

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

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Ferrocarriles de la Generalitat Valenciana (FGV)

**Programa Operativo de la
Comunidad Valenciana**

Año 2021

Fondo Europeo de Desarrollo Regional

Good Practice of Ferrocarriles de la Generalitat Valenciana (FGV), a body under the Regional Ministry of Territorial Policy, Public Works and Mobility of the Generalitat Valenciana: Metrovalencia Line 10 co-financed through the ERDF Operational Programme 2014-2020 Comunitat Valenciana.

March 2022

Presentation

Ferrocarriles de la Generalitat Valenciana (FGV) is a public business entity dependent on the Generalitat Valenciana responsible for the management of the narrow-track railways and trams running through the territory of the Valencian Community.

The action presented as Good Practice consists of the construction of Metrovalencia line 10 (formerly known as T2), which has a total length of 5.3 kilometres from Alicante Street to the Natzaret neighbourhood. The metro line, which has eight stations and stops combining underground and surface sections, will connect the centre of Valencia with the area of the City of Arts and Sciences and the neighbourhood of Natzareth.

This line represents a clear and a great commitment of the Generalitat Valenciana to public transport, contributing to the vertebration and cohesion of the city of Valencia between its neighbourhoods and leisure and service areas, considerably expanding the transport offer of the Metrovalencia network. It is scheduled to open in the first half of 2022.

The underground section, with a length of 2.2 kilometres, will have three stations (Alicante, Russafa and Amado Granell-Montolivet), while the surface route, of 3.1 kilometres long, will have a total of five stops: Quatre Carreres, City of Arts and Sciences, Oceanogràfic, Moreras and Natzaret.



The line has its own mobile equipment storage-shops, located in the Natzaret district, which guarantee the maintenance of the trams in service.

In addition, line 10 will have two pedestrian tunnels linking Alicante station with Bailén and Xàtiva stations respectively.

The line is expected to have a similar frequency to the rest of the Metrovalencia tramway network already in service, the number of passengers will be around 5,000,000 a year and it will serve a population of 120,000 inhabitants. The line has also been fitted with signalling systems, ATP (Automatic Train Operation) and SAE (Operation Aid System).

The project has an investment of 50 million euros, of which 20 million are co-financed by the European Union through the European Regional Development Fund (ERDF) Comunitat Valenciana 2014-2020 operational programme.

Demand is estimated to exceed 5 million users per year.

Here are the arguments that make this action a Good Practice in accordance with the criteria defined:

Criterion 1. High dissemination among beneficiaries and the general public.

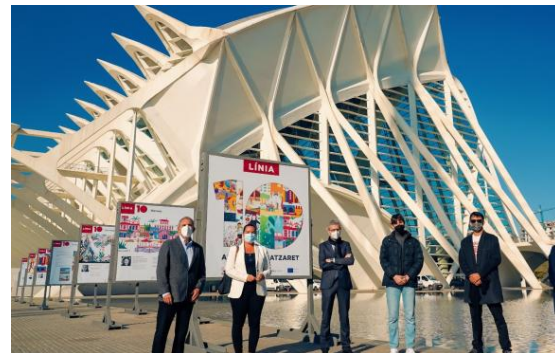
During the development of the action, actions were carried out to publicise both the project itself and its financing by the European Union through the ERDF:

Public events

On 16 January 2019, the President of the Generalitat, Ximo Puig, announced at an event held in the Natzaret neighbourhood that the works on Line 10 of Metrovalencia would begin again in April 2019, with the aim of contributing "to a new perspective of what an integrated city should be".



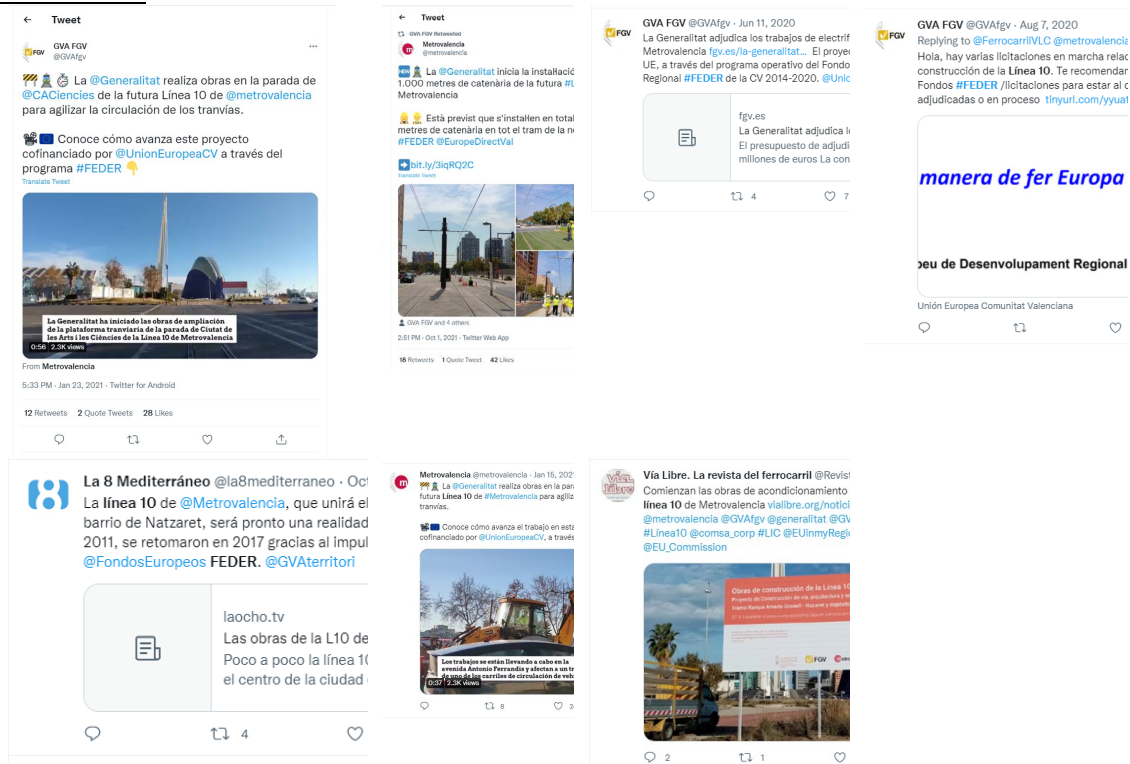
Inauguration of the exhibition "Illustrated Line 10. Alacant-Natzaret", located on the esplanade next to the Science Museum on 14 December 2021.



Visit by Ximo Puig and the European Commissioner for Cohesion and Reforms of Metrovalencia Line 10 on 25 October 2021.



Social media



Criterion 2. Incorporation of innovative elements

The architectural work carried out on Metrovalencia line 10 incorporates innovative elements. As a novel element, it allows users of this means of transport, as well as the rest of the public, to delve deeper into the history of a city. The eight stations and stops that make up this new line have been designed by different artists. Each of the stations and stops has a name that responds to geographical criteria and to popularly rooted and historically founded traditions.

Another innovative element is the installation of marquees that recreate the popular Valencian trencadís, an ornamental application of mosaic made from ceramic fragments, basically tiles, joined together with mortar.

At the same time, innovative security and communications measures were carried out, such as the installation of a new modern security system. This system ensures that the operation of trains is safe through continuous monitoring of the driver's work and, where necessary, taking appropriate action to correct the work.

Among other functionalities, the system incorporated in the new units prevents them from passing a red signal, exceeding the maximum speed imposed on the section, preventing the approach of another unsorted train and detecting if communication between the driver and ground control is suspended. In the event of any of these situations, the system responds with the braking application, automatically and safely, to reduce its speed and stop it when necessary.

In addition, the line will have its own traffic light priority system to guarantee correct coexistence with the rest of the city's transport systems and vehicles.



Criterion 3. Adequacy of the results obtained to the established objectives

The objectives set were to promote clean and collective urban transport, without forgetting the improvement of the transport service for citizens and better communication in the city. These objectives have been converted into results with the actions carried out.

Metrovalencia line 10 connects the centre of Valencia with the neighbourhood of Nazareth. Thus, this new line crosses different areas of the city and expands the Metrovalencia network's transport offer and service to users. In this way, greater communication between different neighbourhoods is promoted and many daily journeys are made by public transport, reducing the use of private vehicles.

Finally, it was also intended that each stop should refer to the neighbourhood in which it is located, and this has been achieved with the names chosen and the placement of an illustration, all related to the neighbourhood, the place of reference and local history.

Criterion 4. Contribution to solving a regional problem or weakness

The construction of this transport line and the linking of a large area of the city contributes to greater cohesion between its neighbourhoods and leisure and service areas, making communication fast and convenient.

A connection more than necessary, because it implies a substantial improvement in the travel of users of Metrovalencia and a real alternative to the use of the private vehicle. The neighbourhood of Nazareth, close to the beach, is thus connected to the centre of Valencia, which guarantees a substantial improvement for this neighbourhood.

In addition, the construction of these nine stops favours intermodality options for all those who use public transport, as it connects taxi stops, urban, national and international buses and the rail network in a common space. In short, the aim is to encourage the use of public transport by providing alternative means of public transport to areas that, until now, had a mobility deficit.

Criterion 5. A high degree of coverage of the target population

This action offers a better service to the population of Valencia (with a census of 800,000 people), as the construction of the new line is located in a very urban enclave next to a large complex of services for the city.

This action translates into a considerable extension of the transport offer of the Metrovalencia network. The different neighbourhoods through which this line covers most of the city's population, leading to great mobility among users.

The population using this means of transport will benefit from major improvements. In addition to fast and comfortable communication, the different elements that make up this line have all the necessary equipment to give a good service to the public.

The Generalitat Valenciana will install more than 700 information elements, specifically 719, on Metrovalencia Line 10 (Alacant-Natzaret) in a complete range of media including posters, notices, fares, pictograms, logos and other devices, in order to help and facilitate users in their journeys on the new railway infrastructure of the Generalitat Valenciana. In particular, the stops will have a metal structure, spaces for seats, service information, such as timetables and maps, as well as indicator screens and advertising supports.

Criterion 6. Consideration of the horizontal criteria of equal opportunities and non-discrimination, as well as social responsibility and environmental sustainability

The action respects the criteria of equality and non-discrimination, as it is addressed to the general public, without any discrimination based on any circumstance.

Regarding equal opportunities and non-discrimination, Ferrocarriles de la Generalitat Valenciana (FGV) has designed a Universal Accessibility Plan which establishes the measures and conditions necessary to guarantee equal access to rail transport for all citizens. These measures have been applied in the construction of the new line 10. An example of this are the escalators and build-up stairs, as well as lifts accessible to people with reduced mobility that will be installed in the pedestrian tunnel of Bailén and in the underground connection that will link the stations of Alacant and Xàtiva, which will allow a quick and smooth connection for passengers to transfer from Line 10 to Lines 3, 5 and 9 of Metrovalencia.

With regard to environmental sustainability criteria, this action represents a major effort to combat climate change, taking into account that, by reducing private transport and replacing it with sustainable public transport and electric traction, greenhouse gas emissions are reduced. This promotes a clean, public transport system for all citizens. The commissioning of this new line will save around 3,000 tonnes of carbon dioxide emissions per year.

Criterion 7. Synergies with other policies or instruments of public intervention

The strategic nature of the construction of Metrovalencia line 10 is also confirmed by its inclusion in the Territorial Strategy of the Valencian Community 2030, which establishes a series of guidelines to orient future actions such as promoting public transport systems with low carbon dioxide emissions that have an urban impact and form part of a global strategy for sustainable mobility.

It is also part of the Valencian Climate Change Strategy for 2030, whose main objective is to promote the transition to a low-carbon energy system.

Likewise, this Good Practice is in line with the Sustainable Development Goals (SDGs) promoted by the United Nations, which include a series of practices and policies that foster environmentally sustainable attitudes and behaviour, and which seek to achieve positive changes for the benefit of

people and the planet. Thus, it meets three goals set by the United Nations: sustainable cities and communities, climate action and reducing inequalities.





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