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SUMMA

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SUMMA – Sustainable Multimodal Mobility In Adriatic Costal and Hinterland Areas

D2.3.1 Cycling Path in Caorle

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INTERREG ITALY-CROATIA PROGRAMME 2021 – 2027
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Project: SUMMA – Sustainable Multimodal Mobility in Adriatic Costal and Hinterland Areas

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Project website: https://www.italy-croatia.eu/web/summa

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1. Introduction

The SUMMA – Sustainable Multimodal Mobility in Adriatic Coastal and Hinterland Areas project is funded by the Interreg VI-A Italy–Croatia Programme 2021–2027, under the priority "Sustainable maritime and multimodal transport" and Specific Objective 3.1. The project promotes sustainable, climate-resilient and intermodal mobility solutions in the Adriatic area, with the aim of reducing the environmental impact of transport, improving accessibility and strengthening the connections between coastal towns and their hinterland. To this end, the partners have designed and tested concrete pilot actions in their territories.

Within Work Package 2 and Activity A.2.3 "Sustainable Multimodal Transport Solutions", the Municipality of Caorle, as Lead Partner, implemented Deliverable D.2.3.1 "Cycling Path in Caorle": a new cycle and pedestrian path along the embankment of the Canale dell'Orologio (Investment I.2.1).

Caorle was originally an island; it later developed as a lagoon settlement and is today one of the main seaside tourist destinations of the Veneto coast. The town can be reached by land via State Road SS14 and the A4 motorway, while its fishing port remains a traditional point of arrival for those coming from the sea.

Access to the town centre is strongly conditioned by the geography of the territory. The historic centre and the main built-up area lie on an island that can be reached at a single point, through two bridges with different traffic capacity. This becomes a serious constraint during the busiest periods, in summer and during major events, when traffic congestion on the bridges and in the surrounding streets causes daily inconvenience to residents and visitors. The local street network was not designed to handle such intense flows of vehicles.

To respond to these challenges, the Municipality of Caorle intends to consolidate a sustainable tourism and mobility system, based on three priorities:

1. efficient public transport, strengthening bus and rail services in order to reduce the use of private vehicles;
2. the promotion of active mobility, with safe and well-signposted infrastructure for pedestrians and cyclists, including in and around the historic centre;
3. bike sharing, to reduce dependence on private cars, building on the service already partly introduced with the S.U.TR.A. project under the Interreg V-A Italy–Croatia Programme 2014–2020.

This report describes the objectives of the pilot action, the way it was implemented, the results achieved and the measures that will ensure their durability beyond the end of the SUMMA project.


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2. Objectives of the Pilot Action

The pilot action was designed to contribute directly to the overall objectives of SUMMA, offering residents and visitors a concrete, low-emission alternative to the car for reaching and moving around the centre of Caorle.

The main objective was to complete a missing link in the urban cycle network by creating a safe and comfortable cycle and pedestrian path, separated from car traffic, connecting the bus station, the park-and-ride car park at the entrance to the town and the network of waterways. The path thus supports intermodal travel: people can leave their car outside the centre and continue on foot or by bicycle, or combine cycling with bus and boat connections.

A second objective was to reduce the pressure of private traffic on the only access to the island, especially during the summer season, when congestion on the bridges is most severe.

The intervention also pursued environmental objectives. The path was conceived to blend into the landscape of the canal embankment, with a draining and permeable surface that allows rainwater to infiltrate into the ground and avoids the use of asphalt.

Finally, the pilot action was intended to serve as a practical and replicable example of how existing linear infrastructure, such as canal embankments, can be turned into green corridors for sustainable mobility, providing useful experience for the other SUMMA partners and for other coastal and lagoon towns of the Adriatic area.

3. Implementation of the Cycling Path

The design, works supervision and safety coordination were entrusted to Arch. Radames Carbonera, while the works were carried out by the company Argo Costruzioni e Restauri S.r.l. of Villorba (TV), selected through a negotiated procedure under the Italian Public Procurement Code (Legislative Decree 36/2023, as amended). The works were handed over to the contractor on 6 October 2025.

The intervention upgraded the existing path running along the top of the embankment of the Canale dell'Orologio, on the section linking Via Livenza and Via del Leone. After cleaning and preparing the route, the ground was strengthened and a new draining surface for pedestrians and cyclists was laid. The natural-looking finish ensures an even and stable pavement while allowing rainwater to drain through. Grass verges were restored on both sides of the path, linking it to the slopes of the embankment.

During the works, some conditions emerged that could not have been foreseen at the design stage: an old concrete kerb buried along the route and a clay-rich subsoil with limited load-bearing capacity. In addition, works to reinforce the canal banks, carried out at the same time by the Civil Engineering Office of Venice (Genio Civile di Venezia), created further operational constraints. A variation to the project was therefore approved by Determination no. 280 of 16/03/2026, together with an extension of the contractual deadline. On the basis of ground investigations and on-site tests, the ground was consolidated by mixing it with a small amount of cement, a solution chosen to ensure the durability of the pavement and to prevent settlement and cracking over time.

Existing manhole covers along the route were adjusted to the level of the new pavement, and underground ducts were laid to host electrical cables, in view of the future public lighting of the path.

Of the approximately 1,900 metres originally planned, a section of about 330 metres could not be built, due to interference with the works of the Genio Civile and with the repair of the outfall structure of the Via Isarco pumping station. The completion of this section has been postponed to a subsequent contract, while public lighting has been provided through a separate intervention with a dedicated design.



The works were completed on 15/06/2026, within the updated contractual deadline. The final cost of the works amounts to EUR 320,586.65, excluding VAT, including EUR 21,097.84 for safety costs. The Certificate of Regular Execution, confirming that the works were carried out properly and in compliance with the contract, was approved by the Municipality of Caorle with Determination no. 1065 of 15/09/2026.

The path has been open to the public since 15/06/2026.









[Photo: works in progress]




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4. Results Achieved

The pilot action resulted in a new cycle and pedestrian path of approximately 1.6 km along the Canale dell'Orologio, with an average width of about 2 metres and a total paved surface of about 3,120 m², between Via Livenza and Via del Leone.

The most significant result is the completion of a key link in the urban cycle network of Caorle. The path connects the bus station, the park-and-ride car park at the entrance to the town and the waterways, creating an intermodal chain that allows residents, commuters and tourists to reach the centre without using the car and to combine walking and cycling with bus and boat services.

By offering a safe and attractive alternative to the car, the path helps to relieve traffic on the bridges that provide the only access to the island, particularly in the summer months.

The intervention also brings environmental benefits. The permeable surface allows rainwater to infiltrate into the ground instead of running off, avoids the use of asphalt and blends into the natural landscape of the canal; moreover, every trip made on foot or by bicycle instead of by car contributes to reducing emissions, noise and congestion.

For the local community and visitors, the path offers a new green route along the water, which improves quality of life and supports slow and sustainable tourism.

At project level, the cycling path contributes to Output O.2.1 "Pilot Actions for Improved Multimodal Mobility in Adriatic Coastal and Hinterland Areas". The experience gained, in particular on ground investigations and on coordination with the authorities responsible for the canal banks, provides useful lessons for similar interventions.





5. Communication and Dissemination Activities

Communication and dissemination activities accompanied the pilot action throughout the project, with the aim of ensuring the visibility of SUMMA, promoting sustainable mobility and informing citizens about the new infrastructure.

On 28 November and 3 December 2025, the Municipality of Caorle organised at the Civic Centre of Caorle the two-day conference “Il futuro della mobilità ciclistica nell’area del Veneto orientale” (The future of cycling mobility in Eastern Veneto), co-organised with ATVO and in collaboration with the Association of Architects of Venice. The first session was dedicated to mobility planning for professionals and technicians, the second to cycle tourism for local operators and institutions. The event targeted the 22 municipalities of Eastern Veneto, regional institutions, professional associations and citizens.

The cycling path was also at the centre of the SUMMA final event, held in Caorle on 16 and 17 September 2026. The opening press conference included a specific focus on the cycle path along the Canale dell’Orologio, and partners and guests took part in a visit to the Caorle lagoon, which illustrated the intermodal connection between bicycle, boat and bus. The pilot action was also presented in the session dedicated to the WP2 pilot actions and discussed in the stakeholder focus group on the durability and replicability of the pilot actions.

Information on the works and on the new path was also disseminated through the official channels of the Municipality, such as its website and social media, and through the local press.

Ciclopedonale all’Orologio, incontro con i partner europei

▶Al via da oggi la due giorni conclusiva del progetto Summa

CAORLE

Mobilità multimodale e sostenibile lungo la costa adriatica: al via la due giorni conclusiva del progetto europeo Summa. L’iniziativa, finanziata con circa 2milioni e 600mila euro, ha riunito quattro partner italiani e quattro croati, ognuno dei quali attivo in specifiche iniziative di competenza. Caorle ha assunto il ruolo di lead partner, ospitando la conferenza stampa di oggi pomeriggio (alle 15 in Municipio) e l’evento finale di giovedì mattina, a partire dalle 9, al Museo Nazionale di Archeologia del Mare con tutti i partner e gli stakeholder. Nell’ambito del progetto Summa è stata realizzata una nuova pista ciclopedonale lungo la sommità arginale del Canale dell’Orologio. Il percorso, che parte da via del Leone, raggiunge via Livenza, nel cuore della zona di Ponente del capoluogo. L’intervento ha beneficiato di un contributo europeo di 250mila euro, ottenuto grazie alla partecipazione al progetto. Altri 250mila euro sono stati finanziati direttamente dall’Amministrazione Comunale di Caorle. L’opera ha previsto la stabilizzazione del sottofondo e la realizzazione di una nuova pavimentazione con uno strato di calcestruzzo drenante ed ecocompatibile di tipo “Biostrasse”. L’intero percorso ciclopedonale si sviluppa per circa 2,5 chilometri ed è già in gran parte fruibile, a eccezione di un tratto limitato che sarà completato dopo la meta di ottobre, una volta che il Genio Civile Regionale avrà terminato i lavori di sistemazione degli argini.

«Il progetto Summa – commenta il vicesindaco, con delega ai finanziamenti comunitari, Luca Antelmo – ha dimostrato l’importanza della condivisione tra i partner, tutta tesa all’obiettivo di dare vita a progetti capaci di favorire la creazione di una mobilità sostenibile».

Oltre al Comune di Caorle hanno partecipato all’iniziativa il Comune di Pescara, l’Istituto Internazionale di Sociologia di Gorizia, la Comunità della Riviera Friulana, Irena (Istrian Regional Energy Agency Ltd), la Città di Parenzo, la Contea di Spalato-Dalmazia e la Città di Zara.

Alessio Conforti

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CAORLE La nuova pista sull’argine del canale dell’Orologio

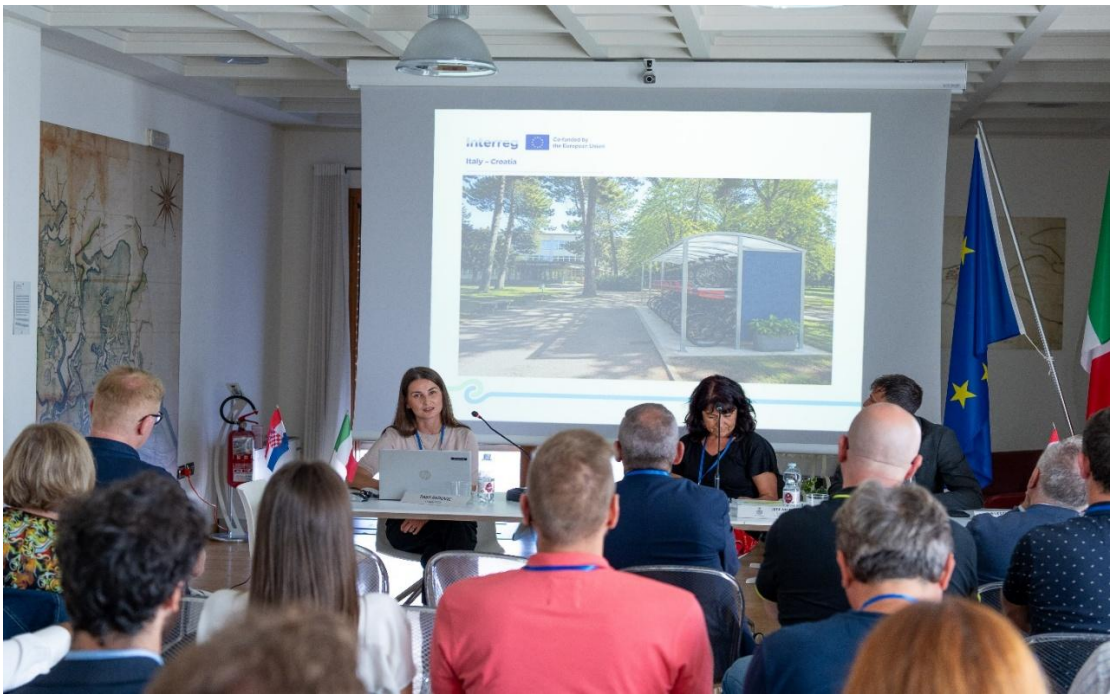
https://www.comune.caorle.ve.it/progetti-europei/summa-sustainable-multimodal-mobility-in-adriatic-coastal-and-hinterland-areas-cod-id-ithr0200485/evento-finale/

https://www.youtube.com/c/ComunediCaorleufficiale

In line with the Programme visibility requirements, a permanent sign describing the intervention has been installed.

The progress and results of the pilot action were also regularly shared with the partnership during the Steering Committee meetings, contributing to the exchange of experience among partners.







6. Sustainability of Results

The cycle and pedestrian path is a permanent infrastructure owned by the Municipality of Caorle and is now part of the municipal cycle network, available to residents and visitors. Its maintenance will be ensured by the Maintenance Office of the Municipality of Caorle.

The technical choices made during the works, in particular the consolidation of the ground and the use of a durable draining surface, aim to ensure a long service life for the path and to limit future maintenance needs.

The Municipality intends to complete the investment by building the remaining section of the path of approximately 330 metres and by providing the path with public lighting.

The path is consistent with the mobility priorities of the Municipality, namely efficient public transport, active mobility and bike sharing, and builds on the results of the previous S.U.TR.A. project.

Finally, the experience of Caorle offers a transferable model for other coastal and lagoon towns, showing how canal embankments and other existing linear infrastructure can be turned into green corridors for sustainable mobility, in cooperation with the authorities responsible for water management. These lessons feed into the joint strategy and policy recommendations developed within SUMMA.

7. Conclusion

The implementation of Deliverable D.2.3.1 “Cycling Path in Caorle” has been successfully completed. Through the construction of the cycle and pedestrian path along the Canale dell’Orologio, the Municipality of Caorle has completed a key link of its urban cycle network, connecting the bus station, the park-and-ride car park and the waterways.

Despite unforeseen ground conditions and the need to coordinate with other works on the canal banks, the intervention was completed within the updated deadline, and its regular execution was certified. The pilot action offers residents and visitors a safe, attractive and low-emission way to reach the centre of Caorle and helps to ease traffic on the only access to the island during the tourist season.

The cycling path represents a lasting legacy of the SUMMA project in Caorle and a concrete step towards a more sustainable, accessible and intermodal mobility system, demonstrating the added value of cross-border cooperation in addressing the common mobility challenges of Adriatic coastal towns.