

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Construction of non-existent sections to complete the cyclo-pedestrian ring in the southern zone, connecting the municipal sports centre, the L'Estació secondary school, station and hospital with the urban centre

Ontinyent Town Council

**Programa Operativo
Plurirregional de España**

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Fondo Europeo de Desarrollo Regional

GOOD PRACTICE EDUSI-ONTINYENT - ONTINYENT TOWN COUNCIL

CONSTRUCTION OF NON-EXISTENT SECTIONS TO COMPLETE THE CYCLO-PEDESTRIAN RING IN THE SOUTHERN ZONE, CONNECTING THE MUNICIPAL SPORTS CENTRE, THE L'ESTACIÓ SECONDARY SCHOOL, STATION AND HOSPITAL WITH THE URBAN CENTRE

This example of good practice consists in building the currently non-existent sections to complete the cyclo-pedestrian ring in the southern zone, connecting the municipal sports centre, L'Estació Secondary School, station and hospital with the urban centre. This initiative comprised the construction of a new stretch of bicycle lane to connect the existing section at the Avenida Torrefiel roundabout with the main entrance to the municipal sports centre.

As part of the same project, work was carried out to improve the existing stairs next to the footbridge over the CV-81 that provide access to the L'Estació Secondary School. This involved the installation of a new pavement, landscaping and public lighting on the section of the pedestrian and cycling path that links the pedestrian walkway on the CV-81 with the IES "L'Estació". And a new road has been created enabling a pedestrian and cyclist connection from the city's new General Hospital, currently under construction, with the existing pedestrian and cyclist path in front of the IES "L'Estació".



The overall cost of this operation is €372,481, of which €174,413.66 were co-financed by the European Union's ERDF Funds.

The criteria for the identification and choosing of this Good Practice are the following:

1. THE ROLE OF THE ERDF IN THIS INITIATIVE HAS BEEN APPROPRIATELY DISSEMINATED AMONG POTENTIAL BENEFICIARIES AND THE GENERAL PUBLIC.

A communication plan was drawn up to promote awareness of the project to build this new section of the Cyclo-pedestrian ring among its different public beneficiaries, and also for all citizens in general.

A poster with information about the project was hung in a strategic location with high passing human and vehicular traffic. A permanent plaque was also installed with information about the project and the Co-financing received from the European Union through the ERDF Funds.



Works billboard



Permanent plaque



Advertisements and articles were produced to promote awareness of the building of the cyclopedestrian path, which were widely circulated in local and regional media and on social networks. In support of the news items and articles, advertisements were published in various local media.



Press release passed to the media:
<https://www.ontinyent.es/va/noticia/centenars-persones-participen-festa-lanell-ciclopeatonal-financat-pel-feder>

Link to the publications:
<https://ontinyentevolucion.es/edusi/anel-l-ciclopeatonal/>

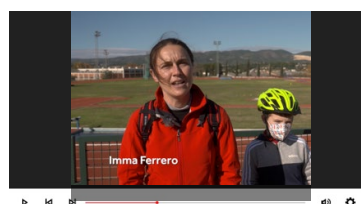
We organised an event for all citizens which comprised the main way of informing them and communicating details of the project. The aim was to inaugurate the newly built sections together with its future users.



Cover of the campaign for the inauguration event



Participatory cards for the event workshops



Link to videos giving opinions of public: <https://ontinyentevolucionaria.es/edusi/anell-ciclopeatonal/>



Activities from the event for citizens. Merchandising

Objectives:

- To present to the public the project carried out within the EDUSI
- To publicise the benefits of the Cyclo-pedestrian ring among the people for whom it is intended.
- Collect the opinions of the people who participated and who know about the project.

Participants:

- Children and young people, of an age where they are beginning to practise all kinds of sport.
- Adults who use the Cyclo-pedestrian ring for healthy exercise.
- General public, citizens who use the Cyclo-pedestrian ring to get to the hospital, secondary school or train.

Participants in the event were able to make the journey to the municipal sports centre by walking,

running or cycling.

To encourage attendance at the event, a series of sports activities and workshops were planned, involving the city's sports organisations and rewarding participation with gifts. Merchandising was given to all attendees.

Another communication initiative saw the creation of mini videos for social networks, with opinions and comments from event participants and other users of the cyclo-pedestrian ring.

2. THE INITIATIVE INCORPORATES INNOVATIVE ELEMENTS.

The new street lighting network installed as part of this initiative comprises luminaires that incorporate intelligent Bluetooth wireless control devices, enabling remote management of street lighting with a consequent saving of electrical energy and maintenance costs.

Another significant innovation is that the project was resulted from the local government initiative "Ontinyent Participa", via which citizens participate in choosing the projects that they regard as most necessary or having the greatest social impact. The innovation lies in interacting with people, who can propose, comment, give opinions and decide not only on the most suitable projects but also as to how to carry them out, making them authors in the creation of their own city.

3. ADAPTATION OF THE RESULTS OBTAINED TO THE ESTABLISHED OBJECTIVES

This project aims to resolve the need of the general population to be able to access the different places connected by the Cyclo-pedestrian ring in a safe and sustainable way, since its use contributes to reducing the currently high emissions of carbon dioxide and significantly reduces energy expenditure. Many inhabitants of Ontinyent are using this Cyclo-pedestrian ring - up till now in an unsafe way. The missing sections generated a lack of confidence for many people who did not feel safe travelling by bicycle or on foot, especially with minors. This project has seen insecurity replaced by confidence. Now there are many families that use it for leisure, in addition to those who use it out of necessity.

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

This operation helps to resolve the weakness identified in the strategy (D.5) resulting from the excessive use of private vehicles and will also help to address the risks associated with motorised travel between scattered points of the city (A.2)

To advance, in the urban area, in the objective of reducing greenhouse gas emissions (not covered by the ETS) by 10% in 2020 with respect to 2005 values (EU2020).

To contribute, in the urban area, to the objective of the National Energy Efficiency Action Plan 2014-2020 of reducing emissions and saving primary energy as a result of the implementation of plans in the fields of sustainable urban mobility.

Promotion of sustainable urban mobility: clean urban transport, collective transport, urban-rural connection, improvements in the road network, cycling and pedestrian transport, electric mobility and the development of clean energy supply systems.

This project has improved accessibility and mobility between urban areas as a model of integration

and spatial connectivity between the city and its surroundings, promoting sustainable urban mobility, increasing the number of trips using non-motorised means and reducing the use of private vehicles.

With this initiative we have:

- Connected the urban area with important centres of population flow such as the secondary school and the new hospital.
- Promoted the use of bicycles by connecting existing sections of bike paths with newly created ones.
- Created an open mesh of cycle-pedestrian lanes that can be interconnected, thus facilitating urban mobility via non-motorised means.
- Reduced the emission of greenhouse gases by reducing the use of trips with a private motorised vehicle.
- Reduced the emission of other air pollutants.
- Reduced primary energy consumption.

In addition to improving social integration and equality. Both via the adaptation of the vehicles and infrastructures of the service for the transport of people with reduced mobility, and by improving the mobility rights of those most economically and socially vulnerable sectors.

5. DEGREE OF COVERAGE OF THE TARGET POPULATION.

This operation is within the scope of action of Ontinyent, from the Benarrai park to the municipal sports centre.

The degree of coverage is very high, as it is used by the **entire local population** being the current population figure of **35.958 inhabitants**. Moreover, since its development, use of this route has increased by more than 200% for travelling to various important points of the city such as the secondary school, where the target audience is:

- teenagers who travel every day to get to the school, many of whom previously had to be accompanied by relatives and now they can do it on foot or by bicycle without any risk.
- people with a high degree of vulnerability without their own vehicle who travelled on foot despite the risk it posed.
- Families with young children, who now see the Cyclo-pedestrian ring as a safe route where they can practise sports or walk or bike in a safe and appealing way.
- Adults who use the Cyclo-pedestrian ring to go for healthy walks.

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

Equality and non-discrimination, this initiative seeks to respond to the basic needs of access and mobility development of women and men, taking into account their particular needs and demands, promoting gender equality. The aim is to implement a gender-based urbanism that takes into account the specific needs of women.

The creation of pedestrian routes will enable the connection of vulnerable neighbourhoods with the city's gardens and public facilities, improving quality of life for its residents.

The Cyclo-pedestrian Ring Initiative contributes to the promotion of equality between people, representing a project designed and created for all people, without discrimination, and paying special attention to the most vulnerable and those at risk of social exclusion, since a viable alternative has

been created to vehicle use, as the ring can be travelled on foot. An inclusive project where people with disabilities or reduced mobility have been taken into account, as it is an itinerary without architectural barriers, with easy and adapted access.

7. SYNERGIES WITH OTHER POLICIES OR PUBLIC INTERVENTION INSTRUMENTS.

This action establishes a synergy with the Ontinyent's Sustainable Urban Mobility Plan (SUMP).

Creating a network of bike lanes with the potential for future extensions, which can be connected to existing lanes and which facilitate journeys using non-motorised means of transport between different points of the city is part of this innovative, inclusive, sustainable and forward-looking project.

An important connection point with the municipal sports centre and the recently inaugurated Europe pavilion, site of another of EDUSI's recent initiatives, in synergy with the Cyclo-pedestrian ring, in keeping with the goal to transition to a Low-Carbon Economy in all sectors. The Cyclo-pedestrian ring increases access for people who also use the sports centre for the practice of different sports disciplines. Establishing synergies between the different initiatives regarding the sustainable city and healthy living.

Interventions to improve sustainable urban mobility. With the aim of improving urban connectivity and reducing CO emissions², by increasing the pedestrianisation of the urban area, especially in commercial areas, along with the development of the network of ecological corridors and open spaces, especially in the field of natural barriers such as the Barranco de la Purísima and the Clariano River, via the installation of pedestrian walkways that promote connections between the historic centre and the rest of the city.

Creating pedestrian priority routes from the neighbourhoods of San Rafael and San José to the historic centre. To this point, the action consisting in connecting existing free spaces will be added, enhancing an axis that dynamises the environment. To help, signs indicating the time taken to walk frequently taken routes will be installed to raise awareness among the population as to how easy it is to move around on foot and its advantages with regard to solving a potentially distorted preconception.

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