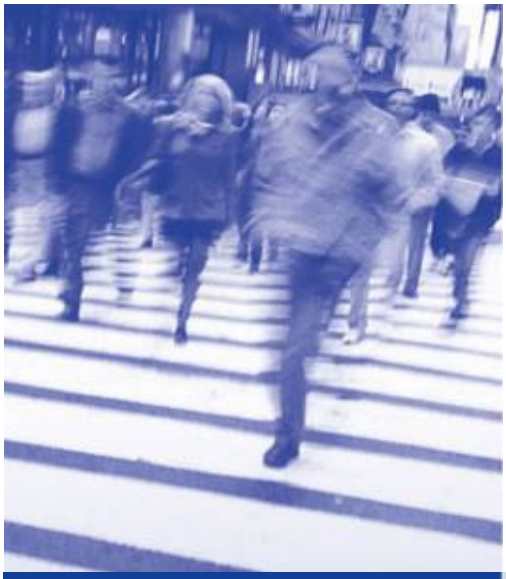

CiViTAS
Cleaner and better transport in cities

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

Donostia – San Sebastian

T57.1 – Vertical Transport in Donostia – San Sebastian

Donostia – San Sebastian

October 2009

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
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Contents

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 Sebstián 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 57, Vertical Transport in Donostia – San Sebastian.

The need for vertical transport is caused by the fact that half of the city's population live in the hilly parts of the city. This can be a significant barrier to these people choosing cycling or walking as a mode to travel into and out of the city. The measure covers the policy of vertical transport aids to support cyclists and pedestrians in a hilly terrain.

The offer of vertical transport facilities will make walking and cycling trips easier towards the city centre and thus encourage people to shift mode. This measure is related to the extension of the infrastructure for cycling and walking.

3.1 Summary Description of the Task

The city of Donostia- San Sebastián will expand the policy of vertical transport with five new elevators and one escalator to support cycling and walking inside and towards the

city centre pedestrian zone. Dissemination material will be prepared to promote the use of the vertical transport aids as elements of walking and cycling trips.

4. Five new elevators and one escalator

4.1 Description of the Work Done

The are already six lifts and two escalators in use, opening new possibilities for pedestrians and cyclists.
A map for pedestrian routes including the existing vertical transport aids has been published. This map shows the following lifts and escalators:

Location	Type	Budget	Height difference (m)	Opened
Sagüés	lift		11	
Mundaiz	lift		10	
San Luis	lift		8	2007
Larratxo	lifts	353.457 €	35	2007
Larratxo	escalators	1.050.478 €	21	2007
San Roque	escalators	1.784.034€	35	2008
Martín Santos	lift	554.114 €	23	2008
Aquarium	lift	825.021 €	13	2008

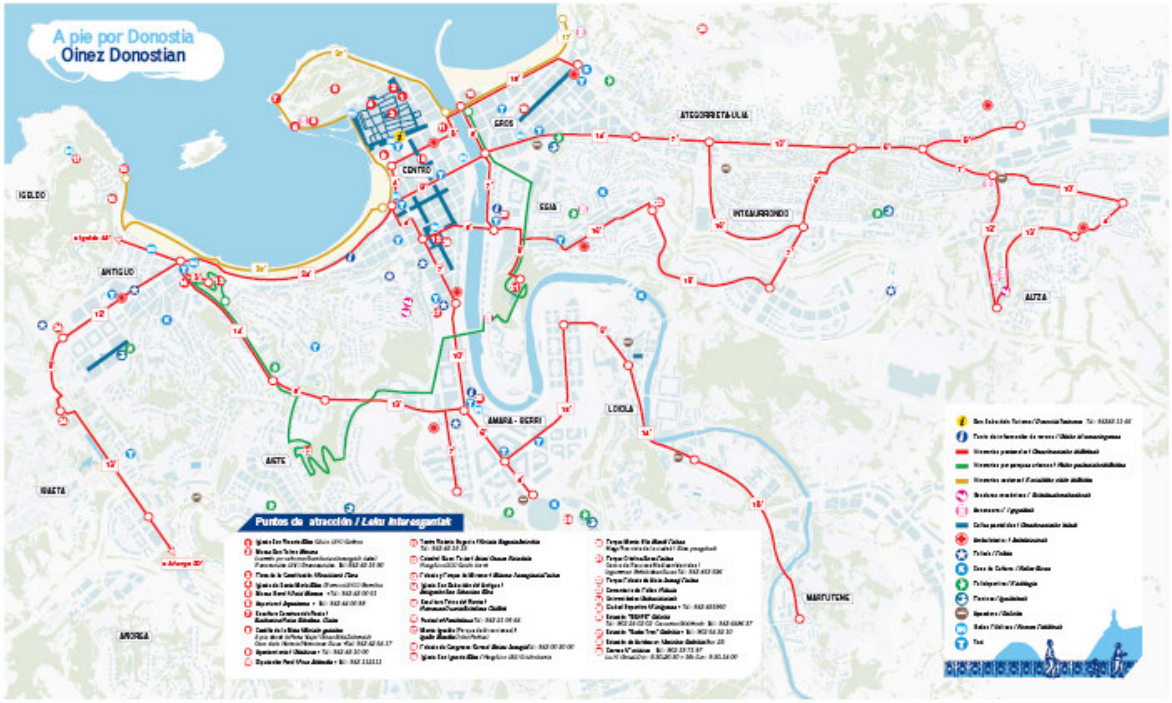


Figure 1. Map of Pedestrian Routes in Donostia-San Sebastián

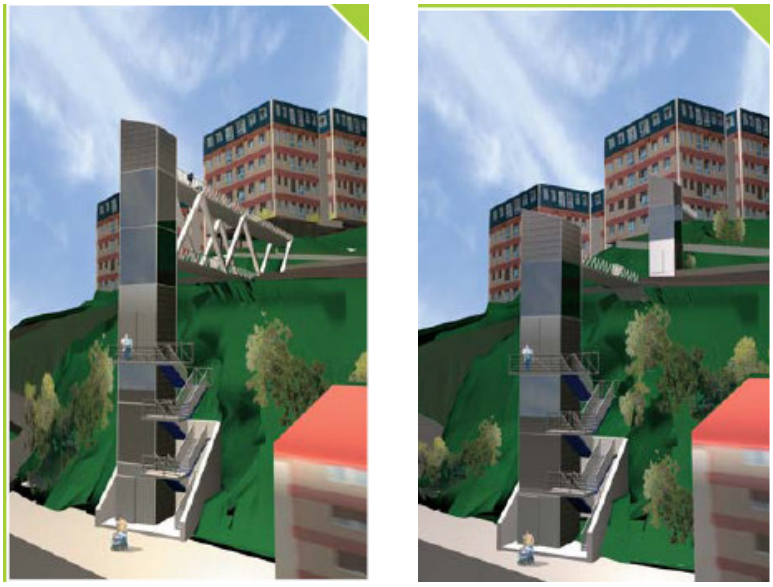
The new Vertical Transport aids -five elevators and one escalator- for pedestrians and cyclist are indicated in the following table:

Location	Type	Budget	Height difference (m)	Status	End of works
Buenavista	2 lifts	750.000 €	23	In use	September 2009
Aitzgorri-Avanco	2 lifts	1.555.609 €	25+15	Under construction	December 2009
Montpellier	2 lifts	200.000 €	15	Under construction	December 2010
Aldunaene	lift	350.000€	18	Under construction	October 2009
Azkuene-Gomistegi	lift	491.045 €	20	Out to tender	2010
Rutilita	lift	226.531€	7	Under construction	November 2009
Lizardi	Escalator (5 ramps)	2.739.688€	27	Approval	2010/11

4.2 Example Description of the Construction of a Vertical Transport Aid: Aitzgorri-Avanco

These two lifts link the upper zone of Aitzgorri, in the district of El Antiguo, to the pedestrian and cycling network in the flat area of the district. A pedestrian bridge connects the lifts.

A neighbourhood participation process has been carried out to select the best solution for the lifts and inform the neighbours about the status of the project.



Solution 1lift Solution 2 lifts (final choice)

Figure 2. Design Options considered for linking the upper zone of Aitzgorri, in the district of El Antiguo, to the pedestrian and cycling network in the flat area of the district.

A poster exhibition was organised in the neighbourhood about the project. Several informative sessions have been held to inform the neighbours about the course of the works.

Figure 3. Information leaflets used as part of the local consultation.

The construction works started in March 2009 and will be finished by the end of the year. Municipal technicians carried out a public presentation of the project and the accessibility conditions during the works before the beginning of the latter.

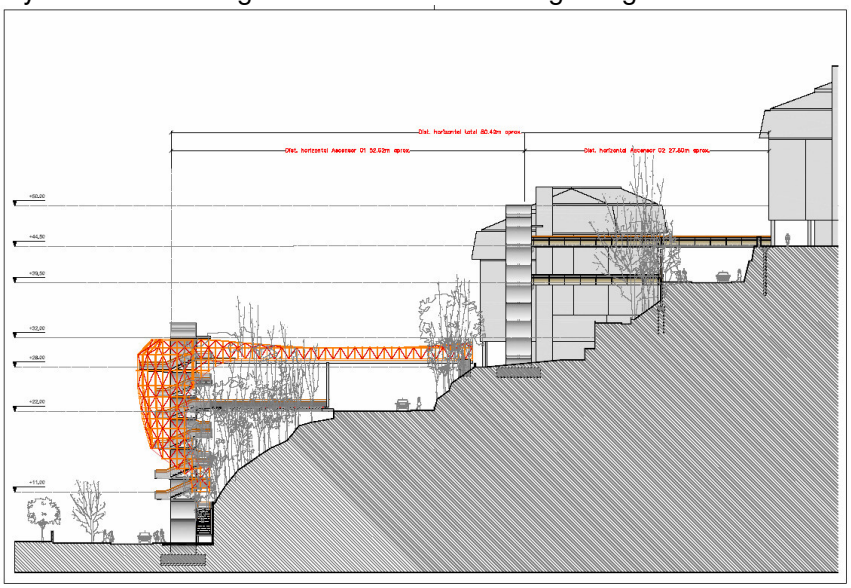


Figure 4. Detailed design drawings

4.3 Problems Identified

In some districts with accessibility problems it is difficult to choose the best location for a lift. A specific district accessibility study has been drawn up in these cases.

4.4 Risks and Mitigating Activities

The main risks are the delays due to construction licences and ownership of land, and geotechnical problems in the civil works. Careful planning and designing is thus required.

4.5 Dissemination Activities

As mentioned previously, a pedestrian routes map has been produced including the lifts and escalators in service.

A brochure promoting the use of vertical transport aids as elements of walking and cycling trips will be published at the start of 2010 when the vertical transport aids currently under construction are finished.

The neighbours affected by the works are being informed of the course of the projects.

Figure 5. Example of information being provided about construction works.

4.6 Future Plans

More lifts and escalators will be constructed according to the Vertical Transport Plan, which is now being reviewed. This means the priority of the projects may be modified due to changes in urban development planning.