

Una manera de hacer Europa

BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Construction of bike lanes. EDUSI “The center of Asturias”.

Siero City Council

**Programa Operativo
Plurirregional de España**

Año 2022

Fondo Europeo de Desarrollo Regional

Good practice 9: Construction of bike lanes on Antonio Machado Street, Leopoldo Lugones Street, Rafael Sarandeses Street and Monte Auseva Street. EDUSI "The center of Asturias". Siero City Council, Asturias.

INTRODUCTION:

Mobility has been one of the problems identified with the greatest consensus during the preparation of the DUSI Siero "The Center of Asturias" Strategy. The absence of intra-urban transport that guarantees the connection between the different urban centers of the council and high levels of dispersion of the population have had the consequence that the mobility of the municipality is very dependent on the private car and consequently that the motorization rate of Siero is the highest of the Asturian cities with 56.1 vehicles per 100 inhabitants.

In the case of Lugones, this urban center has experienced strong population growth in recent years as a result of its proximity to Oviedo. However, this growth has been carried out in a disorderly manner along two roads that cross the municipality (Avenida de Gijón and Avenida de Viella) supplying the industrial estates and nearby urbanizations and which also serve as axes for the distribution of mobility. internal urban. This duality means that these roads have a great intensity of traffic and that they are also perceived as unsafe spaces for other mobility options. The rapid and disorderly growth of Lugones along with the absence of a bicycle-pedestrian infrastructure that connects the main points of the municipality has also contributed to increasing the number of urban trips made by private vehicle.

The will expressed by the residents of Lugon reflects the need to carry out a series of measures that promote a modal change in the municipality, which ensure that travel is carried out safely, as well as measures that reduce the number of trips that They are done in private vehicle. In this sense, the Lugones Sustainable Urban Mobility Plan has among its objectives the Promotion of the use of the bicycle as a regular mode of transport in a manner compatible with pedestrian and vehicular traffic, ensuring coexistence between the different means of transport.

As stated by the Lugones PMUS, among the main reasons that discourage users from using the bicycle as a means of transportation are the increase in travel time compared to other means of transport, and the fear of sharing the road with motorized traffic, as well as requiring excessive physical effort.

Finally, those surveyed have also highlighted the lack of bicycle parking in the town, thus limiting its use as a means of transport for short journeys. Therefore, by building bike lanes in a municipality with such low slopes, the use of this means of transportation could be promoted, and a safe environment for cyclists would be generated that would meet this potential demand.

Among the measures that the citizens of Lugones consider most necessary, we find in second place the need for wider sidewalks and pedestrian areas as well as a greater network of bike lanes.

The Lugones PMUS proposes a new cycling infrastructure adjusted to the needs of the population collected through public surveys and cycling, pedestrian and vehicular capacity. The proposal expands the existing network and connects the primary network

with the main green spaces, sports centers, public transport stations and education centers.

In this sense, the EDUSI proposes the Operation Integration of the Lugones cycling-pedestrian network, with the objective of integrating the existing bike lanes and the construction of new bike lanes for the creation of a Lugones pedestrian cycling network that connects the main public buildings and green areas of the municipality. This network aims to promote a modal change in the municipality of Lugones by encouraging pedestrian or bicycle travel, both in urban and interurban movements, for which the main green areas and public buildings of the municipality will be connected.

The Lugones pedestrian cycling network has a series of actions that have been considered priorities according to their location within the area of action, connection with existing bike lanes, synergies with other actions provided for in the DUSI Strategy, promotion of intermodality and connection with green areas and public buildings.

According to these criteria, the following actions have been identified as priorities:

- Section 1. (Leopoldo Lugones Street from number 18 to Rafael Sarandeses Street and Monte Auseva Street): 351 meters
- Section 2. (Antonio Machado Street and Leopoldo Lugones Phase III section): 590 meters
- Section 3. (Luis Braille Street and Antonio Machado Street to Viella Avenue and Constitution Avenue Section, Phase IV Bulevar, to Viella Avenue): 186 meters
- Section 4. (Avenida de Gijón, intersection with Calle Alfonso Camín, Parque de la Paz to Avenida Jose Tartier): 342 meters

In total, 1.2 km of bike lanes have been executed, within the framework of Operation P. FCL3AS00705 Integration of the Lugones bicycle-pedestrian network and its connection with green areas.

In addition to these actions, other possible actions planned within the Lugones bicycle-pedestrian network have been identified that could be addressed and that would complete the network:

- Section of Conde Santa Bárbara Street
- Gijón Avenue section.
- Covadonga Street Section
- José Tartiere Avenue section



In this sense, section 1 Calle Leopoldo Lugones, Calle Rafael de Sarandeses and Calle Monte Auseva and section 2 Calle Antonio Machado and section Leopoldo Lugones Phase III have been proposed as Good Practice.

The eligible cost of the operation amounted to 2,052,775.89 (contract award amount with taxes), the part corresponding to section 1 Leopoldo Lugones Street, Rafael de Sarandeses Street and Monte Auseva Street. and Section 2 Calle Antonio Machado and section Leopoldo Lugones Phase III, of three hundred and seventy-eight thousand and eighty-three euros (€378,083.3), of which 80% (€302,466.4) are co-financed by the European Union.

In these sections, the action consisted of:

Execution of 941 meters of bike lanes, with their corresponding urban elements, signage, etc.... The streets subject to the Good Practice have a 2-meter wide sidewalk, a 2-meter bike lane on red pavement, a 3.5-meter-wide cobbled road lane and another 4-meter sidewalk, all of them at the same time. level and separated from each other by curb tapping.

1. THE ROLE OF THE ERDF IN THE ACTION HAS BEEN CONVENIENTLY DISSEMINATED AMONG THE POTENTIAL BENEFICIARIES AND THE GENERAL PUBLIC

The ERDF's role in the action has been disseminated with the following communication actions:

The following advertisement was inserted in local and regional press:

Un LUGONES por el que moverse en bici

Actuación de carriles bici en las calles, Antonio Machado, Leopoldo Lugones, Rafael Sarandese y Monte Auseva.

+ 17 Km de carril bici del programa Lugones cubierto. Integración de la red ciclista-peatonal de Lugones.

Fondo Europeo de Desarrollo Regional

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SIERO AYUNTAMIENTO

El Diabla arde

SE FUE SIN HABLAR NI CON VAMANA NI CON LA PRENSA. SOLO 47 PUNTOS DESDE EL VERANO

ESTO TIENE PINTA DE DECIDIRSE EN VALENCIA

Un LUGONES por el que moverse en bici

Comienzan las obras del puente de La Fresneda sobre la autovía, que durarán seis semanas

El proyecto, que mantiene cortado un tramo de la AS-11, se comenza por procedimiento de urgencia

Los trabajos de la grúa de agua en varias calles de Lugones

Un LUGONES por el que moverse en bici

National newspaper, Marca, 10/4/2022

Regional Newspaper La Nueva España 4/10/22

Villaviciosa recibió tres veces más turistas extranjeros este verano

El «despegue turístico del concepto se consolidó esta temporada con un total de 18.119 viajeros, un 166% más que en 2021, y 33.990 pernoctaciones

A. GARCÍA-OVES

VILLAVICIOSA. Villaviciosa ha consolidado su posición como uno de los destinos turísticos más importantes de la región. El momento más alto se dio este verano con 18.119 viajeros, un 166% más que en 2021, y 33.990 pernoctaciones, según los datos recogidos por el Instituto Nacional de Estadística (INE).

Los datos reflejan un crecimiento significativo en el turismo extranjero, especialmente en el segmento de viajeros que permanecen más tiempo en el destino. Este verano, el número de viajeros extranjeros aumentó un 170% respecto al mismo periodo de 2021, pasando de 4.764 a 8.119 personas.

El mayor crecimiento se dio en el segmento de viajeros que permanecen más tiempo en el destino, pasando de 1.462 a 2.542 viajeros, que supone un 74% más de turistas extranjeros que se quedaron en Villaviciosa durante su estancia.

VILLAVICIOSA 15



La plaza del Ayuntamiento llena de gente durante este verano. A. G. O.

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Los macarons de Rozas durante el desfile de Zamosa. A. G. O.

EN BREVE

FESTIVAL DE LA MÁSCARA
Los macarons de Rozas desfilan en Zamosa

Los macarons de Rozas desfilan en Zamosa, una tradición que se celebra cada año en el pueblo zamorano. Este año, el desfile contó con la participación de cientos de personas que portaban máscaras y disfraces elaborados por los propios vecinos.

MÉRCULOS 19

Conferencia sobre la villa romana de Paços

Una conferencia sobre la villa romana de Paços de Sousa se celebró en Villaviciosa. El evento contó con la participación de expertos en arqueología y historia, quienes analizaron los últimos descubrimientos en la zona.

La ministra se comprometió con la oficialidad de la lengua y a apoyar un nuevo modelo industrial

«No sólo que os suméis, que colaboréis como queráis, para hacer posible un futuro mejor de nuestro país»



Ana González y Yolanda Díaz, ayer, ante el cartel de una pastelería de Gijón. A. G. O.

Díaz recibe «muchos deberes» de la alcaldesa de Gijón durante su encuentro

La vicepresidenta afirmó, tras reunirse con la regidora que «Ana y yo compartimos las res publicas desde abajo y en horizontal»

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EDUARDO PANDEIRO

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Gázquez ve en el relevo de Mallada una «perspectiva muy buena para ganar en 2023»

«Desde luego, la dirección nacional del PP...»

«Desde luego, la dirección nacional del PP...»

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Regional Newspaper El Comercio 5/10/22

Regional Newspaper El Comercio 8/10/22

Local newspaper El Fielato, 10/12/22

20 two-second spots were broadcast on the regional COPE network.

https://ayto-siero.es/recursos/doc/Feder-Dusi/38443_153153202314185.wav

A page stealer was inserted in the digital newspaper elcomercio.es, from November 13 to 15, 2022.

A spot was broadcast on Television of the Principality of Asturias (TPA) on December 13, 14 and 15, 3 spots/day.


The spot was the following:


<https://www.youtube.com/watch?v=KcbLHa4FSiE>

Regarding the Regulatory Communication, an informative poster of the work of the action has been placed during the execution of the work, according to whether it was being carried out. In addition, after the completion of the performance, a definitive plaque was installed




And in the administrative documentation, the logos of the EU and the ERDF were used.

AVUNTAMIENTO DE SIERO	
<small> IDENTIFICACIÓN DOCUMENTO Documento Expediente </small>	
	
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FONDO EUROPEO DE DESARROLLO REGIONAL FEDER
 "Una manera de hacer Europa"



PLIEGO DE CLÁUSULAS ADMINISTRATIVAS PARTICULARES QUE HAN DE REGIR LA CONTRATACIÓN, POR TRAMITACIÓN ANTICIPADA DE GASTOS Y PROCEDIMIENTO ABIERTO (ART. 156), CON VARIOS CRITERIOS DE ADJUDICACIÓN, DE LAS OBRAS DE EJECUCIÓN DE RED CICLISTA TRAMO: TRAMO: LEOPOLDO LUGONES DESDE EL Nº 18 HASTA RAFAEL DE SARANDÉS, CALLE RAFAEL DE SARANDÉS Y CALLE HERVE AUSEÑA, COFINANCIADO POR EL FONDO EUROPEO DE DESARROLLO REGIONAL FEDER, A TRAVÉS DE LA ESTRATEGIA DUSI SIERO 2020, "EL CENTRO DE ASTURIAS" EN EL MARCO DEL PROGRAMA OPERATIVO PLIRREGIONAL PARA ESPAÑA POPE 2014-2020

OPERACIÓN: INTEGRACIÓN DE RED CICLISTA PEATONAL DE LUGONES* (CÓDIGO FCLJAG0010)
EXPEDIENTE - 251.15.0.010

I.- DISPOSICIONES GENERALES

CLAUSULA 1ª.- Objeto del contrato y perfil del contratante
 CLAUSULA 2ª.- Necesidades administrativas a satisfacer con la presente contratación
 CLAUSULA 3ª.- Procedimiento y forma de adjudicación
 CLAUSULA 4ª.- Régimen Jurídico y Normas reguladoras
 CLAUSULA 5ª.- Presupuesto base de licitación, valor estimado y crédito presupuestario

II.- PREPARACIÓN DEL CONTRATO, ADJUDICACIÓN Y FORMALIZACIÓN

CLAUSULA 6ª.- Presentación de proposiciones y documentación exigida

R300

Plaza del Ayuntamiento s/n - P.O. de Siero - Principado de Asturias - Tel: 985 722 424 - Fax: 985 722 542 - C/P: P32000208
 Para acceder al documento electrónico original a través de la Sede Electrónica del Ayuntamiento de Siero: sedelectronica.siero.es

2. THE ACTION INCORPORATES INNOVATIVE ELEMENTS

The creation of this network of bike lanes is an innovative element for Lugones for two reasons. Firstly, it represents a radical change in the modal distribution of Lugones since the creation of a network of bike lanes that articulate the urban center and connect it with other neighborhoods and populated areas of the urban center represents a true commitment to more sustainable modes of transport. and respectful with the environment.

Secondly, the design of the layout and the action itself has been carried out through a strategic planning process (PMUS Lugones) that has included the participation of citizens. The route has been created connecting free spaces, public infrastructure and green areas where action will be taken through nature-based solutions, which will contribute to multiplying the positive effects of the action both environmentally and socially since this network of bike lanes is an alternative. for the most vulnerable groups from the point of view of mobility.

3. ADEQUACY OF THE RESULTS OBTAINED TO THE OBJECTIVES

Within the 4 main results expected by the DUSI, the operation will effectively contribute to the fulfillment of:

R2: A municipality that reduces its carbon footprint through the use of sustainable mobility and energy.- The physical regeneration of the avenue includes elements that encourage the use of sustainable, pedestrian and non-motorized mobility.

This action included among its objectives the creation of a bicycle lane network to democratize and promote the use of bicycles among the citizens of Lugones, connect the neighborhoods with the urban center through bicycle paths and promote the transition to a low-carbon economy. .

The action carried out has met the main planned objectives:

- 1.2 new kilometers of bike lanes have been created

- Bike lanes have been connected with the aim of weaving a network of lanes that represents an alternative to the use of private vehicles in urban travel.
- The use of soft means of transport (bicycles) has been encouraged by expanding cycling routes and routes;
- A reduction in greenhouse gas emissions has been achieved as a result of the reduction in the number of urban trips made by private vehicle.

4. CONTRIBUTION TO THE RESOLUTION OF A PROBLEM OR WEAKNESS DETECTED IN THE TERRITORIAL AREA OF EXECUTION

The strong population growth in Lugones in recent years as a consequence of the proximity to Oviedo associated with the absence of intra-urban transport that guarantees the connection between the different centers, the dispersion of the population in different centers and urbanizations, together with disorderly growth. Lugones itself has generated a mobility model that is very dependent on the private car and high levels of dispersion have resulted in Siero's motorization index being the highest of Asturian cities with 56.1 vehicles per 100 inhabitants.

The residents of Lugones demand the need to carry out a series of measures that promote a modal change in the municipality, which ensure that travel is carried out safely as well as measures that reduce the number of trips made by vehicle. private.

The main reasons that discourage users from using the bicycle as a means of transportation are the increase in travel time compared to other means of transportation, and the fear of sharing the road with motorized traffic.

The construction and implementation of the six new sections of bike lane makes it possible to mitigate the problem raised.



Rafael Sarandeses Street, before and after the performance

5. DEGREE OF COVERAGE OF THE POPULATION TO WHICH IT IS DIRECTED

The action of bike lanes is an action that has a great impact among the citizens of Lugones, since this action covers the 13,141 inhabitants of Lugones.

The citizens of Lugones and neighboring municipalities such as the La Corredoria area of Oviedo, gain mobility by having marked sections reserved for bicycles. Beyond the bicycle users, the action benefits all the citizens of Lugones, reduce carbon dioxide emissions and improve air quality thanks to increased travel in this non-polluting transportation system.

6. CONSIDERATION OF THE HORIZONTAL CRITERIA OF EQUALITY OF OPPORTUNITIES AND NON-DISCRIMINATION, AS WELL AS SOCIAL RESPONSIBILITY AND ENVIRONMENTAL SUSTAINABILITY

The operation takes into account the horizontal principles of equal opportunities between men and women, non-discrimination, as well as those of social responsibility and accessibility. This cycling infrastructure in public spaces contributes to improving the accessibility of public spaces to women, children, and the elderly, who are the most vulnerable segments of the population from a mobility point of view. The network of bike lanes improves the opportunities for these segments of the population to travel safely, such

as access to their jobs, carrying out daily activities such as shopping or acquiring healthier lifestyle habits. The expansion of the cycling network also benefits people with fewer economic resources. For them, not having a car or fuel resources no longer prevents them from accessing their jobs or essential services.

The improvement of the urban environment contributes to the process of establishing and attracting the young population, which favors the process of rejuvenation of the population pyramid since it allows a better quality of life, facilitates urban movements of the young population and has a positive impact on healthy lifestyle habits.

On the other hand, the reduction of CO₂ emissions as a consequence of mobility is a fundamental tool for the fight against climate change and sustainable development.

The extension of the bike lane network has a positive environmental impact, as it reduces the emission of greenhouse gases by promoting the use of sustainable transport such as bicycles. This operation plans to avoid a total of 151 tons of CO₂ equivalent until 2023.

The effect on the environment is also measured in the reduction of noise pollution. Having a network of bike lanes with new connections means that cycling mobility gains ground over road traffic, the cause of more than 80% of the noise pollution recorded in Spanish cities. The improvement in air quality, together with the reduction in sources of noise, in turn benefits the health of the population, which is also reinforced thanks to the greater use of the bicycle, which invites physical activity and a lifestyle healthier life.

7. SYNERGIES WITH OTHER POLICIES OR INTERVENTION INSTRUMENTS

As complementary actions, we can point out that the action is aligned with:

- Plan for Multimodal Mobility in the Metropolitan Area of the Principality of Asturias 2018-2030
- Lugones Sustainable Urban Mobility Plan
- General Municipal Planning Plan of Siero

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