

CONSTRUCTION OF CYCLE PATHS IN EL EJIDO, ALMERÍA

The construction project included the execution of 4 differentiated sections with a length of 12 km in total. With all of them, including the already existing, we seek to meet the design criteria of the Andalusian Bicycle Plan for Connectivity, Continuity, Intermodality, Comfort, and Safety.

The four sections are:

1. Sto. Domingo: it joins the existing bike path in El Ejido boulevard with the existing bike path in the area of the Hospital de Poniente in Avenida de Almerimar. (5.2 km).
2. Almerimar: it joins the existing bike path in Avenida de Almerimar with the one on the seafront in Almerimar. (3.9 km).
3. Avda. El 30: it joins the existing bike path in the El Ejido boulevard with the one in Sta. María del Águila. (1.8 km).
4. Las Norias: it joins the existing bike path in Sta. Maria del Águila with the recently executed path by the Government of Andalusia from Las Norias de Daza to Roquetas, in A-1050 road. (1.1 km)

In each section, different standard sections are designed in order to adapt the layout to the typology of the affected streets: unidirectional, bidirectional, and "street cycle". The first two are totally segregated from the road traffic, taking advantage of sidewalks and parking lanes, and the last one is shared.

The cost is 1,573,162.37 euros, and the European aid is of 1,258,529.90 euros (80% of the total cost). This action has reduced the CO₂ emissions associated with the consumption of fossil fuels in the transport sector to 10,877 tonnes of CO₂, compared to the 12,361 tonnes registered in 2013. In addition, emission reduction is expected to reach 8,653 tons of CO₂ in 2023. With this bike path, the number of trips in urban public transport has also increased up to 234.04 million trips compared to 230.02 in 2014.



It is considered a Project's Good Practice since it complies with the following criteria:

1. The ERDF's role has been suitably disseminated among the beneficiaries, potential beneficiaries, and the general public:

Different press releases are made, both at the signing of the agreement with the city council and at the beginning and end of the project. Also, advertisements indicating the co-funding of the ERDF are published in the digital newspaper and in Gaceta de Almería before the beginning of the works. In addition, diffusion is made of the cycle path improvements obtained thanks to the co-funded works with ERDF and of the rehabilitation of part of the seafront of Almerimar.

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La Consejería de Fomento y Vivienda ha comenzado ya con la rehabilitación de casi un kilómetro del paseo marítimo del Poniente de Almerimar, en el marco de las obras de construcción de la vía ciclista de El Ejido. Esta nueva vía, tal y como se anunció hace dos semanas, constará de un total de 16 kilómetros y cinco tramos, cuatro de los cuales serán responsabilidad del Gobierno andaluz, 12 kilómetros, desde Santo Domingo, Avenida el Treinta, Las Norias hasta Almerimar.

El delegado territorial de Fomento y Vivienda, Joaquín Jiménez, ha visitado esta semana las obras en el núcleo de Almerimar, que se prolongarán durante seis meses y cuentan con un presupuesto 902.406 euros, cofinanciada con Fondos FEDER y ejecutadas por la empresa Construcciones Sánchez Domínguez-Sando. Estas obras se acogen al convenio firmado entre la Consejería y el Ayuntamiento de El Ejido para impulsar conjuntamente una malla ciclista en el municipio con una financiación repartida al 75% para el Gobierno andaluz y al 25% para el Ayuntamiento de El Ejido.

Esta actuación se enmarca en la iniciativa que lleva por título 'La Ciudad Amable', programa impulsado por la Consejería de Fomento y Vivienda que persigue crear ciudades más habitables, con menos tráfico y más espacios públicos. Una vez finalizadas las obras en los 12 kilómetros, la vía ciclista conectará con el tramo del carril bici correspondiente al Ayuntamiento y que va desde Paseo de las Lomas -calle Toledo, calles Arquitecto Pérez de Arenaza y Camino Cañada de Ugijar hasta su conexión con el Vial Sur- hasta enlazar con el carril existente que se dirige hacia la costa por la carretera de Almerimar.

Parte del paseo marítimo de Almerimar se rehabilitará gracias a las obras del carril bici

• La Junta rehabilitará casi un kilómetro en el tramo que discurre entre el edificio Jaleo y el Hotel AB




Likewise, work signs with information about the project's co-funding with the ERDF (obligatory dissemination actions) are placed both in the urban centre of El Ejido and in the seafront of Almerimar.



Also, on the part of the Directorate General for European Funds, a special dissemination action has been carried out on radio, through Canal Sur and Onda Cero, to make this project known. The radio insertion is transcribed here:

Here we are again, widening our knowledge on how European funds benefit Andalusia. We do it through El Ejido's bike path. With an investment of 900,000 euros, co-funded by the European Regional Development Fund, the Ministry of organisation of the Territory and Housing has built this infrastructure of 12 kilometres between the city centre of El Ejido and the coastal area of Almerimar.....

The following links are available for radio interview audios:

https://www.dropbox.com/s/1i36eu18xzgbpwx/CanalSur_HoraSur_BeatrizGarcia_06_03_EJIDO%20%28FEDER%29.MP3?dl=0

https://www.dropbox.com/s/0mddn8daprtv3t6/OndaCero_Andalucia_06_03_Diego%20Garcia_EJIDO%20%28FEDER%29.MP3?dl=0

2. The action incorporates innovative elements:

It invites more people to use the bike as a means of transportation, decongesting traffic and producing less pollution and fewer parking problems. This benefits the environment and the decongestion of traffic, and is the trend in most modern cities.

Rather than innovative elements, we can say that the installation of bike paths in a city is an innovative solution to environmental problems in itself as it reduces the direct impacts from motorised traffic (noise, air pollution, and congestion).

In addition, recycled materials have been used, in particular the recycled PVC separator as a physical barrier between the bike path and the road for motor vehicles.

3. Adaptation of the obtained results to the established objectives:

The results obtained with this action are: the promotion of more responsible and sustainable individual mobility; greater road safety, reducing accidents of the current bicycle users by the implementation of segregated paths of motorised traffic; the reduction of direct impact on citizens produced by motorised traffic (noise, air pollution, and congestion); and the contribution to a reduction of transports environmental impact, reducing the emissions of CO₂, of polluting gases derived from urban mobility, and of road traffic noise.

4. Resolution contribution of a regional problem or weakness:

The action is specifically directed to bicycle users. On the one hand, it was intended to promote the generalised use of bicycles for all the citizens of El Ejido, and, on the other hand, considering that in the town of El Ejido there is an important immigrant group that uses the bicycle as a regular means of transportation, the action was specifically aimed to increase the safety of these users who shared the roadway with motorised traffic.

5. High target population coverage:

Generally speaking, the action aimed to cover the entire population of El Ejido. In particular, it connected the heart of the city centre of El Ejido, Santo Domingo, Santa Maria del Águila, Almerimar, and Las Norias de Daza with the existing bike path to Roquetas de Mar.

The total population of El Ejido is 88,096 inhabitants and the population centres connected by the bike path have a population of 10,946 inhab. in Sta. María del Águila, 9,206 inhab. in Las Norias de Daza, and 8,221 inhab. in Almerimar.

The designed routes run through the vast majority of public buildings in the town: schools, high schools, health centres, public administrations, etc.

6. The horizontal criteria for equal opportunities and non-discrimination, environmental sustainability and/or social responsibility have been taken into account:

In this sense, the project manages to reduce the direct impacts on citizens produced by motorised traffic (noise, air pollution, and congestion); it contributes to the reduction of transports environmental impact, reducing the CO2 emission from polluting gases derived from urban mobility, and reducing the road traffic noise. In addition, recycled materials are used, in particular the recycled PVC separator as a physical barrier between bike paths and roads for motor vehicles.

7. Synergies with other public intervention policies or instruments:

This project works in synergy with other actions that are included in the Andalusia ERDF 2014-20 Operational Programme such as those aimed at favouring the transition to a low carbon economy in all sectors. It also complements and is located within the actions and policies of the Government of Andalusia, as the Andalusian Plan for Bicycles.



TECHNICAL DATA OF THE PROJECT

Operational programme: Andalusia ERDF 2014-2020.

Thematic objective: 4. Supporting the shift towards a low-carbon economy in all sectors.

Investment priority: 4e. Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures.

Specific objective: 4.5.1. Promoting sustainable urban mobility: clean urban transport, collective transport, urban-rural connection, improving the road network, cycling and pedestrian modes, electric mobility systems, and renewable energy supply systems.

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