

GOOD PRACTICES SHEET

NEW CYCLE/PEDESTRIAN WALKWAY ON THE SE-30 HIGHWAY (SEVILLE).

The action consists of the construction of a cycle/pedestrian walkway on the SE-30 highway with a length of 240 metres to facilitate non-motorised traffic between the capital and the municipalities of the Sevillian Aljarafe area. This action means one of the most important infrastructures of the cyclist and pedestrian network to be built in the metropolitan area of the city of Seville, within the framework of the Andalusian Bicycle Plan (PAB, for its acronym in Spanish).

This project involved a total investment of 1,220,211 euros, with an ERDF 80% co-funding, i.e. 976,169 euros of community aid. This action is intended to reduce CO2 emissions associated with the consumption of fossil fuels in the transport sector until a value of 8,653 tons of CO2 in 2023 (as opposed to the 12,361 tons of reference in 2013), as well as to increase the number of travels on urban public transport of all citizens.

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

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

As mandatory requirement, this line of action has been disseminated through the works sign, displayed in a widely visible location for all pedestrians and cyclists on the walkway:

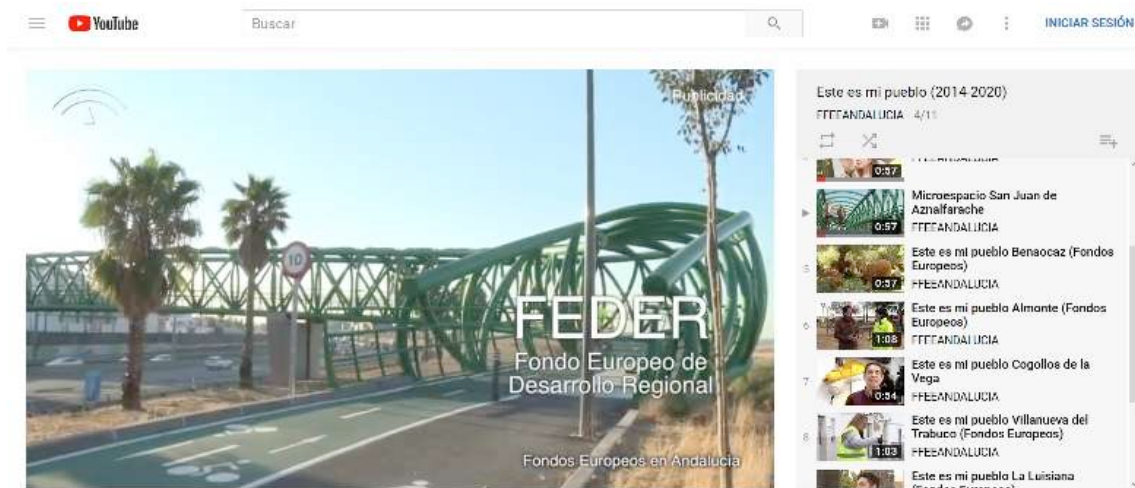


In addition, the Directorate General of European Funds made a special broadcast about the project in the regional television station "Canal Sur TV". It was a 60-second slot broadcast in the TV programme "Este es mi pueblo", in "Canal Sur TV" on September 30, 2018. In it, through the television host Rafael Cremades, the ERDF contribution for the construction of the cycle/pedestrian walkway between San Juan de Aznalfarache and Seville was disseminated. The full video can be found at the following link: <https://youtu.be/d8VSR1HrOZg>



GOOD PRACTICES SHEET

This video has also been disseminated in the social networks of the DG of European Funds such as Facebook, Twitter and Youtube, reaching a high number of visualizations and reproductions:



On the other hand, the Directorate General of European Funds has also disseminated this project through the European Funds in Andalusia web, and specifically through the "Photographic Library" subcategory, which includes a map of Andalusia where projects and brief information on them can be located (highlighting the ERDF's contribution). This information is completed with some photos of the execution of the works and the completion of the cycle/pedestrian walkway:

<http://www.juntadeandalucia.es/economiainnovacionyciencia/fondoseuropeosenandalucia/banco2014.php>



GOOD PRACTICES SHEET

2. The action incorporates innovative elements:

As an innovative element, it is worth highlighting the works for the design of the metallic viaduct, which was manufactured in the same province (in the town of Utrera), with a functional, aesthetic, ingenious and creative solution. The structure consists of a central span that crosses the ring round, four piles and two abutments which support a metal bridge composed of three independent sections. These sections were transported to the working area divided into eight ring segments to later be assembled in situ and, then, elevated to their final position. The works were developed during the summer to affect minimally the dense circulation of the SE-30 highway.

Two reinforced concrete ramps have been built on both sides of the metal bridge with an 8% maximum slope to facilitate accessibility for cyclists and people with reduced mobility. These structures have a curved path to avoid the complexity of embedding the infrastructure in the available space, thus adapting to the elevation requirements (5.5 meters on the SE-30 highway) agreed by the Ministry of Development. It also has handrails to ensure the safety of pedestrians.



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

The specific objectives marked in the construction of the cycle/pedestrian walkway on the SE-30 highway have been to increase urban and peri-urban mobility in non-motorised ways, to interconnect nearby population areas, and to modify the mobility and leisure culture towards more sustainable models. Seville must base its mobility on a diversified transport system, interconnected and that efficiently solves the communication and travel between the city and the metropolitan area. This connection is the real issue to solve regarding mobility in our metropolis. Therefore, with this action, increasing the bicycle use as a mode of transport and leisure is achieved as an integral part of urban and peri-urban mobility, as well as the impulse of traveling on foot within the municipalities and between the nearby municipalities, which makes the population centres more liveable, safer and more sustainable.

Other more general objectives have been the promotion of a more sustainable and secure individual mobility, as well as reducing the environmental impact of transport by reducing CO2 emissions. Pedestrians must be the main beneficiaries of mobility policies, promoting the progressive pedestrianisation not only of the historical centre of the city but also and, especially, of the city neighbourhoods. The interconnection with nearby towns of the Aljarafe, as well as the use of the bicycle, have also been fostered.

GOOD PRACTICES SHEET



4. Resolution contribution of a regional problem or weakness:

There was a weakness, as posed by cyclist groups and by the citizenship of the municipalities of the Aljarafe, which was no safe way to cross the branches of the SE-30 highway through non-motorised means.

For this reason, this walkway now allows to safely link the existing path of the San Juan de Aznalfarache metal bridge bike track with a whole network of already existing cycling routes, and others under construction phases, within Seville. In this way, the use of the bicycle and pedestrian mobility, as a way of connecting with the capital and facilitating sustainable mobility, was increased.

5. High target population coverage:

The cycle/pedestrian walkway joins the Sevillian Capital, which has a population of more than 700,000 inhabitants, with the Aljarafe area, of 300,000 inhabitants, which implies an investment with high social profitability. In addition, the use of the bicycle as a form of leisure and as a transport option within the city or between nearby municipalities is a phenomenon that has been consolidated and continues to grow, which justifies the high degree of coverage of this action.



GOOD PRACTICES SHEET

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

On the one hand, this walkway contributes to a reduction of the environmental impact of transport, reducing CO2 emissions from polluting gases derived from urban mobility and the level of noise in the road.

On the other hand, citizens are protected in their capacity as users and providers of transport services, both in terms of consumer and security. This fosters the promotion of the annual celebration of “A Day of Road Safety”, allowing to increase sensitivity and stimulation of good practices.

Finally, on both sides of the metal bridge, two reinforced concrete access ramps have been built with an 8% maximum slope to facilitate accessibility to cyclists and people with reduced mobility.



7. Synergies with other public intervention policies or instruments:

This action has synergies with other policies or instruments of public intervention, among them, the 2020 Transport Sustainability Infrastructure Planning of Andalusia (PISTA 2020), the 2014-2020 Andalusian Bicycle Plan, the Promotion of Bicycle Transport in Seville Master Plan, the 2020 Energy Strategy of Andalusia, and the Health Plan: Promotion of Healthy Life and Balanced Diet.

The strategic nature of the infrastructure within the 2014-2020 Andalusian Bicycle Plan is highlighted by the great social profitability derived from a high demand by users, and by the service it provides for non-motorised travelling. This, together with the underground and other public means of transport, conform a strategic objective of the administration for sustainable mobility, demanded by the European Union and which the main European cities at the forefront of the modernisation of transports underline.

GOOD PRACTICES SHEET



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, public transport, urban-rural connection, improvements of the road network, cycling, pedestrian transport, electric mobility and development of systems of clean energy.

Beneficiary's website:

<https://www.juntadeandalucia.es/organismos/fomentoinfraestructurasyordenaciondelterritorio.html>

Project Manager: Directorate General of Infrastructures. Regional Government of Development, Infrastructure and Spatial Planning.