

**CiViTAS**  
Cleaner and better transport in cities

**ARCHIMEDES**

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

## **Donostia – San Sebastian**

T24.2 – 6 km of New Cycle Lanes in  
Donostia – San Sebastian

Donostia – San Sebastian

May 2010



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# 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. 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 the **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	Urbietta	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
<b>TOTAL</b>			<b>4.939</b>	

**Table 1**

The road space dedicated to cycling and pedestrian modes in the city of Donostia – San Sebastian has increased in **6.3 km** by month number 20. The location of this cycle lanes is shown in [pink](#) on the map of Cycle Lanes in section 4.7, where they are numbered in relation to the **Table 2**. The distribution, length and types are indicated in the following table.

There have been some minor delays but the construction schedule will be on schedule again by month 30.

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 Sesiotegi	1.940	Exclusive Cycle Lane
<b>TOTAL</b>			<b>6.325</b>	

## 4.2 Example Description of the Extension of a Specific Cycle Lane: Paseo de Mons

'Paseo de Mons' cycle lane connects Intxaurreondo, one of the most populated neighbourhoods in the city situated on high land, with the lowest land area of the city and the city centre.

This connection makes it possible to cycle from this residential neighbourhood to the nearest railway station in about 5 minutes.

The cycle lane constructed in 'Zarategi Street' is an extension of the 'Paseo de Mons' cycle lane. It connects the lowest land with the highest land in the Intxaurreondo neighbourhood. This extension is indicated on the map in 4.7 Map of Cycle Lanes.

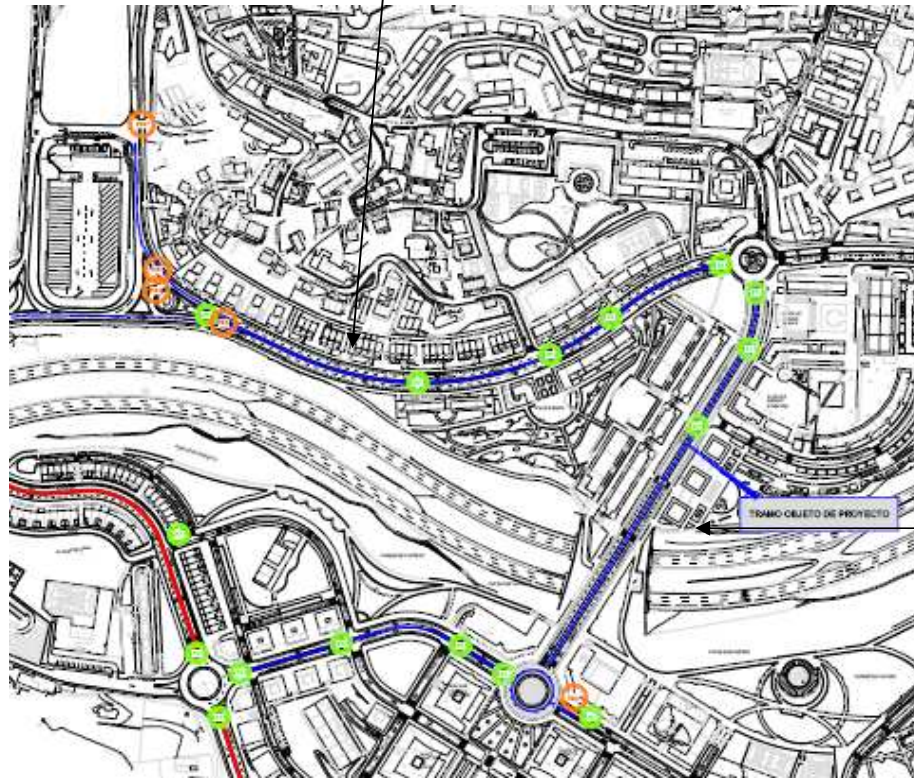
As described below in the 'future plans' section, more cycle lanes will be constructed in this area in the next months.

Specific characteristics and photos of this area:

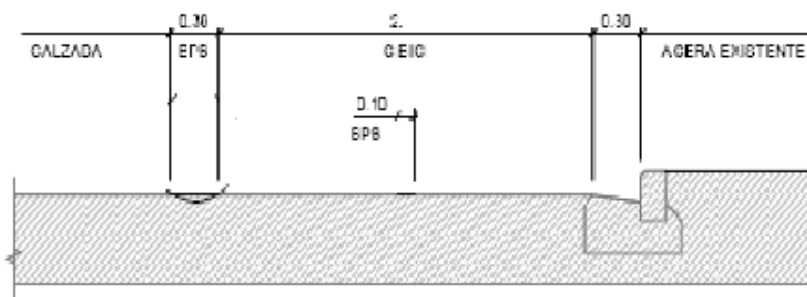
- The layout is in exclusive cycle lanes, although there are areas of coexistence with pedestrians at intersections;
- This section of the track is 2.00 metres wide, and the surface is made of coloured red asphalt and at the areas of coexistence with pedestrians the surface is made of floor tile and paving stone.
- Another of the characteristics of these exclusive cycle lanes is that they are the result of a change of use from existing car parking places. Minor construction works have been needed ( warning lights, road signs, cycles signs, etc )



# PASEO DE MONS



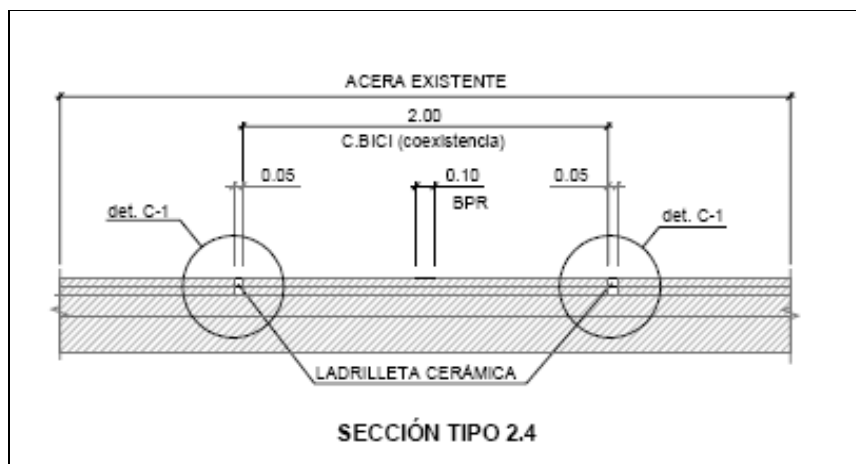
# ZARATEGI



SECCIÓN TIPO 4.3



1.- Start point of Paseo de Mons Cycle lane

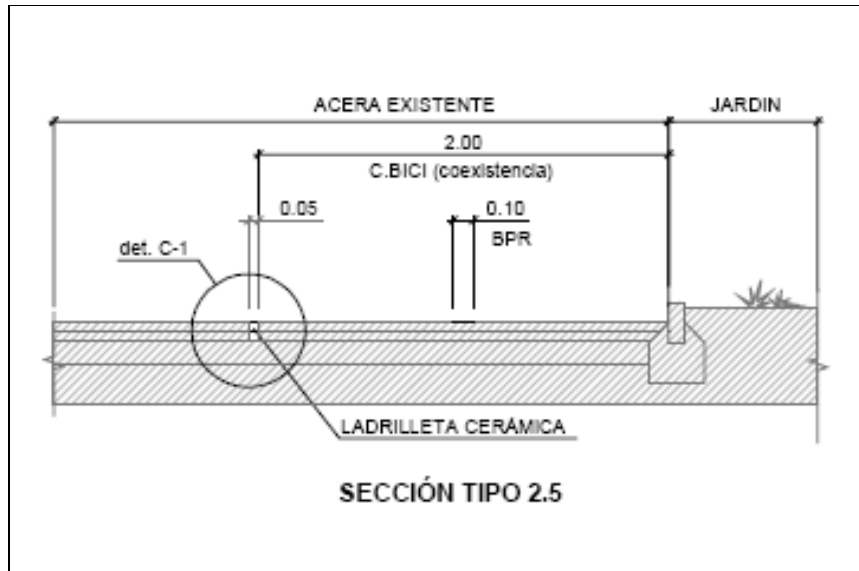




2.- Coexistence with pedestrians



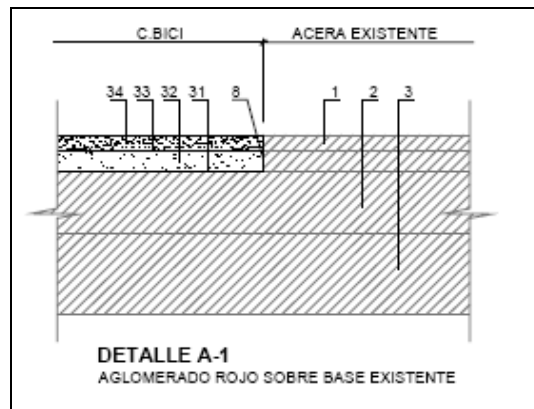
3.- Cycle Lane in Paseo de Mons



4.- Connection with Zarategi Street Cycle Lane



5.- Zarategi Street Cycle Lane



### 4.3 Problems Identified

The main problem detected during the construction of the cycle lanes is that due to the inclusion of the cycle lanes within larger urban developments, the cycle lanes cannot be open for public use till the larger urban developments are finished.

This has caused delays but the schedule will be on time again by month 30.

### 4.4 Risks and Mitigating Activities

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

## 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 Paseo de Mons

<http://ecodiario.eleconomista.es/espana/noticias/1117279/03/09/Ayuntamiento-de-San-Sebastian-inicia-las-obras-del-Paseo-de-Mons-con-un-presupuesto-de-276212-euros.html>

### 2.- Cycle Lane Zarategi

[http://www.diariosansebastian.com/\\_n1111999\\_\\_Comienzan\\_los\\_trabajos\\_para\\_mejorar\\_la\\_Seguridad\\_Vial\\_en\\_el\\_Paseo\\_Zarategi\\_de\\_Intxaurreondo.html](http://www.diariosansebastian.com/_n1111999__Comienzan_los_trabajos_para_mejorar_la_Seguridad_Vial_en_el_Paseo_Zarategi_de_Intxaurreondo.html)

<http://www.noticiasdegipuzkoa.com/2010/01/16/vecinos/donostia/comienza-la-obra-para-mejorar-la-seguridad-vial-en-el-paseo-de-zarategi-de-intxaurreondo>

### 5.- Cycle Lane Plaza Santa Catalina

<http://www.diariovasco.com/v/20100216/san-sebastian/bidegorri-santa-catalina-20100216.html>

### 6.- Cycle Lane Parque Ametzagaina

<http://www.diariovasco.com/20091010/san-sebastian/bidegorri-discurrira-parque-ametzagaina-20091010.html>

Also find below the links to articles that are related to the future construction of cycle lanes in the city.

<http://www.noticiasdegipuzkoa.com/2009/12/11/vecinos/la-calzada-del-boulevard-acogera-uno-de-los-nuevos-bidegorris-que-se-crearan-en-2010>

## 4.6 Future Plans

Construction of cycle lanes will go on as planned and another 4 additional kilometres should be operative by month 30.

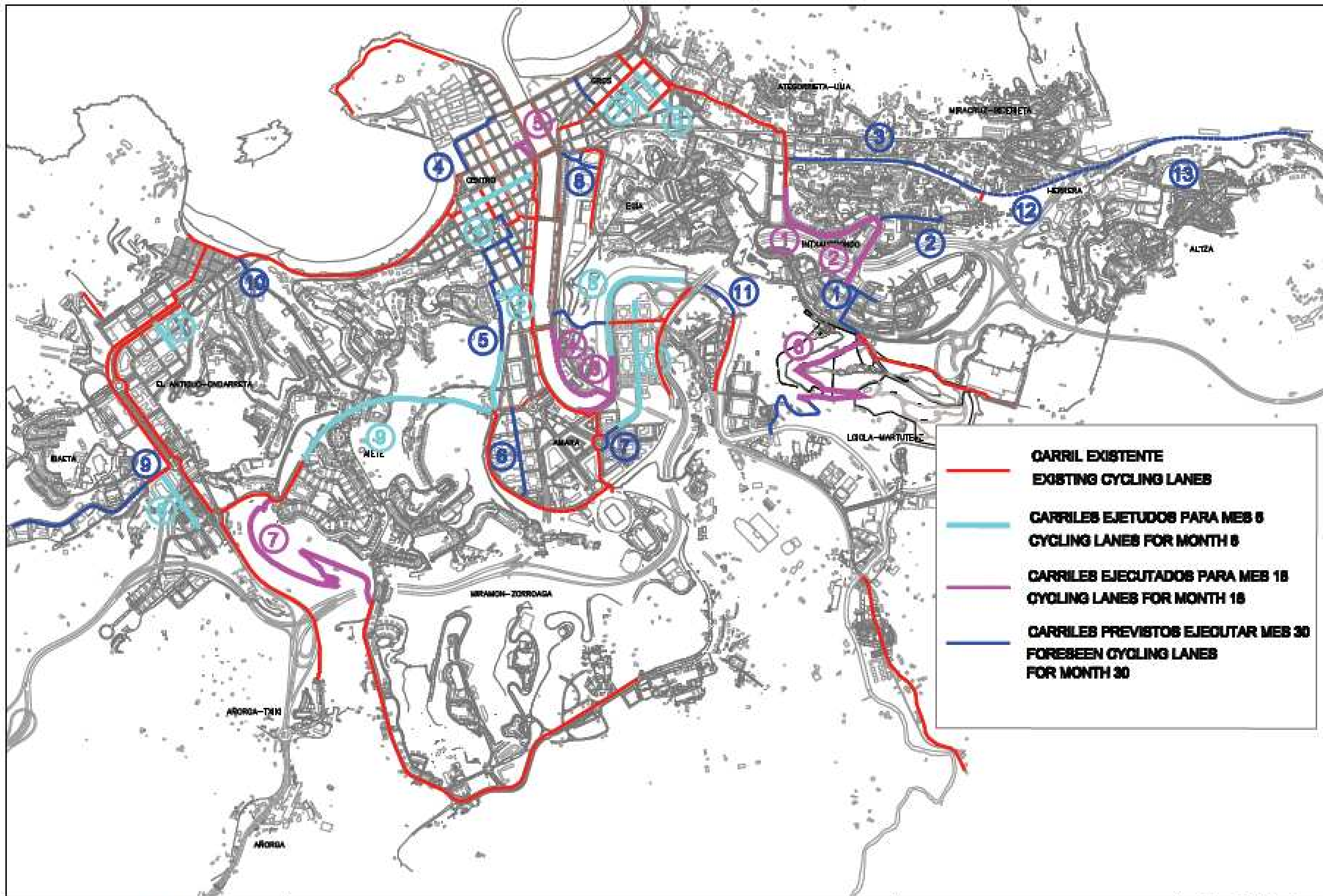
The next **Table 3** represents the new cycle lanes planned in the city for month 30. They are represented in **dark blue** on the map of Cycle Lanes in section 4.7.

AXIS	FROM	TO	Length (m)	TYPE
1.- Sagastieder – Parque Otxoki	Plaza Baratzategi (Calle Baratzategi)	Paseo de Otxoki	770	Bike exclusive lane
2.- Pablo sorozabal – Paseo Mons	Pablo Sorozabal – Paseo de Mons	Polideportivo de Mons	400	Bike exclusive lane
3.- Paseo Txaparrene	Estación Renfe Ategorrieta	Túnel en paseo Txaparrene	1.150	Coexistence
4.- Boulevard – Calle Hernani	Calle Aldamar	Calle Andia	580	Bike exclusive lane
5.- Calle Autonomia – Loiola	Calle Autonomía- Plaza Easo- Urdaneta	Urbietta	900	Bike exclusive lane
6.- Jose Maria Salaberria	Pedro Manuel Colado	Paseo Errondo	600	Bike exclusive lane
7.- Plaza Irún	Plaza Irún	Gregorio Ordoñez	280	Bike exclusive lane
8.- Plaza Euskadi	Plaza Euskadi	Teresa de Calcuta	335	Bike exclusive lane
9.- Polígono industrial Igara	Plaza Lautximinieta	Rotonda de Illara	770	Bike exclusive lane Coexistence
10.- Avenido de Satrustegi	Avd Zumalakarregi	Calle Matia	60	Bike exclusive lane
11.- Loiola	Puente de Egia	Plaza Atarieder	250	Bike exclusive lane
12.- Paseo Txaparrene	Tunel de Txaparrene	Herrera	675	Bike exclusive lane
13.- Donostia – Pasaia	Herrera	Buenavista	1.225	Bike exclusive lane
<b>TOTAL</b>			<b>7.995</b>	

**Table 3**

## 4.7 Map of cycle lanes

The map below represents the cycle lanes finished by month 6 and those that will be finished by month 18 and 30, and the future plans for the project.



	<b>CARRIL EXISTENTE</b> <b>EXISTING CYCLING LANES</b>
	<b>CARRILES EJECUTADOS PARA MES 6</b> <b>CYCLING LANES FOR MONTH 6</b>
	<b>CARRILES EJECUTADOS PARA MES 18</b> <b>CYCLING LANES FOR MONTH 18</b>
	<b>CARRILES PREVISTOS EJECUTAR MES 30</b> <b>FORESEEN CYCLING LANES FOR MONTH 30</b>