure projects
- X3 - Organisational measures: Provision of human-resources and other organisational measures to coordinate cycle development.
- X4 - Products and services: Public bike services schemes, cycling friendly tourism service or cycling friendly workplaces
- X5 - Communication: awareness raising/education. Bike to work campaigns, awareness raising and cycling proficiency training
- X6 - Monitoring: support monitoring cycling, modal split (via surveys, counters);
- X7 - Enabling regulatory framework: any legal or regulatory change which improved the conditions for cycling
- X8 - Funding: Level of sustained public and private funding for cycling development in the region
- Y1 – Regional cycling
- Y 2 - Cycling tourism
- Y3 – Urban cycling
- Y4 – Intermodality
- Y5 – Urban-rural connections
- Y6 – Territorial cooperation in cycling

Policy Instrument(s) targeted:

ERDF Regional Operational Programme – Puglia 2014-2020 (POR Puglia)



EU CYCLE Good practice of reference:

PP3 ERW World's biggest bicycle parking – Utrecht Station

Specific elements of the selected good practice to be transferred:

The bicycle parking of Utrecht train station, maybe still the biggest parking in the world, is the result of years of progresses done in trying to respond to the need for parking of thousands and growing of dwellers that use the bicycle to reach the railways and continue their journey – a flow of people that is yet peculiar of Dutch cities.

The **design principles used in the project of the bicycle parking of the train station of Utrecht**, that are core part of the good practice, lead the development of tailored parking facilities that define the success of that specific project, but are defined so that they could be adapted to all contexts.

As explained during the online study visit, bicycle parking shall be based on the following requirements:

- **Easy to use for everyone** (including bicycles with children's seats, cargobikes)
- **Full of light and comfortable**
- **Integrated and accessible from the cycle network**
- **Showing available parking spots and way-in/-out** (wayfinding)
- **Close to your destination** (e.g., train platform, the city centre)
- **Makes you feel safe day and night**

Moreover, as it was specified, further planning criteria shall:

- **Avoid possible usage conflict for public space** (i.e., should not be located where it could interfere with pedestrian space)
- **Consider pros and cons of free/for a fee parking** (ensure fast turn over and avoid long term deposit)

PP5 has considered to adopt the design principles presented by PP3 ERW to complement the quality elements requested to the municipalities that are beneficiary of Action 4.4.a "*Development of the infrastructures for low-carbon mobility – New infrastructure and intermodality hubs to improve collective transport, sustainable logistics and related transport systems*" and will build bicycle parking in or near train stations.

Short description

Within ERDF POR Puglia 2014-20, Action 4.4.a "*Development of the infrastructures for low-carbon mobility – 4.4.a - New infrastructure and intermodality hubs to improve collective transport, sustainable logistics and related transport systems*" 11 towns have awarded funds (overall budget: 3.000.000,00€) with deliberation n.134 taken on 24 September 2020" for **new bicycle parking in or near railway stations**.

Subsidy contracts between the Regional Administration and the beneficiaries have not yet been signed and towns are currently being approached and involved by PP5 in the project's stakeholders' group to transfer the PP3 ERW good practice concerning Utrecht bike parking and ensure that design principles are understood, compared to the planned projects, and adopted to achieve higher quality of bicycle parking stations being finally built.

Preparation of Action in Phase 1

The preparation of the action has started on 22nd November 2021, with a preliminary meeting with the MA through the director of the department in charge of Action 4.4 of ERDF POR PUGLIA 2014-20, Mr. Enrico Campanile, and its

office. During this meeting, the project manager of EU CYCLE PP5, Mr. Sforza, has presented a first draft of the action plan and coordinated with Mr. Campanile on possible uptake of good practice in the calls for proposals that were still ongoing. New meetings with the staff of Mr. Campanile have been held on 07th December and ff to share all information regarding the ongoing calls, decide how to influence them and the beneficiary municipalities.

The Managing Authority, through the Director of the Sustainable Mobility Section, in charge of the definition of priorities and selection procedures of projects funded within Action 4.4 of ERDF POR PUGLIA 2014-20, has co-organised and launched the meeting and explained the benefits of a cooperation with the project EU CYCLE, in which the good practice of *Utrecht station bicycle parking* and its design principles have been outlined.

The Managing Authority, through the Director of the Sustainable Mobility Section in charge of the definition of priorities and selection procedures of projects funded within Action 4.4 of ERDF POR PUGLIA 2014-20, has co-organised and launched the meeting and explained the benefits of a cooperation with the project EU CYCLE.

The beneficiary towns have been invited to join the PP5 Stakeholders Group to being supported by the other stakeholders n adapting the **Utrecht good practice’s design principles** to the local context to the final project stage and invited to join the relevant study visit to PP3 ERW destination

Objectives of the Action:

1. **Improved governance:** new approaches adopted by the ERDF POR PUGLIA 2014-20 MA thanks to the lessons learnt in other regions brought to better knowledge of the topic on the side of the employees in charge of defining the strategic objectives and selecting the projects.

The policy change has been achieved, with continuous and effective collaboration between the EU CYCLE responsible office and the ERDF POR PUGLIA Managing Authority. Currently, MA is providing to PP5 project manager all possible information and contact details of beneficiaries and supporting the best

2. **Structural change:** the design principles endorsed by the ERDF POR PUGLIA 2014-20 MA and ensured by the beneficiary municipalities in their final projects . It will allow the funding of projects with higher quality features that were not initially planned, as a results of the cooperation with EU CYCLE.

The policy change will be achieved, with the design principles satisfied in the projects of beneficiary municipalities that have derived from the good practice of the Utrecht bike parking proposed by PP3-ERW.

Monitoring will concern the evaluation of the final design by the bike parking users.

ACTIVITIES	
ACTIVITIES TO BE CARRIED OUT IN THE 2ND PHASE	
A.3.1	<p>Define the locally tailored set of design principles for bicycle parking to be included in the final projects of the Action 4.4a beneficiary towns (01.08.2022 – 31.12.2022)</p> <p>EU CYCLE PP5, with the help of the stakeholders’ group, will ensure a preliminary tailored set of the <i>Utrecht bike station</i> design principles to be applied to the local context and, with the agreement of</p>



	the ERDF POR PUGLIA 2014-20 Managing Authority, assess how these are included in the projects of the beneficiary municipalities to build/set up the bicycle stations.
A.3.2	<p>Evaluate the satisfaction level of finally built bike parking according to the design principles (01.01.2023-31.07.2023)</p> <p>EUCYCLE PP5 will develop an evaluation checklist and collect information from the beneficiary towns' bike parking users, ensuring the perspective of all different target groups and their needs, to provide feedback to the town managers to further improve the service provided and to define a final set of design principles tailored on the local context and that can become mandatory design principle to be taken up by other policy instruments including ERDF POR PUGLIA 2021-27 criteria</p>

Outputs:

- O.2.1:** 1 call for proposal of Action 4.4a of the target policy instrument influenced by the good practice selected, with added design principles to funded proposals
- O.1.2:** Up to 11 cities taking up and adapting the design principles to the final bike parking at or near train stations
- O.1.3:** Evaluation check list of users' satisfactions of bike stations that follow the design principles
- O.1.4:** Final adapted design principles to be used for bicycle parking in the ERDF POR PUGLIA 2021-27.

Budget calculation

Staff costs: 5000,00€

External Experts: 2.500,00€

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