

Una manera de hacer Europa



BUENAS PRÁCTICAS Actuaciones Cofinanciadas

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**Programa Operativo
Plurirregional de España**

Año 2021

Fondo Europeo de Desarrollo Regional

EXTENDING CASTELLO'S BICYCLE LANES



We present the good practice on the implementation of three new cycle lanes, in order to extend by 5 km the existing urban and inter-urban cycle network in the city of Castellón.

The action consisted in the implementation of three bicycle lanes, the first one is 1.5 km long, starting on Gran Via Tárrega Monteblanco and connecting the peripheral neighborhoods of San Andrés, Camarilles and Lourdes, allowing the citizens to travel safely by bicycle. A 1.6 km section has also been built on Casalduch Avenue connecting with the municipalities of the metropolitan area. The third and last lane is 2 km long and is located in the city industrial estate Ciudad del Transporte, providing an easy way for workers and shoppers to commute.

The eligible cost of the action is 813.742 euros, with the ERDF/ FEDER co-funding of 406.871 euros (50%).

It is expected to contribute on reducing 151 tons of CO₂ equivalents by 2023.

This action is considered a good practice because:

The role of ERDF/FEDER funds has been suitably available among potential beneficiaries and public in general

Besides fulfilling the statutory minimum obligations such as the plate and the inclusion in the Website. (<https://edusitransformacs.castello.es/operaciones/>)

CASTELLÓ La ciutat que mira a Europa

SOSTENIBLE · INNOVADORA · INCLUSIVA · INTEL·LIGENT

5 nous quilòmetres de mobilitat urbana sostenible
AMPLIACIÓ DE LA XARXA DE CARRILS BICI EN GRAN VIA, AVINGUDA CASALDUCH I CIUTAT DEL TRANSPORT

UNA MANERA DE FER EUROPA

OT4: Aconseguir una economia més neta i sostenible
 Inversió: 813.742 euros
 FEDER. Fons Europeu de Desenvolupament Regional



Obra promoguda per l'Ajuntament de Castelló
 Cofinanciada per la Unió Europea

Ajuntament de Castelló

Fons Europeu de Desenvolupament Regional

TRNSFORMA CASTELLÓ

Several press releases have been submitted from the City Council's press office, making a subsequent impact on both written and digital provincial and autonomous media. In addition, publicity campaigns were carried out via advertorials and promotional material in *El Mundo* and *El Mediterráneo* newspaper.

Los nuevos carriles bici evitarán 151 toneladas de CO2 en tres años

Los castellanos hacen 13.419 viajes al día en bicicleta. Los nuevos carriles bici evitarán 151 toneladas de CO2 en tres años.

El Ayuntamiento de Castelló ha anunciado que la ampliación de la red de carriles bici en Gran Vía, Avinguda Casalduch y Ciutat del Transport evitará 151 toneladas de CO2 en tres años.

El proyecto, financiado por el FEDER, consistirá en la creación de 5 kilómetros de carriles bici en las zonas mencionadas.

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CASTELLÓN AL DÍA

Mantener la AP-7 costará un 37% del gasto en conservación viaria

La Corporación de Castellón prevé un coste de 14 millones de euros para mantener el tramo de conservación de la AP-7 en los próximos tres años.

El Ayuntamiento de Castellón ha anunciado que el mantenimiento de la AP-7 costará un 37% del gasto en conservación viaria.

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Mediterráneo and El Mundo

Evitar 151 toneladas de CO2, reto de Castellón hasta 2023

Los tres tramos de Gran Vía, Ciudad del Transporte y Casalduch, que totalizan 5 kilómetros, suman 814.000 euros de presupuesto con financiación europea.

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Castellón reinventa junto a Europa su modelo urbano

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El proyecto, financiado por el FEDER, consistirá en la creación de 5 kilómetros de carriles bici en las zonas mencionadas.

Castellón adjudica tres nuevos carriles bici por 813.000€ cofinanciados con los fondos Feder

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El Mundo and Levante

Un carril bici de 1,5 kilómetros unirá los grupos San Andrés y Lourdes con el Ciutat de Castelló

El proyecto supondrá la eliminación de uno de los dos sentidos de circulación en un tramo de la Gran Vía Tàrraga Montebancho.

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Obra promoguda per l'Ajuntament de Castelló
 Cofinanciada per la Unió Europea

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TRNSFORMA CASTELLÓ

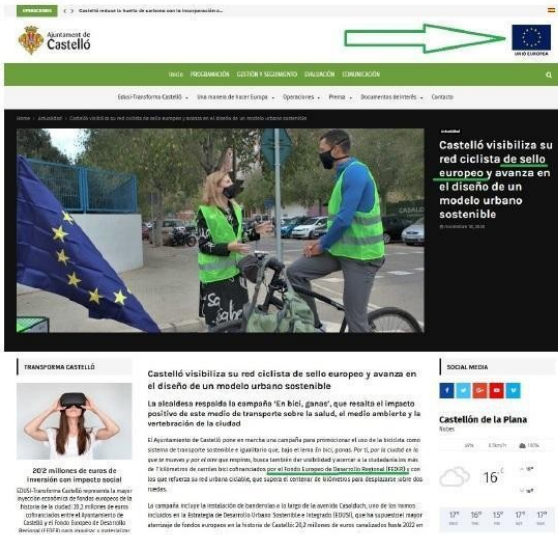
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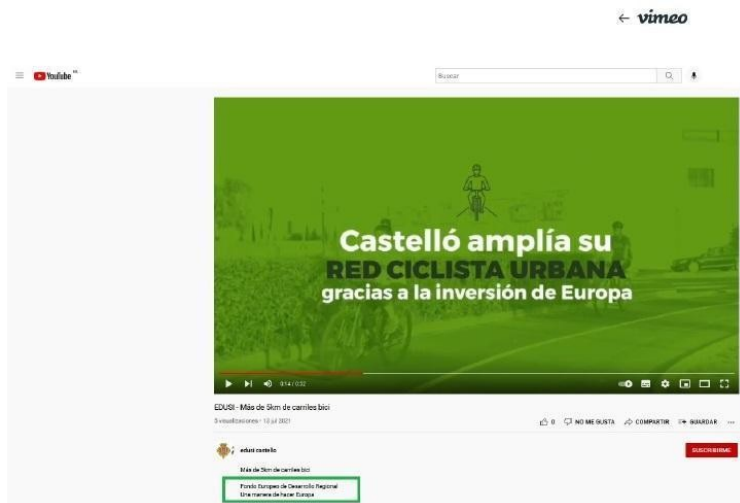
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Reports regarding the project have also been spread through dedicated channels, such as the Website ('News' and 'Operations' tab), as well as through the ERDF's specific social media profiles in Castelló, like the Instagram account shown in the image below.



A promotional video of the project has been released on the website, social media and platforms such as YouTube and Vimeo. Link: https://www.youtube.com/watch?v=eiGXRNCh_Y



There has been an advertising campaign which consisted in the distribution of 60,000 flyers and advertisements on 500 bicycles of the local bicycle lending service (*Bicicas*).



As part of the second anniversary of the implementation of the new cycle lanes, a street marketing event was held in November 2021 for the citizens on the stretch of Casalduch Avenue. It included the installation of advertising banners and the distribution of 300 reflective waistcoats screen printed with the ERDF logo for cyclists and pedestrians. The event was attended by the Mayoress, Amparo Marco.



The action incorporates innovative elements

A path has been implemented for the first time within the city's industrial estate, adding up to 2 more kilometres of cycling lane. In addition, the peripheral residential groups of San Andrés, Camarilles and Lourdes are now connected by bicycle through the 1.5 km of lane built in Gran Via Tárrega Monteblando, also included in the project.

Furthermore, the 1.6 kilometers Casalduch lane provides a direct link between the city and its metropolitan area, which had been non-existent until now.



Bicycle lane in the industrial estate of Castelló.

Contribution to the resolution of a problem or weakness identified in the territorial scope of implementation

The construction and implementation of the three new cycle lanes will resolve a triple weakness identified in the city of Castelló.

In the first place, the lack of a cycle lane in the industrial estate, a commercial hub in the city, hampered citizens who travel by bicycle to work or to do their shopping in this large commercial area. The construction of a cycle path through Ciudad del Transporte signposted and separated from the traffic lane by road markings (rubber dividers), offers the population a sustainable and safe alternative for getting around the city.

Additionally, the section on the Gran Via connects and integrates to the urban fabric of the San Andrés, Camarilles and Lourdes peripheral neighbourhoods.

Finally, by extending the bicycle lane of Casalduch Avenue, Castelló is now connected to the commuter town of Almassora, a small town just three kilometres from the capital, allowing people to travel safely between the two by bicycle.

Level of coverage of the target audience

The action benefits directly almost 7,000 daily users of the municipal bicycle rental service of the Castelló City Council, called *Bicicas*, along with the people that use their own bicycles. This means an extra 5 km of urban and inter-urban routes to get around using this sustainable transport system.

The citizens of Castelló and neighbouring towns, like Almassora, will benefit in terms of safety by having reserved clearly signposted and protected bicycle lanes that prevent vehicles from crossing. This action has a particularly positive impact on the female population (41% of *Bicicas* users, according to data from the Castelló City Council's Mobility Department) and on people that live in the three peripheral neighbourhoods. Aside from bicycle riders, the action also benefits all the citizens of Castelló by reducing carbon dioxide emissions and improving air quality thanks to the increasing use of non-polluting transport.

Consideration of horizontal criteria of equal opportunities and non-discrimination and accessibility

The action respects the principles of equality, non-discrimination and accessibility, meaning that it makes the cycling infrastructure available to every citizen of Castelló.

By incorporating and materializing gender-sensitive mobility, particularly in the industrial estate of the city, Ciudad del Transporte, this is a clear example of how bicycle lanes contribute to reducing the gender gap and promote female employment, through providing equal rights and opportunities for both male and female commuters to move around the city, to their jobs or to carry out everyday activities.

One of the key elements when analysing women's urban mobility has to do with road safety, an issue that is increased in areas like the industrial estate or in the stretch of Gran Via that links the city centre with the peripheral neighbourhoods.

Many women vary their routes to avoid certain areas at certain times of day, leading to a gender gap. It affects their professional growth, for example, by limiting their access to the labour market when it implies having to move to certain areas, such as an industrial estate on the periphery of the city.

These three cycle lanes give them access to an equal mobility system and help mitigate this gender inequality. By incorporating these paths, the urban landscape is going to transform into a friendlier and safer route for women, and breaking down potential barriers to access to employment.

Increasing the cycling network will also benefit financially disadvantaged people. The lack of a car or fuel resources will no longer prevent them from getting to work or other essential services. Citizens living in peripheral neighbourhoods also benefit from safe routes that link directly to shopping areas and the city centre.

In addition, inclusive and non-sexist language has been used in disseminating all information regarding the project as well as on social media.

The extension of the cycle lane network will also have a positive environmental impact, since it will reduce greenhouse gas emissions by promoting the use of sustainable transport. It is expected to contribute on reducing 151 tons of CO₂ equivalents by 2023.

The environmental impact can also be evaluated in terms of the reduction of acoustic pollution. As a result of the new cycle lane network and its new connections, cycling is increasingly becoming more popular than motorised traffic, which causes more than 80% of the acoustic pollution registered in Spanish cities. Improvement in air quality, along with the reduction of the noise sources, further benefits local citizens' health, since increased use of bicycles contributes to physical activity and a healthier lifestyle.

Synergies with other public intervention policies or instruments

This action is part of the Master Plan for Cycling Promotion, one of the documents that make up the Sustainable Mobility and Road Safety Plan of Castelló. Its implementation has involved different departments of the Administration, from the Mayor's Office to the Economic Planning and Projection Office, the Integrated Strategies for Sustainable Urban Development (ISUD) and the Mobility Department.

In order to promote the use of the new lanes, new automated bicycle parking stations were installed close to the municipal bicycle loan system *Bicicas*, providing affordable mobility throughout the whole municipal area. These stations offer the opportunity to pick up and drop off rented bicycles for people who do not have one. Such is the case of the Lourdes neighbourhood, where one of these stations has been set up to rent or park *Bicicas* bicycles following the implementation of the new system.

This project is aligned with the Sustainable Energy Action Plan (SEAP) of the Covenant of Mayors, which is committed to a 20% reduction in greenhouse gas emissions.

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