

CiViTAS
Cleaner and better transport in cities

ARCHIMEDES

AALBORG • BRIGHTON & HOVE • DONOSTIA-SAN SEBASTIÁN • IAŞI • MONZA • ÚSTÍ NAD LABEM

Donostia – San Sebastian

T24.3 – (More than) 4 km of New Cycle Lanes in Donostia – San Sebastian

Donostia – San Sebastian

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Contents

1. INTRODUCTION.....	4
1.1 BACKGROUND CIVITAS.....	4
1.2 BACKGROUND ARCHIMEDES.....	5
1.3 PARTICIPANT CITIES.....	5
1.3.1 <i>Leading City Innovation Areas</i>	5
2. DONOSTIA – SAN SEBASTIAN.....	5
2.1 OBJECTIVES IN CIVITAS.....	6
3. BACKGROUND TO THE DELIVERABLE.....	6
3.1 SUMMARY DESCRIPTION OF THE TASK.....	6
4. 9.6KM OF NEW CYCLE LANES IN DONOSTIA – SAN SEBASTIAN.....	7
4.1 DESCRIPTION OF THE WORK DONE.....	7
4.2 EXAMPLE DESCRIPTION OF THE EXTENSION OF A SPECIFIC CYCLE LANE: 1 - SAGASTIEDER – PARQUE DE OTXOKI.....	9
4.3 PROBLEMS IDENTIFIED.....	15
4.4 RISKS AND MITIGATING ACTIVITIES.....	15
4.5 DISSEMINATION ACTIVITIES.....	16
4.6 FUTURE PLANS.....	17
4.7 MAP OF CYCLE LANES.....	17

1. Introduction

1.1 Background CIVITAS

CIVITAS - cleaner and better transport in cities - stands for City-VITALity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme);
CIVITAS II started in early 2005 (within the 6th Framework Research Programme) and
CIVITAS PLUS started in late 2008 (within the 7th Framework Research Programme).

The objective of CIVITAS-Plus is to test and increase the understanding of the frameworks, processes and packaging required to successfully introduce bold, integrated and innovative strategies for clean and sustainable urban transport that address concerns related to energy-efficiency, transport policy and road safety, alternative fuels and the environment.

Within CIVITAS I (2002-2006) there were 19 cities clustered in 4 demonstration projects, within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects, whilst within CIVITAS PLUS (2008-2012) 25 cities in 5 demonstration projects are taking part. These demonstration cities all over Europe are funded by the European Commission.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Horizontal projects support the CIVITAS demonstration projects & cities by :

- Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Political Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme “of cities for cities”
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living ‘Laboratories’ for learning and evaluating

1.2 Background ARCHIMEDES

ARCHIMEDES is an integrating project, bringing together 6 European cities to address problems and opportunities for creating environmentally sustainable, safe and energy efficient transport systems in medium sized urban areas.

The objective of ARCHIMEDES is to introduce innovative, integrated and ambitious strategies for clean, energy-efficient, sustainable urban transport to achieve significant impacts in the policy fields of energy, transport, and environmental sustainability. An ambitious blend of policy tools and measures will increase energy-efficiency in transport, provide safer and more convenient travel for all, using a higher share of clean engine technology and fuels, resulting in an enhanced urban environment (including reduced noise and air pollution). Visible and measurable impacts will result from significantly sized measures in specific innovation areas. Demonstrations of innovative transport technologies, policy measures and partnership working, combined with targeted research, will verify the best frameworks, processes and packaging required to successfully transfer the strategies to other cities.

1.3 Participant Cities

The ARCHIMEDES project focuses on activities in specific innovation areas of each city, known as the ARCHIMEDES corridor or zone (depending on shape and geography). These innovation areas extend to the peri-urban fringe and the administrative boundaries of regional authorities and neighbouring administrations.

The two Learning cities, to which experience and best-practice will be transferred, are Monza (Italy) and Ústí nad Labem (Czech Republic). The strategy for the project is to ensure that the tools and measures developed have the widest application throughout Europe, tested via the Learning Cities' activities and interaction with the Lead City partners.

1.3.1 Leading City Innovation Areas

The four Leading cities in the ARCHIMEDES project are:

- Aalborg (Denmark);
- Brighton & Hove (UK);
- Donostia-San Sebastián (Spain); and
- Iasi (Romania).

Together the Lead Cities in ARCHIMEDES cover different geographic parts of Europe. They have the full support of the relevant political representatives for the project, and are well able to implement the innovative range of demonstration activities.

The Lead Cities are joined in their local projects by a small number of key partners that show a high level of commitment to the project objectives of energy-efficient urban transportation. In all cases the public transport company features as a partner in the proposed project.

2. Donostia – San Sebastian

The city of Donostia -San Sebastián overlooks the sea and, with a bit more than 180,000 inhabitants, keeps a human scale. Some people consider the balanced combination of small mountains, manor buildings, and sea as the setting for one of the most beautiful cities in the world. We have a tradition in favouring pedestrians, cyclists and public transport.

For about twenty years, the city has been enforcing a strong integrated policy in favour of pedestrians, bicycles and public transport. Considering walking and cycling as modes of transport has led to the building of a non-motorised transport network for promoting this type of mobility around the city.

Likewise, the city has extended its network of bus lanes. The city holds one of the higher bus - riding rates, with around 150 trips per person per year.

2.1 Objectives in CIVITAS

The CIVITAS project is a perfect opportunity to expand our Sustainable Urban Transport Strategy. With the package of CIVITAS measures Donostia-San Sebastián wants to:

- Increase the number of public transport users
- Decrease the number of cars entering in the city centre
- Increase the use of the bicycle as a normal mode of transport
- Maintain the high modal share of walking
- Reduce the number of fatal accidents and accidents with heavy injuries
- Reduce the use of fossil fuels in public transport.

3. Background to the Deliverable

The present deliverable refers to Measure number 24, Extension of the Infrastructure for Cycling and Walking in Donostia – San Sebastian.

This measure addresses a number of pre-requisites for cycling and walking to play an important role in urban transport. The road space dedicated to these modes will be increased. Furthermore an underground bicycle parking facility will be implemented close to the train and regional bus station. Finally, the city will stimulate condominiums to implement bicycle parking areas inside their buildings.

The objective of this measure is to increase priority and incentives for using public transport, walking and cycling through a more equitable sharing of space.

3.1 Summary Description of the Task

As part of Task 3.5: 'Extension of the infrastructure for cycling and walking' the city of Donostia – San Sebastian will extend the pedestrian zone by 2 km and will introduce 15 km of new cycle lanes, in order to reserve urban space for sustainable modes. The extension of the cycling lanes has the following milestones:

- 5 additional kilometres (Month 6)
- 6 additional kilometres (Month 18)
- 4 additional kilometres (Month 30)

4. 9.6km of New Cycle Lanes in Donostia – San Sebastian

4.1 Description of the Work Done

Table 1 shows the 5 km of cycling lanes constructed by month 6 of the ARCHIMEDES project and reported in Deliverable T24.1. The location of the cycle lanes is shown in the map of Cycle Lanes in section 4.7. They are numbered in relation to **Table 1** and presented on the map in **light blue**.

AXIS	FROM	TO	Length (m)	TYPE
1.- Avda.TolosaSimona Lajust	Avda.Tolosa	Simona Lajust	200	Bike exclusive lane
2.- Pedro Egaña	Urbieta	Autonomia	140	Bike exclusive lane
3.- Riberas de Loiola	Avda Barcelona(Gregorio Ordoñez)	Avda Barcelona(Nemesio Etxaniz)	707	Bike exclusive lane
4.- San Marcial	Easo	Fueros	487	Coexistence
5.- Segundo Ispizua			310	Coexistence
6.- Xabier Lizardi(Errotaburu)	Iglesia	Cancha de baloncesto	450	Bike exclusive lane
7.- Berminghaman			255	Coexistence
8.- Pº Riberas de Loiola	Puente Egia	Hunbolt	740	Bike exclusive lane
9.- Morlans	Autonomia	Lugaritz	1.650	Bike exclusive lane
TOTAL			4.939	

Table 1

Table 2 shows the 6.3 km of cycling lanes constructed by month 20 of the ARCHIMEDES project and reported in Deliverable T24.2. The location of the cycle lanes is shown in the map of Cycle Lanes in section 4.7. They are numbered in relation to **Table 2** and presented on the map in **light pink**.

AXIS	FROM	TO	Length (m)	TYPE
1.-Paseo de Mons	Paseo de Mons 7	Plaza Pablo Sorozabal	810	Exclusive Cycle Lane
2.-Zarategi	Plaza Pablo Sorozabal	Calle Sagastieder	415	Exclusive Cycle Lane
3.-Riberas de Loiola	Humbolt	Eustasio Amilibia	530	Exclusive Cycle Lane
4.- Urbanización Aldunaene	Puente Mundaiz	Ascensor Aldunaene	670	Exclusive Cycle Lane
5.- Plaza Santa Catalina	Calle Oquendo	República Argentina	100	Exclusive Cycle Lane
6.- Parque Ametzagaina	Paseo Otxoki	Camino de Uva	1.860	Coexistence
7.- Urbanización Pagola	Paseo de Oriamendi	Rotonda de Sesioteji	1.940	Exclusive Cycle Lane
TOTAL			6.325	

Table 2

The road space dedicated to cycling and pedestrian modes in the city of Donostia – San Sebastian has increased by a further **9.6 km** by month number 30. The location of this cycle lanes is shown in **blue** on the map of Cycle Lanes in section 4.7, where they are numbered in relation to **Table 3**. The distribution, length and types are indicated in the following table.

AXIS	FROM	TO	Length (m)	TYPE
1.- Sagastieder – Parque Otxoki	Plaza Baratzategi (Calle Baratzategi)	Paseo de Otxoki	590	Bike exclusive lane
2.- Pablo sorozabal – Paseo Mons	Pablo Sorozabal – Paseo de Mons	Polideportivo de Mons	410	Bike exclusive lane
3.- Paseo Txaparrene	Estación Renfe Ategorrieta	Túnel en paseo Txaparrene	1.150	Coexistence
4.- Boulevard – Calle Hernani	Calle Aldamar	Calle Andia	480	Bike exclusive lane
5.- Jose Maria Salaberria	Pedro Manuel Colado	Paseo Errondo	600	Bike exclusive lane Coexistence
6.- Plaza Irún	Plaza Irún	Gregorio Ordoñez	280	Bike exclusive lane
7.- Plaza Euskadi	Plaza Euskadi	Teresa de Calcuta	365	Bike exclusive lane
8.- Polígono industrial Igara	Plaza Lautximieta	Rotonda de Illara	1185	Bike exclusive lane Coexistence
9.- Avenido de Satrustegi	Avd Zumalakarregi	Calle Matia	60	Bike exclusive lane
10.- Calle Easo – Sancho el Sabio	Paseo de la Concha	Calle Pedro Manuel Collado	1480	Bike exclusive lane 60 %- Coexistence 40 %
11.- Calle Parque	Paseo Bizkaia	Calle Sancho el Sabio	85	Bike exclusive lane
12.- Calle Felipe IV	Calle Avd Madrid	Calle Eustasio Amilibia	170	Coexistence
13.- Puente Lehendakari Aguirre	Paseo Federico Garcia Lorca	Paseo Bizkaia	120	Bike exclusive lane
14.- Riberas de Loiola	Avd Barcelona	Paseo Zorroaga	65	Bike exclusive lane
15.- Loiola	Puente de Egia	Plaza Atarieder	430	Bike exclusive lane
16.- Zubieta	Puente de la Hípica	Pueblo Zubieta	660	Bike exclusive lane
17.- Donostia – Pasaia	Herrera	Buenavista	1.225	Bike exclusive lane
18.- Donostia Pasaia	Buenavista	Calle Eskalantegi (Pasaia)	265	Bike exclusive lane
TOTAL			9.620	

Table 3

Table 4 shoes the metres constructed for each month and the total of metres constructed.

MONTH	Length (m)
6	4.939
20	6.325
30	9.620
TOTAL	20.884
NEXT MONTHS	1.000
TOTAL	21.884

Table 4

Related to the extension of the infrastructure for walking we have extended the pedestrian zone by 3.65 km as it is shown in **table 5**.

AXIS	FROM	TO	Length (m)	TYPE
1.-Riberas de Loiola	Puente de Egia	Calle Eustasio Amilibia	1250	Pedestrian
2.-Parque Ametzagaina	Paseo de Otxoki	Salida parque Ametzagaina	2000	Pedestrian Park
3.-Loiola	Puente de Egia	Plaza Atariede	400	Pedestrian
TOTAL			3650	

Table 5

4.2 Example Description of the Extension of a Specific Cycle Lane: 1 - Sagastieder – Parque de Otxoki

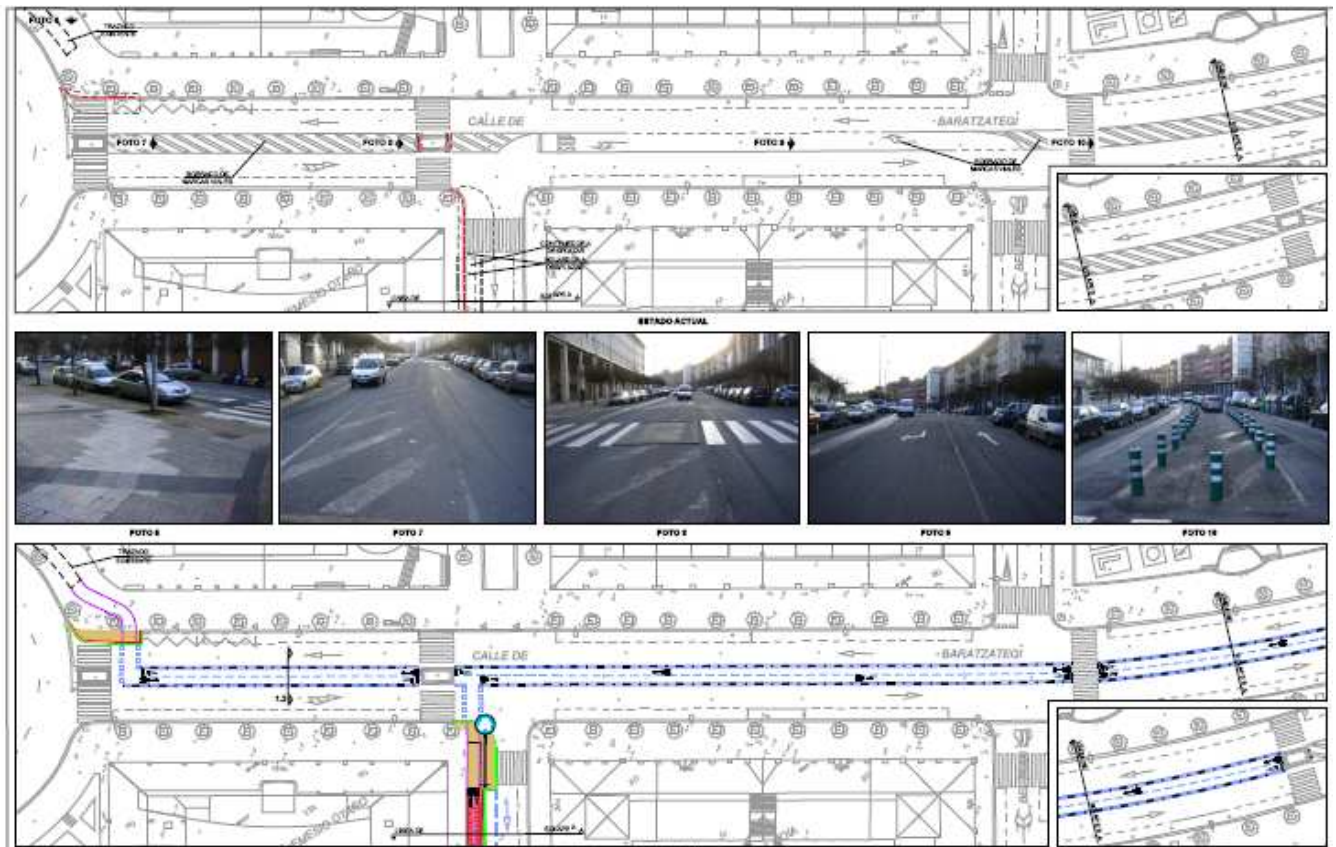
“1.-Sagastieder – Parque de Otxoki” cycle lane connects the cycle lanes constructed the months before “1.- Paseo de mons” and “6 - Parque ametzagaina”. This extends the cycling network in a hilly neighbourhood of Intxaurreondo, one of the most populated neighbourhoods in the city situated on high land

The cycle lane constructed in ‘Baratzategi, Castilla and Otxoki Street’ is an extension of the ‘1 - Paseo de mons’ cycle lane. It crosses through the neighbourhood so most of the people can use it or have access to it easily. This extension is indicated on the map in 4.7 Map of Cycle Lanes.

The cycle lane network will be finished in the coming months in this neighbourhood, when the connection “3 - Calle Zarategi”, described in section 4.6, is completed.

Specific characteristics and photos of this area:

- The layout is in exclusive cycle lanes, although there are areas of coexistence with pedestrians at intersections;
- This section of the track is 2.00 – 2.40 metres wide, and the surface is made of coloured red asphalt and at the areas of coexistence with pedestrians the surface is made of floor tile and paving stone.
- There is an area where the existing asphalt of the road has been used for constructing the new cycle lane because the quality of the asphalt was good.
- Another of the characteristics of these exclusive cycle lanes is that it has been constructed trying to maintain the car parking places, pedestrian areas and looking for spaces that were not being used.



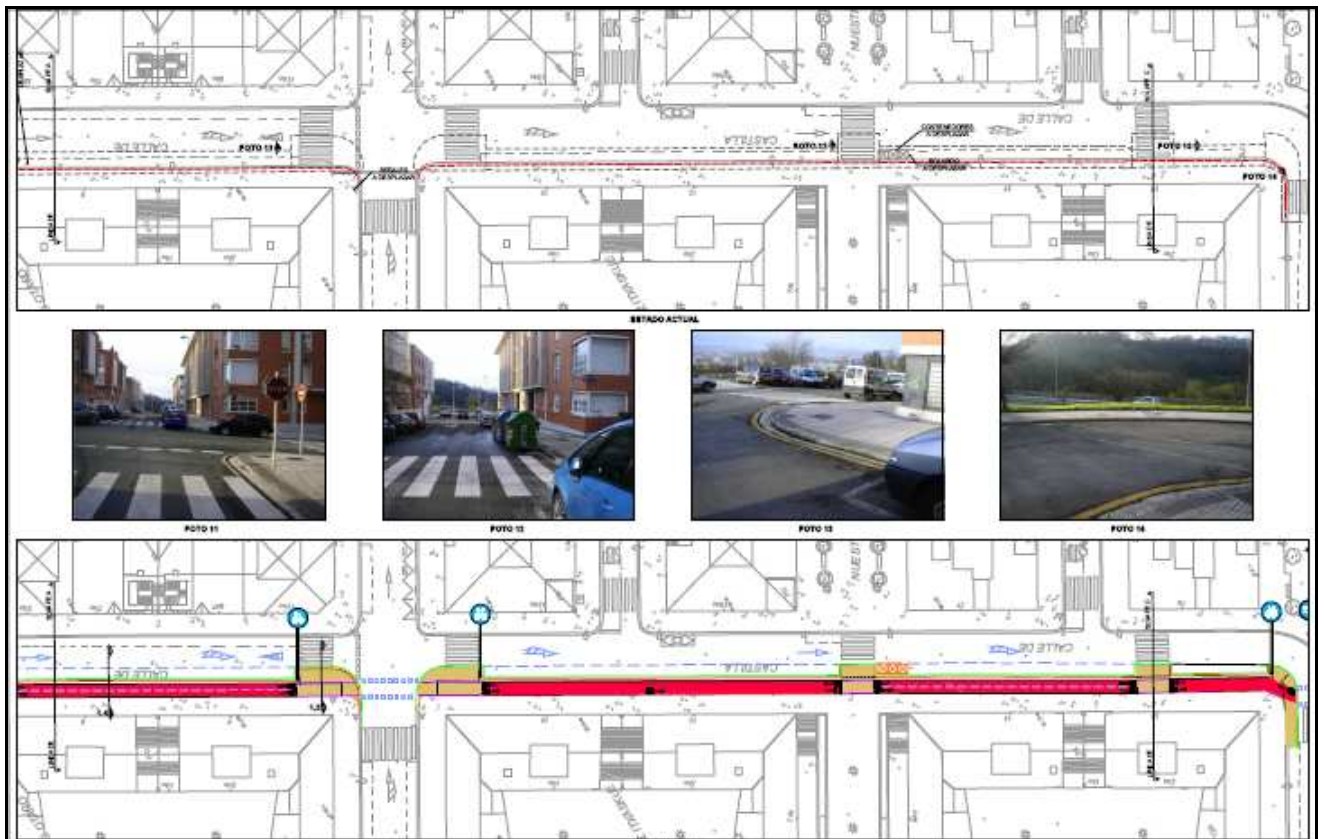
1 - Sagastieder - Otxoki Cycle lane plan



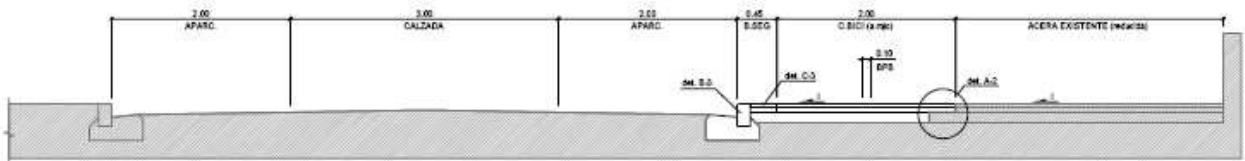
2 - Start point of Sagastieder - Otxoki Cycle lane



3.- Cycle Lane in Calle Baratzategi. Before and after.

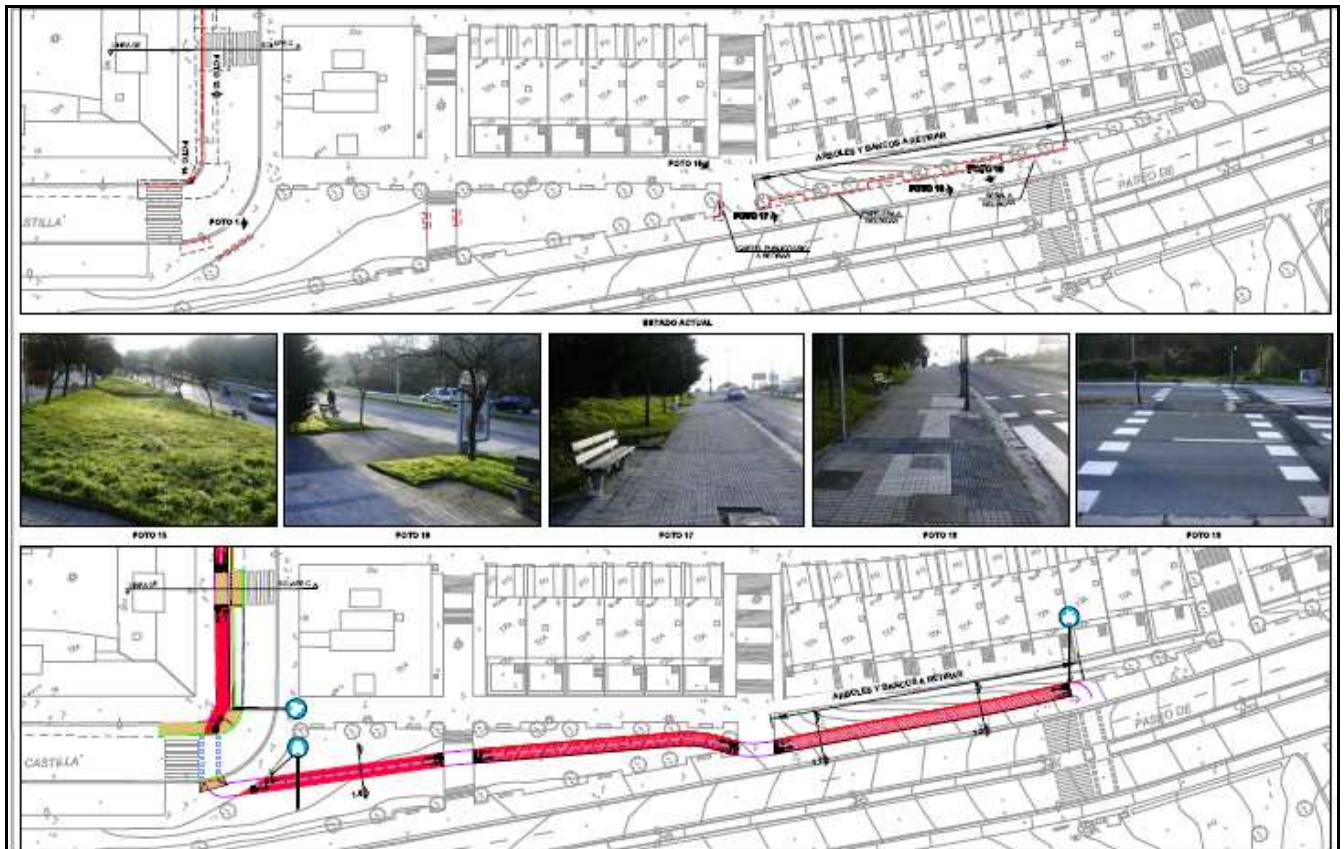


4.- Castilla Street Cycle lane plan.

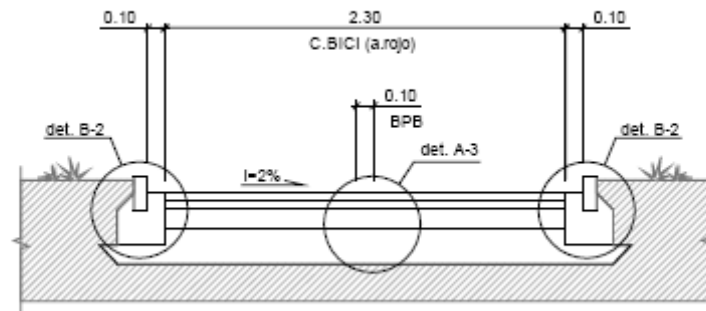


SECCIÓN TIPO 1.4

5.- Castilla Street Cycle Lane. Before and after

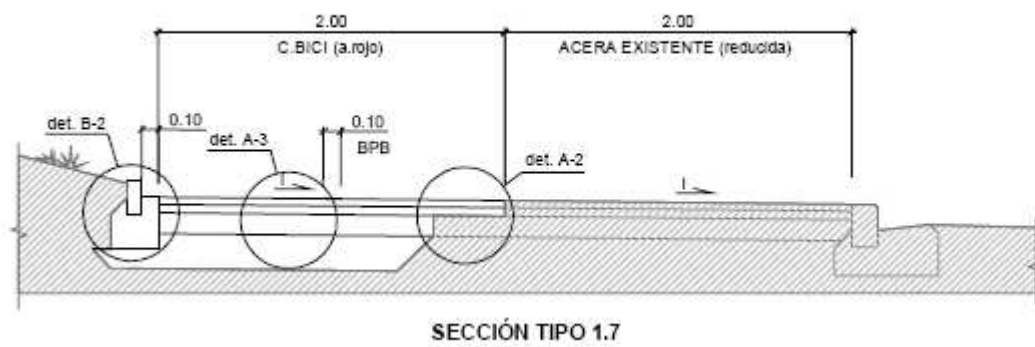


6.- Otxoki Street Cycle lane plan.



SECCIÓN TIPO 1.6

7.- Otxoki Street Cycle Lane. Before and after



8.- Otxoki Street Cycle Lane. After



9.- Otxoki Street Cycle Lane. After

4.3 Problems Identified

No problems have been identified on the extension of the infrastructure for cycling and walking.

Near to the train and regional bus station an underground bicycle parking facility will be installed, but the construction of the new bus station which is where this parking area will be located is being delayed.

Significant barriers still need to be overcome to stimulate condominiums to implement bicycle parking areas inside their buildings.

4.4 Risks and Mitigating Activities

No risks have been detected for the extension of the cycle lanes.

We are studying options to manage the parking of the bicycles because of the delay of the construction of the new bus station and because of the difficulties found on the way to stimulate condominiums to implement bicycle parking areas inside their building. We are doing a research of the needs of bicycle parking in the city.

4.5 Dissemination Activities

The press has covered the construction project of the cycle lanes in several occasions in the last 6 months. Find the links to the articles below:

1 - Cycle Lane of Sagastieder - Otxoki

<http://www.diariovasco.com/v/20100601/san-sebastian/intxaurreondo-primer-barrio-alto-20100601.html>

4 - Cycle Lane Boulevard – Calle Hernani

http://www.diariosansebastian.com/_n1381979_Comienza_la_ejecucion_del_carri_l_bici_Boulevard_C2FHernani_y_la_mejora_de_la_conexion_ciclista_entre_las_plazas_Vinuesa_y_Cervantes__en_Ia_Concha.html

<http://www.diariovasco.com/v/20100807/san-sebastian/bidegorri-boulevard-abre-semana-20100807.html>

<http://www.diariovasco.com/v/20100812/san-sebastian/bicis-recorren-boulevard-20100812.html>

6 - Plaza Irun

<http://www.diariovasco.com/v/20100828/san-sebastian/movilidad-analiza-nuevos-enlaces-20100828.html>

10 - Calle Easo – Sancho el Sabio

<http://www.diariovasco.com/v/20100924/san-sebastian/bici-desde-amara-concha-20100924.html>

<http://www.noticiasdegipuzkoa.com/2010/10/10/vecinos/donostia/el-bidegorri-en-sancho-el-sabio-y-easo-completara-la-conexion-entre-amara-y-el-centro>

<http://www.diariovasco.com/v/20110126/san-sebastian/nuevo-bidegorri-directo-entre-20110126.html>

17 - Cycle Lane Herrera – Buenavista

<http://www.noticiasdegipuzkoa.com/2010/06/17/vecinos/donostia/el-bidegorri-entre-herrera-y-buenavista-comenzara-a-habilitarse-en-agosto>

<http://www.diariovasco.com/20100920/local/antigua-entre-herrera-buenavista-201009201357.html>

<http://www.noticiasdegipuzkoa.com/2010/09/21/sociedad/euskadi/la-antigua-n-i-entre-herrera-y-buenavista-se-transformara-en-un-bidegorri-y-un-paseo-peatonal>

4.6 Future Plans

Construction of cycle lanes will continue and another **1** additional kilometre will be operative next months.

The next **Table 5** represents the new cycle lanes planned in the city in the period after month 30. They are represented in **dark green** on the map of Cycle Lanes in section 4.7.

AXIS	FROM	TO	Length (m)	TYPE
1.- Paseo Txaparrene	Tunel de Txaparrene	Herrera	675	Bike exclusive lane
2.- Calle Zarategi	Calle Zarategi	Centro cívico	230	Bike exclusive lane
3.- Avd de la Libertad	Calle Loiola	Plaza Cervantes	95	Bike exclusive lane
TOTAL			1000	

Table 6

4.7 Map of Cycle Lanes

The following map represents the cycle lanes finished by month 30 and those that will be finished in the coming months.

