

*Una manera de hacer Europa*



# BUENAS PRÁCTICAS

## Actuaciones Cofinanciadas

New Model of Mobility: New connections through the cycle path with teh Grao and de train station

Burriana City Council

**Programa Operativo  
Plurirregional de España**

Año 2022

**Fondo Europeo de Desarrollo Regional**

## **A NEW MODEL OF MOBILITY IN THE CITY: NEW CONNECTIONS THROUGH THE CYCLE PATH WITH THE GRAO AND THE TRAIN STATION.**

### **Burriana City Council**

The implementation of the cycle path in Burriana, carried out by the city council, aims to improve internal mobility in the urban area and connect the network of cycling roads through non-motorized means of communication.

The expansion of the cycle path has made it possible to connect the urban centre with the area identified as "Grao de Burriana", create a circular ring and reinforce network connections within the urban centre.

In sections, the connection of the urban area with the Grao (port) has been carried out with the conditioning of Camí del Grao street, CV-1860, with a bicycle lane and a pedestrian promenade at the same level.

The internal network has been improved with the conditioning of Avenida de Nules, Avenida Juan Bautista Sanmartín, Partida Alquerías, Avenida de Almassora, Avenida de Transporte. Depending on the road, existing resources have been used, or different interventions have been made, such as the installation of the road and sidewalks, painting of strips, widening the width of some of the sidewalks, or installation of signs on the cycle route and elements to facilitate transportation on these lanes.

In the area around the station's influence, the creation of a bicycle lane has facilitated intermodality, taking advantage of existing resources and connecting it to the municipal network; thanks to this intervention, a direct connection exists between the train, the private vehicle and the bicycle.

Finally, the intervention in a section of the Avenue towards the station has consisted of constructing a pedestrian promenade and a bicycle lane. With all this, the sustainable mobility network has remained compact like a mesh of mobility arteries with a ring that structures the entrances and connections to the municipality.

The action contributes to reducing the municipality's carbon emissions by promoting intermodal and sustainable urban mobility, specifically active mobility. It encourages users to leave their cars in the parking lot and move with cycling and pedestrian transport, reinforcing it with public transportation by rail. This climate change mitigation measure means reducing the carbon footprint of mobility in Burriana.

The project cost 965,000 euros, 50% co-financed by the European Union, which meant a subsidy of 482,500 euros.



2. The role of the ERDF in the action has been conveniently disseminated among the beneficiaries, potential beneficiaries and the general public.

Compliance with communication obligations has been carried out through:

- a. Permanent advertising. Temporary construction signs and permanent plaques at different points along the lane route.



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<p><b>DESARROLLO DE APARCAMIENTOS Y CONEXION CON CARRIL BICI A LA ESTACIÓN FERROVIARIA</b></p> <p>Operación: Actuaciones para el fomento de la movilidad urbana sostenible en Borriana</p> <p>Objetivo "Conseguir una economía más limpia y sostenible"</p> <p><small>ESTRATEGIA DE DESARROLLO URBANO SOSTENIBLE E INTEGRADO DEL AJUNTAMIENTO DE BORRIANA Programa Operativo Plurirregional de España 2014- 2020</small></p>	

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<p><b>IMPLANTACIÓN DE CARRIL BICI Y PASEO PEATONAL EN CARRETERA DE BORRIANA AL GRAO</b></p> <p>Operación: Actuaciones para el fomento de la movilidad urbana sostenible en Borriana</p> <p>Objetivo "Conseguir una economía más limpia y sostenible"</p> <p><small>ESTRATEGIA DE DESARROLLO URBANO SOSTENIBLE E INTEGRADO DEL AJUNTAMIENTO DE BORRIANA Programa Operativo Plurirregional de España 2014- 2020</small></p>	

- b. Press. Radio slots.

A radio slot has been published announcing the construction of the cycle paths. The wedge indicates that the action has been developed within the framework of the EDUSI Strategy of Burriana and indicates the co-financing of 50% of the FEDER funds in Spain's multi-annual regional operational program.

The spot has been broadcast on 3 radio networks during the second week of December 2022, in different programs that have covered the time slots from morning to night.

In the SER radio station, it has been inserted 12 times. In the COPE station, it has been inserted 24 times. And in ONDA CERO it has been inserted 30 times. In total, the spot has been broadcast 66 times.

c. Press. Articles in newspapers.

Press activities since the inauguration of different sections of cycle paths have achieved great visibility with press publications in different media based on the dissemination of the prepared press releases.

Some publications are digital, and others are printed press.

- ✓ press in different media:

<https://www.castelloninformacion.com/carril-ciclopeatonal-borriana-grau-feder/>

<https://www.elperiodicomediterraneo.com/comarcas/2019/12/09/burriana-culmina-trabajos-carril-bici-40948178.html>

[https://www.elperiodic.com/burriana/burriana-finaliza-carril-ciclopeatonal-carretera-grau\\_654722](https://www.elperiodic.com/burriana/burriana-finaliza-carril-ciclopeatonal-carretera-grau_654722)



d. Press. Advertisements/Banners in digital press

During December, the virtual office banner was hosted in the most-read news section of the digital media elperiodic.com, Castellón plaza and Poble.



### 3. The performance incorporates innovative elements

Several innovative elements focus on expanding the network and improving the safety of the Burriana cycle-pedestrian network. They stand out:

- The connection of the urban centre with the grain allows its integration with soft infrastructures that enhance sustainable supramunicipal intermodal mobility.
- The connection from the train station in a bicycle-pedestrian way to the Grao and the Port as a direct connection is positioned as an innovative action in Spain since there are few bicycle-pedestrian connections to a port in the country.
- Quality lane separators are important for cyclists, vehicles and pedestrians to feel safe.
- The new typology of cycle path signage also improves the safety of cyclists.

### 4. Adequacy of the results obtained to the established objectives:

The reinforcement of the cycle path mesh represents a safe alternative for sustainable and active mobility, which is the main result expected from the operation.

The implementation of the cycle path as a means of integration and opening of the Grao area with the urban core, as well as other connections in the urban centre (approximately 1.3 km), promote sustainable mobility by connecting various urban areas of the city with non-motorized means of transportation, in addition to promoting physical activity and sports among citizens.

The development of urban cycle paths, as well as the road elements necessary to facilitate bicycle mobility (parking, bicycle voucher recharging, etc.) and allow the coexistence of infrastructure for pedestrians, will mean a substantial improvement in social dynamics among citizens of the urban areas of Burriana, as well as the progress of the natural environment and the environment of the municipality by proposing measures to combat climate change by reducing CO2 emissions by 700 T/year and mitigating the greenhouse effect by reducing the use of private vehicles and with the planting of numerous tree and shrub species between the pedestrian crossing and the bicycle lane.

The connection with the Grao, with the train station and the construction of the parking lot beside the railway station, promotes sustainable intermodal mobility with supra-municipal public transport. It improves said bike-train modal exchange by conditioning the environment. Therefore, two new means of transportation, the train and the bicycle, are located in the city.

**5. Contribution to the resolution of a problem or weakness detected in the territorial scope of execution:**

This operation contributes to the challenges of the EDUSI of BURRIANA, especially the environmental challenge “Committing to sustainable mobility that involves actions in public and private transport, for example, promoting the use of public transport and bicycles”, whose main argument is the promotion of sustainable urban mobility, clean urban transport and improvements in the road network and cycling transport.

To this end, it will be promoted through awareness campaigns so that citizens can take advantage of the new existing connections, making them aware of the importance Burriana must promote Sustainable Development in its municipality and reduce the use of private vehicles. Seeing the need for this change, we worked on developing this mesh or vertebration ring with non-motorized means of transport so that the population incorporates and internalizes these non-polluting means of transportation in their daily lives.

**6. High degree of coverage of the population to which it is directed:**

The beneficiary population of the sustainable mobility infrastructures are all the city's inhabitants, which in the 2022 census of the INE number 35,019.

Furthermore, it can be stated that the connection of cycle paths in the city is also used by people from other nearby municipalities and tourists who visit the city, turning the sustainable mobility of the region into a new asset for the population of this geographical area since they use this means of transport both for leisure and sports and for regular connection trips between different urban areas of the municipality.

**7. Consideration of the horizontal criteria of equal opportunities and non-discrimination, as well as social responsibility and environmental sustainability:**

This operation contributes to the general principles of non-discrimination, gender equality and sustainable development to the extent that:

Regarding gender equality, the non-use of non-sexist language will be taken into account in the writing of all administrative and technical documentation. In addition, the gender perspective will be included in the design and execution of new public spaces and facilities.

Regarding accessibility, this operation will improve public road facilities in relation to cycling and pedestrian paths to make them more accessible to people with disabilities. It will also include all those issues necessary to comply with current regulations on accessibility, such as law 51/2003 on equal opportunities, non-discrimination and universal accessibility for people with disabilities (LIONDAU).

Regarding sustainable development, it is intended that this measure contributes to improving energy efficiency and increasing the city's environmental quality, as well as supporting the fight against climate change and more sustainable urban mobility.

**8. Synergies with other policies or instruments of public intervention**

This operation contributes to achieving various objectives. In addition to improving urban mobility in the city of Burriana, it also contributes to Thematic Objective 6 (Conserve and protect the environment

and promote resource efficiency). Promoting non-polluting transport, such as cycling and pedestrian transport, reduces greenhouse gas emissions. We can also relate the operation to the achievement of objectives in Specific Objective 9.8.2 (Physical, economic and social regeneration of the urban environment in disadvantaged areas through Integrated Urban Strategies) since the operation aims to create connections between different parts and areas of the city, thus contributing to its physical and social regeneration, where active mobility is directly related to improving the health and well-being of the inhabitants of Burriana. Going into detail, this operation will benefit other EDUSI actions. On the one hand, its materialization will mean an improvement of the operation “Promotion of the historical and cultural heritage of the city of Burriana” in the action “Rehabilitation and improvement of the accessibility in the historic centre of Burriana”, the improvement occurs by connecting the historic centre of the city through the cycle path and pedestrian crossings, making circulation more accessible through non-motorized means in this area of the city, in addition to facilitating Access to tourists travelling by train.

On the other hand, the close relationship that this operation has with the operation “Energy improvement in infrastructure and public facilities in Burriana” will mean an unprecedented improvement in the city’s environment, reducing not only the emissions that generate a greenhouse effect and are expelled into the atmosphere, but it will reduce the problems of pollution of the ozone layer, it will contribute to an improvement in energy efficiency that will mean reductions of between 20 and 30% in consumption and in turn action will be taken to conserve energy resources. Therefore, both actions will substantially improve the prevention and fight against climate change in the city of Burriana.

In addition, the City Council is carrying out other actions outside the EDUSI Strategy regarding mobility, such as improving the accessibility of different streets or constructing more cycle paths to achieve city-friendly to sustainable mobility.

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