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PIARC Special Project

Interurban cycling infrastructure

CALL FOR PROPOSALS

Deadline for submission of proposals: 21 March 2023

1 PURPOSE AND STRATEGIC SIGNIFICANCE

1.1 Introduction

PIARC, the World Road Association, has established a Special Projects mechanism to enable it to promptly respond outside the usual four-year technical committee cycle to emerging issues and priorities identified by its members.

Under the challenge of climate change, cycling has become a viable alternative to motorized transport. Both in Low and Middle Income Countries (LMICs) and in High Income Countries (HICs) with a growing market share of cycles and particularly e-cycles (bicycles assisted by electric batteries) and widespread adoption of bike-sharing system (PBS), cycling currently sees its revival as an attractive alternative or supplement not only for urban transport but also for longer routes. Providing the necessary cycling infrastructure, both for short and long-distance cycle journeys is key to this development. Cycling infrastructure such as segregated bicycle lanes on local highways or longer distance routes alongside motorways or strategic roads can play a crucial role.

A number of road and transport administrations are expanding their focus on biking (both bicycles and e-bikes), including e-bikes, therefore PIARC has decided to launch a Special Project on “Interurban cycling infrastructure”.

This paper is a call for proposals to lead a special research project on the “interurban cycling infrastructure”.

1.2 Definition of Interurban cycling infrastructure

Interurban cycling infrastructure is the infrastructure allowing cycling from one urban center to another. This infrastructure can be segregated from the road infrastructure, as an independent bike-oriented platform, it can also be linked to the road infrastructure, as bicycle lane in the road infrastructure, or it can be the regular road infrastructure where bicycles are also encouraged to use it.

The urban centers can be from two different cities, or a city center and a suburban center, but to be considered as **interurban**, the itinerary needs to include road segments that go through outside the major cities or even outside the urban environment. PIARC membership are most interested in the scope of the national transport infrastructures outside city centers.

This definition needs to be adapted both to **LMICs and HICs**.

1.3 Context

Cycling demand is intimately linked to the level of bike road infrastructure provision, yet the intensity can be varied by mobility purposes (while more leisure purposes can go off the road). Hence, to promote cycling demand, and capture the new possibilities to expand bike and e-bike market share, road infrastructure might need adaptation.

Road administrations around the world need to understand precisely what challenges and opportunities there are to develop bicycle infrastructure along the roadways and motorways. These infrastructures can be bicycling lines, electricity charging stations, bike parking areas and so on.

Some people have a negative perception on roads as they simply think that they invite

pollution. This perspective could be counterproductive because they could dismiss the chance to upgrade road infrastructure environmentally friendly. For example, bike road infrastructure could bring about a positive impact on society as it encourages people to shift from cars to an active mode that helps decarbonization. The Special Project could be useful to face this perception by illustrating the road aspects which represent a decarbonize, sustainable and healthy mobility.

1.4 Purpose of the project

This project will analyze the challenges and opportunities, and the costs and benefits of delivering interurban cycling infrastructure to support short- and long-distance active mode trips in LMICs and HICs including:

- An overview of:
 - the relevant policies and legal framework, and national strategies for national road administrations;
 - national road administrations' technical standards for cycling infrastructure (in terms of design, provision and monitoring) on the local and highway networks including express cycling paths and/or cycle paths along highways and motorways;
 - current problems, obstacles, and opportunities in terms of infrastructure delivery, mobility, road safety, financing methods, and multi-stakeholder cooperation, including obstacles to cooperation between cycle infrastructure and motorway infrastructure operators, e.g. allocation of rights and duties, financial aspects, etc;
 - Potential fields for synergies in bicycle infrastructure development. E.g. use of motorway byways as cycle paths, joint construction of bridges, use of lanes during low-traffic periods (e.g. weekends) to open up urban space by bicycle (dual use).
 - best practices in terms of policies, national strategies, projects performance (including user profile), and impact on modal shift from cars to bikes; and
 - collection of case studies in terms of policies, national strategies, and projects performance.
- A set of criteria for successful cycling infrastructure projects of road administrations in both LMICs and HICs covering both short- and long-distance journeys.
- Recommendations for PIARC to support further research on cycling infrastructure in the next cycle of technical research 2024-2027

This work will establish best practices and will provide recommendations for PIARC members to support them achieving development of cycling infrastructure when appropriate. It should also aim to establish high-level publishable material, including case studies and a listing of broad cycling issues, that PIARC can use to highlight the positive roles of the cycling infrastructure in promoting cycling.

The focus of the report should be on less well-understood issues, but it may also reference and bring together existing knowledge on better evidenced areas (e.g., inner urban cycle paths in built up areas, connection between urban itineraries and interurban ones) to provide an overview for PIARC members.

1.5 Out of the scope

The cycling infrastructure in city centers is out of the scope, except for the connections among these networks and the interurban cycling networks. The reasons to leave urban infrastructure out of the scope are because urban cycling infrastructure is a well-known studied subject, and because national road administrations, the primary PIARC membership, usually do not have competencies in city centers, which are managed by local authorities.

2 METHODOLOGY AND APPROACH

2.1 Key areas

Please describe the key areas for consideration in the framework:

1. How will you collate information from different road administration authorities, transport regulators and operators, other public administrations, academia and relevant industries from the international road sector, including successful and unsuccessful case studies?
2. How will you assess and analyze this information to identify best practices and formulate recommendations?
3. LMICs represent an important share of PIARC membership and it is crucial that their needs, opportunities and challenges are addressed within PIARC activities. The cycling uses in these countries and the available infrastructure might be significantly different from HICs.
 - a. How will case studies from LMICs be collated?
 - b. How will their needs be taken into account?
 - c. How will some of the findings of the project will be identified as particularly suitable for LMICs?
 - d. How will you ensure any recommendations/next steps can be implemented by LMICs?

2.2 Approach

The answer should include a description of the approach to be taken to collect and compile the information being requested. The proposal should answer the following questions about the tenderer's approach:

1. How will the study collect international information regarding policies, national strategies and projects on interurban cycling infrastructure?
2. How will the study collect world-wide case studies, policies, national strategies and business cases that deal with interurban cycling infrastructure?
3. How will the study identify challenges and opportunities for road policies dealing interurban cycling infrastructure?
4. How the study will analyze a business model from a national and road administration's perspective, including road safety, public health and transported carbonization aspects?
5. How will the study examine the outcomes of the project in the users' perspective?
6. How will the study examine the performances and effectiveness of the project and justify the necessity of expanding interurban cycling infrastructure?
7. How will the study consider the reality of lower to middle-income countries and provide

- specific recommendations to them on interurban cycling infrastructure?
8. What will be the study milestones in terms of deliverables? What will be the approach for monitoring the progress and to include the inputs from the Project Oversight Team (POT)? It is recommended to organize monthly videoconference, and to share with the POT regularly intermediate deliverables asking for feedback.
 9. How will the management of the project be organized, including quality assurance and quality control without taking significant resources from the project?
 10. How will you mobilize the diverse range of skills needed to complete this work? The range of skills needed includes understanding of interurban and regional mobility, road safety, road transport decarbonization, public health through active transport modes, collecting case studies, analyzing policies, identifying best practices, literature review.

2.3 Options

The proposal can be structured as a core proposal plus additional option.

The bid would then include a core proposal within the proposed budget, and then some options which would be described in detail as well as priced.

If the bid is selected, PIARC would place the order for the core proposal and maybe as well for some of the options. This would be done at PIARC's discretion.

In any case, the core proposal has to answer all the expectations which are presented in this call for proposals document.

2.4 Maximum length of the proposals

The proposals answering to this call should respect the following structure and maximum number of pages:

- Executive summary (maximum 1 page)
 - Table of contents.
1. Introduction to the tenderer organization/company (maximum 2 pages; appendixes can be added).
 2. Understanding interurban cycling infrastructure challenges and potentialities and Special Project requirements: project background, scope and objectives.
 3. Key areas, proposed methodology and approach (as described in chapters 2.1 and 2.2)
 4. Work schedule (please provide a definition of tasks and deliverables in a time frame).
 5. Budget:
 - Proposed budget for PIARC.
 - Working time included in the budget for different contributors of the proposed team.
 - Presentation option for the 27th World Road Congress (physical or virtual participation).
 - Proposed schedule of invoices (to be linked to deliverables)
 6. Proposed experts, organization of the team and international network. Maximum a half page by individual, including their experience in the road sector, in the cycling infrastructure, in the

mobility sector, their international experience and their experience in LMICs; longer CVs and additional information can be added as appendices to the proposal.

7. Appendices

The whole document, including appendices, should have a maximum of 50 pages.

3 FINAL DELIVERABLES

The final deliverables will include:

3.1 Summary report

We should ask for a **collection of case studies** in terms of policies, national strategies and projects and a report analyzing the case studies and making recommendations.

A **literature review** of published policies and/or strategies and projects on interurban cycling infrastructure.

A **final report**, which analyses the studies and makes recommendations for PIARC members to consider. A possible structure of the final report could be as follows:

Executive Summary

1. Introduction: project background, objectives and scope.
2. Methodology and approach.
3. Description of the current interurban cycling infrastructure and their link to the road network and to the urban cycling network. As well as current use of interurban cycling as a transport mode, its challenges and potential future development.
5. Outcomes of the literature review.
6. Case studies analysis from around the world in terms of policies, national strategies and projects.
7. Description of potentials and challenges in this field.
8. Conclusions of the study.
9. Recommendations for road administrations in LMICs and HICd, and for PIARC.
10. References
11. Appendices

Each chapter of the report should refer to LMICs, if relevant. A conclusions subchapter inside the report should include **possible, and specific recommendations for LMICs**.

The specific recommendations for public administration bodies and transport regulators are a key element of the report. They should be relevant for policy advisors, decision makers, practitioners and operators.

The specific recommendations for PIARC could include recommendations to liaise with specific industries, take part in existing conferences and/or create a new technical committee / task force on the subject. The POT can provide guidance about this aspect during the development of the project.

3.2 Dissemination material

Presentation material to present the results of the Special Project at the 27th World Road Congress, Prague, Czech Republic, 2-6 October 2023.

The selected tenderer will also be invited to join the meeting physically or via videoconference for

a Technical Session on this project. The retained option should be specified in the proposal.

3.3 Intellectual property and formats

The final products will be submitted in electronic form in English, using the PIARC template for Technical Report and PIARC template for PowerPoint presentations.

The report will be owned by PIARC and it will acknowledge the contribution of the external consultant.

PIARC will ensure translation into French and Spanish. In addition, they will make it available free of charge in the World Road Association's Virtual Library to ensure a large world outreach for the report.

4 KEY DATES

The proposal should also include a proposed draft of a work schedule. The schedule should identify dates or timeframes for accomplishing major milestones in the project. The work schedule will include monthly videoconference meetings and dates or timeframe for an interim product or products that allows adequate time for review and feedback prior to the final deliverable. The schedule must be completed, and final report should be delivered by September 5th, 2022, so PIARC can proceed to translation and dissemination of document in advance to participants to the 27th World Road Congress.

These are some of the milestones to be included in the offer:

- 1st half of April 2023: Kick-off video-conference meeting.
- Intermediate milestones to be proposed by the tenderer.
- 5th of September 2023: Finalization of the report in English.
- 12th of September 2023: Finalization of World Road Congress presentation.
- 2-6 October 2023, presentation at the World Road Congress.

5 PROPOSED BUDGET

Please provide a general budget for the project. The funding requested from PIARC should not exceed 56,874 Euros all taxes included. The budget should include a general itemization of the costs of the major work elements of the project and provisional schedule of invoicing.

Invoices will be processed only for completed and approved items, with 10% of each invoice payment to be held back until final deliverables have been accepted by the Project Oversight Team and approved by PIARC.

In line with EU regulations, the payment will take place 60 days after the acceptance of the invoice by the POT.

Since a timing delivery of the outputs is at the essence of the Special Projects mechanism, late penalties could be applied if the external consultant fails to deliver the outputs in the proposed milestones. In line with French regulations, if the delay is the contractor's responsibility, the penalties will be 1% of the budget per week of delay, with a grace period of 15 days, and up to a maximum of 5% of the budget.

6 PROPOSED EXPERTS AND INTERNATIONAL NETWORK

The proposal should also include a description of the relevant expertise that qualifies the contractor to undertake the project. Specifically:

- Please describe any past or current work projects that relate to the subject of this proposal.
- Please also identify the person or persons who will be working on this project, describing their roles and estimated contribution to the project, and providing information on their backgrounds, experience and expertise.
- Please provide information about any other international network, other than the World Road Association, from which tenderer could receive inputs.

7 PROJECT OVERSIGHT AND PROPOSALS EVALUATION

The project will be overseen by a project evaluation and steering committee called "Project Oversight Team" (POT) to select the preferred tenderer and assist in the development of the project. These experts will be drawn from PIARC membership and will include representatives from some technical committees. Some experts will be nominated by member countries and PIARC General Secretariat staff.

The POT will assess proposals and select the preferred tenderer on the basis of its assessment of:

- a) Technical approach and methodology (up to 35 points): how the tenderer addresses the project objectives and deliverables, how effective and resilient the proposed approach and methodology are, including proposed international case studies and addressing the needs of different PIARC member countries, in particular the LMICs;
- b) Proposed work plan including intermediate milestones (up to 15 points).
- c) Value for money offered by the tenderer (up to 20 points): including the time offered by different contributors of the tenderer's team.
- d) Experience of the proposed team on the holistic vision of the road sector (up to 10 points)
- e) Experience of the proposed team on the road policies and practices addressing social equity and accessibility (up to 10 points)
- f) International experience and network of the proposed team (up to 10 points)

The POT will oversee progress of the project, including participating in periodic calls, reviewing interim and final products. The POT will also provide any relevant information from the PIARC work to the selected tenderer (e.g., information obtained from surveys) for use in the project. In addition to review and oversight by the POT, input may also be sought from the other members of Technical Committees and the PIARC Executive Committee and Strategic Planning Commission.

8 PROPOSAL SUBMISSION

Proposals should include the elements identified in this Call for Proposals.

Answers should respect the maximum number of pages indicated on chapter 2.4.

Proposals should be submitted electronically in English to the World Road Association General Secretariat at:

info@piarc.org

no later than:

March 21, 2023

For any questions, please send E-mail to info@piarc.org