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Italy – Croatia

SUMMA

INTERREG ITALY-CROATIA
PROGRAMME 2021 – 2027

SUMMA – Sustainable Multimodal Mobility In Adriatic Costal and Hinterland Areas

D.2.3.6 Cycling Routes in Zadar

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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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Introduction and project context

SUMMA Pilot Action

Cycling Routes in Zadar

Cycling Routes in Zadar represents the pilot action implemented by the City of Zadar within the SUMMA project. The intervention is designed as part of a broader approach to sustainable urban mobility, with cycling positioned as an integral component of the city's mobility system rather than as an isolated infrastructure measure.

The pilot responds to the need to improve the conditions for everyday cycling in Zadar, a city characterised by a dense and predominantly flat urban structure but where cycling has not yet reached its full potential as a daily means of transport. The investment combines cycling infrastructure with secure bicycle storage facilities and is integrated with the City's existing and planned public bicycle system.

Approach adopted within SUMMA is therefore based on the understanding that sustainable cycling requires not only physical infrastructure, but also appropriate locations, secure bicycle parking, connections with other mobility services and a long-term planning perspective.

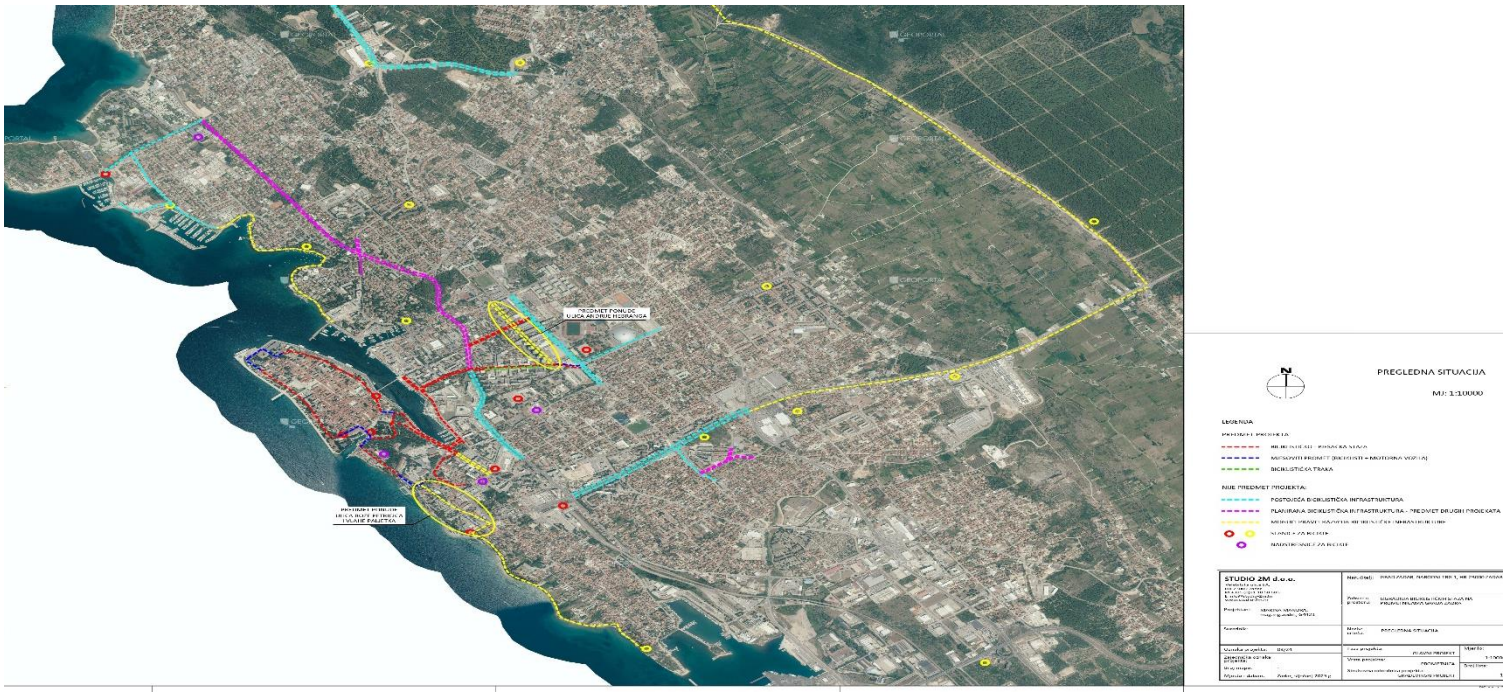
The pilot contributes to creating conditions for a gradual shift from private motorised transport towards more sustainable mobility choices, with benefits for residents, visitors and the wider urban environment. Project documentation identifies cycling as a transport mode offering advantages in terms of energy efficiency, space consumption, environmental impact and social inclusion.

1. Mobility challenges addressed by the SUMMA pilot

Zadar faces several mobility challenges related to its urban structure, tourism intensity and patterns of daily commuting.
Although the city is favourable for cycling due to its relatively flat terrain and compact structure, cycling is currently not used to its full potential. The city's development along the coastline and the existing configuration of the transport network create particular challenges for east–west mobility connections.
Traffic pressure is further increased by commuter flows from the wider Zadar region and by seasonal tourism. The road connection between the northern beaches and the city centre is subject to congestion, while the historic peninsula attracts a large number of visitors and remains exposed to significant pressure from motorised traffic.
The historic character and limited spatial capacity of the peninsula further increase the importance of sustainable modes of transport. Narrow streets, pedestrian activity and delivery traffic create competing demands for limited urban space.
The wider geographical context of Zadar also includes islands and other locations whose accessibility is influenced by travel time, transport costs and the availability of appropriate services. In this context, improving the role of cycling within the wider mobility system can contribute to better conditions for multimodal travel and to a more coherent mobility offer connecting the urban area with the wider territorial context.

2. SUMMA pilot action

The SUMMA pilot focuses on establishing a cycling route that connects a set of strategically located bicycle storage facilities which complement the City's cycling infrastructure and existing public bicycle system.



After the design of a cycling route that, in a best possible way, contributes to connecting city of Zadar wih focal points in the city, given the thoughts on possibility to conect the island of Ugljan to the city and to the four bicycle storage, locations that were identified and implemented at strategically relevant points within the city:

- two bicycle storage facilities at the Višnjik Sports Centre;
- one bicycle storage facility at the new University of Zadar Campus; and
- one bicycle storage facility in the courtyard of the secondary schools in Perivoj Vladimira Nazora.



Selection of these locations was not conceived as a series of isolated infrastructure interventions. Instead, the locations were planned as elements of a wider cycling mobility structure, taking into account areas used by different groups of residents and users of the city.

Selected locations provide an opportunity to place secure bicycle infrastructure in areas with different mobility functions and user profiles. In this way, the pilot supports the integration of cycling into everyday journeys and strengthens the practical conditions for using bicycles as a regular means of transport.

Secure and convenient bicycle parking is an important complementary element of a functioning cycling system. The project documentation identifies the need for appropriate infrastructure where bicycles can be parked and protected from damage caused by people or weather conditions.

3. Strategic approach: cycling as a system, not an isolated investment

A central principle of the SUMMA pilot is that the investment should not be understood only as the installation of individual bicycle storage facilities.
The four locations form part of a wider approach adopted by the City of Zadar towards the development of cycling as a sustainable mobility mode. The pilot has therefore been implemented in connection with the City's existing public bicycle system and with the City's intention to continue developing and improving cycling infrastructure and services in the future.
This systemic approach is important for the long - term value of the investment. The infrastructure introduced through SUMMA is intended to remain useful beyond the formal project implementation period and to become part of the city's broader cycling offer.
Investment consequently supports an approach in which cycling infrastructure, bicycle parking, public bicycles and future cycling - related interventions can function as complementary elements of the same mobility system.
This is also relevant from a sustainability perspective: rather than creating infrastructure with a function limited to the lifetime of the project, the pilot establishes physical and organisational conditions that can continue to support cycling as the city's cycling system develops further.

4. Selection of locations and long-term sustainability

The selection of the four locations was an important element of the pilot's sustainability.
Locations were planned with the intention that the infrastructure would remain relevant and useful after the completion of SUMMA. Their positioning within important urban activity areas provides a basis for continued use by different categories of cyclists and enables the infrastructure to remain connected with the evolving public bicycle system.
Višnjik Sports Centre, the new University of Zadar Campus, and the area of the secondary schools in Perivoj Vladimira Nazora represent different urban functions and user environments. Their inclusion within the pilot contributes to a more distributed cycling infrastructure structure and supports the integration of cycling into everyday activities.
This approach also reduces the risk that the investment would function as a stand - alone project intervention. Instead, the infrastructure is embedded in the City's broader development of cycling and can be complemented by existing and future public bicycle services.
The long - term sustainability of the investment is therefore based not only on the physical durability of the facilities, but also on their planned integration into the evolving urban mobility system.
The project documentation anticipates an investment lifespan of more than ten years and underlines the City's continued efforts to make public areas accessible to the population.

5. Description of the works and technical solution

At each location, the installation of a bicycle shelter with a two-tier bicycle parking system is installed. The shelters are designed as lightweight, prefabricated, freestanding structures, not requiring a building permit, in accordance with the Ordinance on Simple and Other Buildings and Works (Official Gazette Nos. 112/17, 34/18, 36/19, 98/19, 31/20, 74/22, 155/23). The footprint of the shelters is up to 20 m² per location:

SUMMA

- Secondary Schools in Perivoj Vladimira Nazora, Novi Kampus, and Višnjik Sports Centre: 9.0 × 2.1 m
- Višnjik Sports Centre: 5.0 × 2.1 m

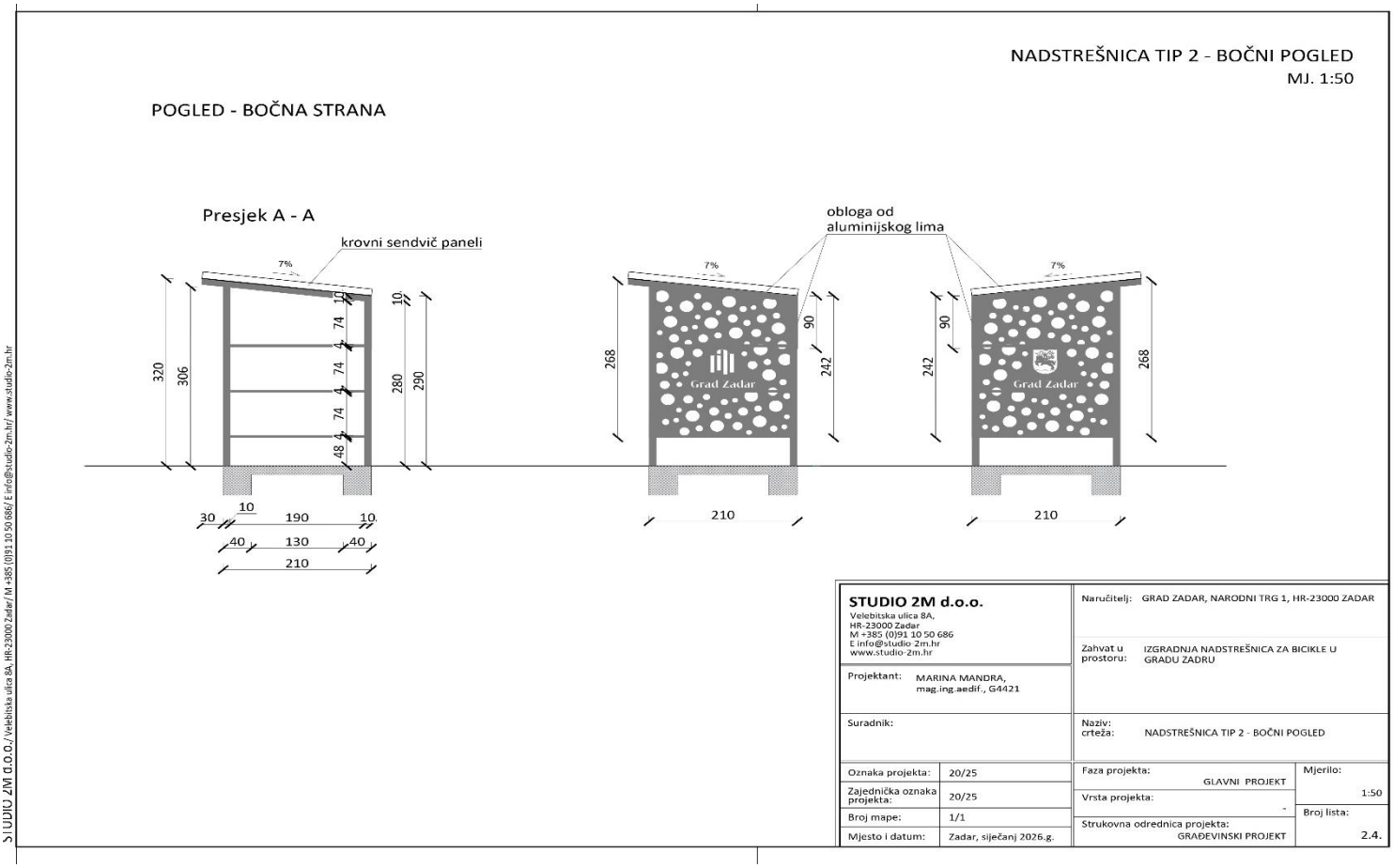
The solution is standardized to ensure consistency of construction, cost efficiency, and a distinctive visual identity.

Inside the shelters, a two-tier modular bicycle parking system intended for public use is installed. The system is equipped with an easy-lift mechanism with gas springs, enabling the bicycle to be easily lifted to the upper level with minimal physical effort by the user, as well as smooth and controlled lowering of the rack. Two-tier bicycle parking system is specified as a certified standard product manufactured by the manufacturer, bearing the appropriate CE marking and accompanied by the relevant technical documentation. The structure provides secure wheel retention with anti-slip protection, as well as ergonomic, non-slip handles. System is suitable for bicycles with wheel diameters ranging from 26" to 29" and tyre widths of approximately 30–55 mm.

Load-bearing structure is made of steel, hot-dip galvanized in accordance with EN 1461, with the option of additional corrosion protection (duplex system, minimum corrosion category C4). The system is freestanding and modular, with provisions for anchoring and levelling, and requires minimal maintenance. The racks are installed on a concrete base in accordance with the manufacturer's instructions and technical documentation.

Secondary schools in Perivoj Vladimira Nazora have a video surveillance system covering the locations of the bicycle shelters. At the Novi Kampus location, the installation of an additional video camera and its connection to the existing surveillance system is installed, as well as at the Višnjik Sports Centre location.

At all four locations, an information sign bearing the wording “This facility is under video surveillance” is installed. Also, an information sign containing instructions for the use of the two-tier bicycle parking system is visible.



6. Integration with the public bicycle system

SUMMA pilot is directly complementary to Zadar's public bicycle system.
The City already operates a public bicycle service, providing residents and tourists with an affordable and environmentally friendly mobility option. The SUMMA investment strengthens the conditions in which such a service can operate by providing additional secure infrastructure for bicycle users.
The relationship between the infrastructure delivered through SUMMA and the existing and future public bicycle system is particularly important for the sustainability of the pilot.
City has approached cycling as a broader mobility issue rather than limiting its intervention to the individual activities financed within SUMMA. Existing public bicycle services, the infrastructure established through the pilot and future cycling - related investments can consequently be considered complementary components of an evolving urban cycling system.

This approach provides a basis for the continued use and further development of the investment after the end of the project.

7. Contribution to sustainable and multimodal mobility

The pilot contributes to sustainable mobility by making cycling a more practical option for everyday journeys and by improving the conditions for combining cycling with other modes of transport.
Project is particularly relevant in a city where tourism generates significant seasonal mobility demand and where the historic urban core has limited capacity for additional motorised traffic.
By strengthening cycling as part of the overall mobility offer, the pilot can contribute to reducing dependence on private cars and to improving the balance between different transport modes.
The intervention also provides a basis for considering cycling within wider multimodal travel patterns. This is relevant not only within the urban area but also in relation to the wider territorial context of Zadar, including locations that depend on connections across the Adriatic. The project therefore contributes to creating conditions in which cycling can play a complementary role in wider mobility chains, without being limited to individual urban trips.
Project documentation identifies the development of mobility options combining cycling and public transport as part of the potential contribution of the project to reducing pressure from motorised transport and improving the urban mobility network.

8. Contribution to behavioural change

An important expected effect of the SUMMA pilot is to contribute to a gradual change in mobility behaviour. Infrastructure alone cannot guarantee a modal shift, but the availability of safe and convenient cycling facilities can remove practical barriers to bicycle use and make cycling a more realistic option for everyday travel.
The project aims to create conditions that support residents and visitors in choosing cycling, walking and public transport as alternatives to private motorised transport.
Project documentation explicitly identifies the potential for the City to influence modal choices in favour of walking and cycling and to encourage the replacement of conventionally fuelled vehicles with cycling for selected everyday journeys.
Therefore, SUMMA pilot contributes to behavioural change through a combination of infrastructure provision, service integration and the wider promotion of sustainable mobility.

9. Beneficiaries and target groups

The investment benefits a broad range of users and stakeholders. Local residents benefit from improved conditions for cycling and additional opportunities to integrate cycling into everyday mobility. Location at the University of Zadar Campus and the location within the secondary-school area provide infrastructure in environments used by students and young people, supporting the development of sustainable mobility habits among younger population groups. Two facilities at the Višnjik Sports Centre provide secure bicycle parking in an important recreational and sports-related area of the city. Tourists can benefit from improved cycling infrastructure and from the integration of the pilot facilities with the City's public bicycle system. City of Zadar and other relevant stakeholders benefit from practical experience in planning and implementing integrated cycling infrastructure and from the opportunity to further develop the City's cycling system.
Project documentation identifies residents, tourists, public transport providers, civil society and responsible authorities among the broader groups benefiting from the transition towards more sustainable and integrated urban mobility.

10. Cross - border and transnational relevance

SUMMA pilot also has relevance beyond the physical locations where the infrastructure has been installed. The challenges addressed by the pilot - car dependency, congestion, tourism - related mobility pressure, the need for sustainable transport alternatives and the integration of cycling with other transport modes, are common to many urban and coastal areas within the Italy - Croatia cooperation area.
The value of the pilot therefore lies not only in the physical investment but also in the experience generated through its planning, implementation and integration into the existing mobility system.
The project provides a practical example of how a city can approach cycling as a component of a wider sustainable mobility strategy and how individual investments can be connected with existing and future services.
City of Zadar's involvement in international networks and its experience in exchanging knowledge with other European cities provide an additional framework for sharing experience and lessons learned.
The pilot can consequently support the exchange of knowledge concerning secure bicycle infrastructure, public bicycle systems, multimodal mobility and the long - term integration of cycling into urban mobility planning.

11. Replicability and transferability

The experience gained through the SUMMA pilot can be relevant for other cities facing comparable mobility conditions, particularly coastal cities with significant tourism activity and seasonal pressure on urban transport networks.
The pilot demonstrates the importance of considering:

- the strategic distribution of bicycle infrastructure;
- the relationship between bicycle parking and public bicycle services;
- the selection of locations according to different user groups and urban functions;
- the long - term integration of project investments into existing municipal systems; and

- the role of cycling within wider multimodal mobility.

This approach can be adapted to other urban contexts where cycling needs to be strengthened not through a single intervention, but through a combination of infrastructure, services, planning and behavioural measures.
SUMMA project therefore provides a framework for documenting the experience and sharing relevant lessons learned with stakeholders at regional, national and transnational levels. The project documentation explicitly emphasises the exchange and transfer of know - how among relevant actors and the focus on the needs of local citizens and tourists.
Investment also contributes to the environmental objectives of the SUMMA project by supporting a shift towards cycling and other sustainable forms of mobility.
Increased use of bicycles can contribute to lower reliance on conventionally fuelled vehicles and consequently to reduced transport - related emissions and air pollution.

12. Investment sustainability

The sustainability of the SUMMA pilot is based on three mutually supported elements.
Physical sustainability - the bicycle storage facilities are intended as long - term infrastructure, with an expected investment lifespan of more than ten years.
Functional sustainability - the facilities are located in areas with established and continuing urban functions. Their usefulness is therefore not dependent only on project activities and it will continue after the formal completion of SUMMA.
Systemic sustainability – maybe most importantly, the investment forms part of the City's broader approach to cycling. The SUMMA facilities complement the existing public bicycle system and can also support the integration of future public bicycle and cycling - related measures.
This systemic approach is essential to ensuring that the project investment remains relevant after the end of the funding period. SUMMA does not represent a stand - alone intervention in Zadar's cycling development. Instead, it contributes a defined set of infrastructure elements to a wider and continuing municipal approach to sustainable cycling.

13. Expected results

SUMMA pilot is expected to contribute to:

- improved availability of secure bicycle storage in strategically selected areas of Zadar;
- improved conditions for everyday cycling;
- stronger integration between cycling infrastructure and the public bicycle system;
- better conditions for sustainable mobility among residents, students, visitors and other users;
- increased attractiveness of cycling as an alternative to private motorised transport;
- support for multimodal mobility within the city and the wider territorial context;
- contribution to reduced traffic pressure and transport - related environmental impacts;
- strengthened long - term sustainability of the City's cycling infrastructure; and
- increased knowledge and experience that can be shared with stakeholders beyond Zadar.

These results should be understood as the contribution of the SUMMA pilot to the wider mobility transformation of the city, rather than as outcomes attributable exclusively to the four physical investments.

14. Overall contribution of the SUMMA pilot

The Cycling Routes in Zadar pilot demonstrates a strategic approach to sustainable urban mobility in which infrastructure is considered as one component of a wider system.
Four bicycle storage locations - two at the Višnjik Sports Centre, one at the new University of Zadar Campus and one in the courtyard of the secondary schools in Perivoj Vladimira Nazora - were selected and planned with the intention of ensuring continued usefulness and integration into the City's broader cycling system.
Their connection with the existing public bicycle system, as well as their potential to interact with future cycling and public bicycle investments, strengthens the long - term value of the intervention.
The pilot also contributes to improving the conditions for multimodal mobility and to creating a more coherent cycling offer within the city and its wider territorial context, including the broader mobility relationships between the mainland and island areas.
In this respect, SUMMA's contribution goes beyond the physical delivery of bicycle storage facilities. Pilot supports the City's longer - term effort to develop cycling as a recognised component of urban mobility and to create the infrastructure and conditions required for sustainable mobility behaviour to continue developing after the project has formally ended.
Investment thus represents a practical, locally embedded contribution to the objectives of SUMMA: improving sustainable mobility, strengthening the role of cycling, supporting integrated mobility planning and generating experience that can be shared and transferred within the wider programme area.