

Line 1: Stimulation of Sustainable Urban Mobility

“Sustainable Mobility Actions. Updating and Implementation of the SUM Plan: Cycle Paths”

La Rinconada Town Hall

1. INTRODUCTION – SUMMARY

The ERDF funds are contributing greatly to the urban development of the **municipality of La Rinconada (Seville)**. One of the most significant lines within this strategy is the Promotion of Sustainable Urban Mobility.

Among the different actions that are being developed, it is worth highlighting the one called: *“Sustainable Mobility Actions. Updating and Implementation of the SUM Plan: Cycle Paths”*.

This operation consisted, on the one hand, in the contracting of a consultancy service for the preparation and updating of the 2007 Sustainable Urban Mobility Plan (SUM Plan), renamed *“Sustainable Urban Mobility Plan (SUM Plan) 2017-2020”*, and on the other hand, in the implementation of the proposals resulting from the same, which turned out to be a priority, as far as cycle paths are concerned.

With the renewal of the SUM PLAN, a detailed analysis of the municipality's mobility has been carried out in order to promote and encourage improvements aimed at promoting sustainable mobility and traffic-calming, ensuring a balance between the situation and the mobility and accessibility needs of the population.

From this, Sustainable Urban Mobility is understood as the overall form of travel in the municipality that is most beneficial from a social, economic and environmental point of view, in accordance with current regulations.

The main product that has been obtained from the execution of this operation has consisted of the provision of two new cycle paths that have improved the interconnection of the network, adding 6.3 km, reaching a total of 39.3 km of cycle paths in the municipality.

	
SUM PLAN RENOVATION MEETING	‘LA JARILLA RURAL AREA NEW CYCLE PATH

The total investment in this action was 453,600.00 €, of which 362,880.00 € came from the co-financing of the ERDF Funds. Specifically, the preparation of the SUM Plan has involved an expenditure of 42,350.00 €, and 409,832.50 € has been invested in the execution of the cycle paths proposed in it.

2. CRITERIA

This action meets all the criteria to be considered as a good implementation practice co-financed by ERDF.

2.1. The action has been adequately disseminated. The role of the ERDF in the action has been adequately disseminated to beneficiary entities and to the public.

A communication campaign has been carried out to disseminate the actions implemented, emphasising the improvement of the network of cycle paths, encouraging the use of this non-polluting means of transport to the detriment of the use of private vehicles.

La Rinconada apuesta por el medio ambiente y el transporte sostenible como garantía de calidad de vida
 MEDIO AMBIENTE | 19/08/2020

El municipio está redactando un Plan Director de Carriles Bici, a la vez que desarrolla la última parte del proyecto del Eje del Agua y sigue sumando nuevas zonas verdes a su patrimonio dentro del objetivo prioritario de ser "un excelente lugar para vivir".



El alcalde de La Rinconada, Javier Fernández, ha repetido en numerosas ocasiones que, entre sus grandes objetivos al frente del Ayuntamiento, está el que "La Rinconada sea un gran lugar para vivir y para invertir" y en esa línea trabaja el municipio dentro de un plan integral, transversal a todas las áreas municipales y cuya evolución es perfectamente constatable en el día a día de la localidad.

Entre los principales indicadores de esa calidad de vida están, sin duda, la apuesta por el medio ambiente, el desarrollo y la movilidad sostenibles, la puesta en servicio de zonas verdes, de ocio y esparcimiento para la ciudadanía o el compromiso para reducir la huella ecológica a las generaciones venideras.

Esta forma de plantear el desarrollo de La Rinconada del futuro coincide plenamente con la visión que tiene Europa, que ha valorado muy positivamente los proyectos que el municipio ha planteado para avanzar en esta línea y, de hecho, le ha aportado fondos a través del FEDER Integrado verde, cuya piedra angular fue la apuesta en servicio del parque de las Graveras que nació de la transformación de una antigua gravera en desierto. O el proyecto "Ciudad Única 2022", que avanza en esa misma línea en busca de una ciudad más habitable, integradora, eficiente y comprometida con la sostenibilidad.

El compromiso municipal no es nuevo, lleva años desarrollándose, avanzando de forma continua en este sentido, alcanzando nuevos retos y, sin tiempo para el conformismo, lanzando otros nuevos. El objetivo es una transformación permanente no sólo en nuevas dotaciones o mantenimiento de las existentes, sino el avance que permita una movilidad que disminuya las emisiones contaminantes a la vez que sea competitiva, cómoda y ágil para los usuarios, crear una cultura del caminar – recientemente el proyecto desarrollado en este sentido por el Consistorio fue reconocido junto a Valencia y Bilbao, a nivel

<https://www.larinconada.es/noticias/10576/la-rinconada-apuesta-por-el-medio-ambiente-y-el-transporte-sostenible-como-garantia-de-calidad-de-vida>

epSevilla | europa press

La Rinconada (Sevilla) licita el contrato para crear una vía verde ciclista de 4,9 kilómetros que le una con San José



Vía que se construirá en parte del Eje del agua de La Rinconada, concretamente en la Rinconada.

Europa Press Andalucía

Actualizado: miércoles, 6 abril 2022 12:45 (España)

<https://www.europapress.es/andalucia/sevilla-00357/noticia-rinconada-sevilla-licita-contrato-crear-via-verde-ciclista-49-kilometros-le-san-jose-20220406144507.html>

NEWS: Publication of journalistic articles in different media. Digital Press: La Rinconada Web, news section, August 19th 2020; Europa Press, April 6th 2022.



La Rinconada alcanza los 30 kilómetros de carriles bici
 VÍA PÚBLICA | 28/04/2022

El Ayuntamiento de La Rinconada ha licitado, por un importe cercano a los 15.000 euros, el contrato para poder redactar el proyecto de carril bici 'Eje del agua', que supondrá 4,9 kilómetros de vía ciclista que discurrirá paralela al arroyo Almonazar y a la ribera del Guadalquivir y con el que quedarán conectadas urbanizaciones dispersas entre La Rinconada y San José de la Rinconada. Con esta nueva licitación el municipio sevillano alcanzará los 30 kilómetros de carriles bici, con los que "cobrirá" las escasas urbanas de San José y La Rinconada, la conexión entre ambas localidades y las urbanizaciones "periféricas", como destaca el delegado de Medio Ambiente, José Manuel Romero Campos, quien añade:

<https://www.larinconada.es/noticias/11959/la-rinconada-alcanza-los-30-kilometros-de-carriles-bici>

#MEDIO AMBIENTE movilidad sostenible

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Este artículo se recoge en el proyecto 'La Rinconada conecta en verde', para apoyar la implantación en los municipios de zonas de bajas emisiones e impulsar el transporte urbano.

<https://www.larinconada.es/noticias/11959/la-rinconada-alcanza-los-30-kilometros-de-carriles-bici>

NEWS: Publication of a newspaper article in the digital press: La Rinconada Web, news section, April 28th 2022, as well as publication of the same article in the local newspaper: Toma Nota, April 2022.

The operation has deployed a wide range of face-to-face and online media to raise public awareness:

- A communication campaign was developed through several sponsored articles in the most popular digital newspapers among the population of La Rinconada.
- Several news items were published in the municipal newspaper.
- Space was also purchased on social networks to disseminate the news published.

It should be noted that all the communications made included the elements required by the reference regulations: The European emblem, the reference to ERDF co-financing and the slogan “A way of making Europe”. As well as appearing on the information poster of the works, these elements also appear on the reports, specifications, projects, invoices, etc.

	
<p style="text-align: center;">POSTER</p>	<p style="text-align: center;">SHEET REFERENCE</p>

2.2. The action incorporates innovative elements. *The innovative nature of the action is linked to the methodologies, technologies or processes, the services provided and the different tools used. It is also considered innovative with regard to the territory or area of implementation.*

In order to promote Sustainable Urban Mobility, with reference to the SUM Plan, the following innovative tasks were carried out, with respect to the studies already done, with the aim of modernising the Plan:

- The Public Transport itineraries were reviewed and redefined, as well as the frequency of the lines and the proposed night service. It was analysed with the intention of responding to new needs not contemplated in the old SUM Plan.
- The hierarchy and road planning was reviewed, as well as free blue parking on commercial routes. Similarly, in order to update the SUM Plan, a study was carried out on the feasibility of reducing emissions in the municipal vehicle fleet.
- With regard to pedestrian mobility, the main pedestrian network was redefined, remodelling the infrastructure with the necessary vegetation, sections and visualisations, with emphasis on the network of school paths and their pedestrianisation.
- In the field of cycling mobility, the cycling network was reconsidered, including Zones 30 and parking areas, responding to needs that were not addressed in the previous SUM Plan.
- Another very important action has been the development of an incentive programme to promote sustainable mobility.

- A communication and social participation plan was made, taking into account the design of a dissemination campaign consisting of an attractive and distinctive graphic image design of the plan, its campaigns and associated activities. In addition, the opinion of the neighbours was considered, carrying out a participatory process with workshops, where suggestions, proposals and considerations were collected, receiving feedback from the inhabitants on what was proposed in the new SUM Plan.
- Finally, it should be noted that the mobility plan has been extended to all sectors of land for development and future urban developments, and that the SUM Plan has been made compatible with the general planning in force, and with a proposal for a new municipal ordinance on pedestrian and cyclist mobility.

In relation to innovation on the territory, as a result of the implementation of the measures resulting from the SUM Plan, the cycle path route has been extended to favour the interconnection of the previously existing network, increasing the number of places with access to this means of transport.

Two new Paths have been launched:

1. Cycle Path in the centre of “La Jarilla”. Thanks to this, this nucleus is now linked to San José de La Rinconada, which was previously only connected by road, which was very busy, complex and dangerous for sustainable traffic by bicycle and on foot. This green corridor has been enabled, parallel to the course of the Arroyo Almonazar, connecting directly with the network of Urban Cycle Paths of San José, with the urbanization "El Castellón/Los Abetos", and through a safe crossing over the A-8005 road.
2. Cycle Path “Eje del Agua”. This has reinforced the two urban centres, La Rinconada and San José de La Rinconada, with the creation of this eco-sustainable corridor, connecting the two periurban parks: La Gravera, located in San José de La Rinconada, and El Parque del Majuelo, located in La Rinconada. Part of the route of this path runs along the banks of the Guadalquivir River, with prior authorisation from the Directorate General for the Coast and the Sea.

The 6.3 kilometres of additional cycle paths represent an increase of more than 19.8% of the existing paths in the municipality. The following image shows all the bike paths corresponding to our Green Mobility Network:



CARRILES BICI ACTUALES Y PROYECTADOS EN LA RINCONADA

2.3. Adequacy of the results obtained to the established objectives. *The main objectives are highlighted, showing the added value of having received European Funds.*

Thanks to ERDF co-financing, the results that had been set at the outset have been achieved.

The main objective of this operation has been to contribute to the reduction of Greenhouse Gas (GHG) emissions due to unsustainable urban transport, such as the indiscriminate use of polluting motorised vehicles in the private sector.

As a result, a study of mobility in the municipality was carried out according to social groups, differentiating between women, men, the elderly, the disabled, young people, children, etc. The points of origin and destination, means of transport used, routes, reasons for travel, etc. were analysed, and in particular, traffic flows, relating them to the dispersion of residential use, educational and work centres, etc. The aim is to relate mobility and accessibility problems to the distribution of the municipality, urban sprawl and the distribution of potential centres of attraction. The study has been carried out with regard to internal mobility within the municipality itself, as well as external mobility within the metropolitan area and the rest of the neighbouring municipalities.

In addition to this main objective, it was also intended to improve accessibility, reorganise traffic, improve the quality of urban life, make the city friendlier, reduce noise and gain public space for citizens, as well as ensure a long-term balance between mobility needs and the urban environment.

As noted above, the results have been satisfactorily achieved.

Thanks to the new Plan and the implementation of the new bicycle paths, it has been possible to reduce traffic jams and traffic congestion, improve noise and air pollution, thus contributing to mitigating the greenhouse effect, reducing these types of gases. The consumption of non-renewable energies has been reduced, promoting biofuels and cleaner energies. Public transport services have improved and public space has been recovered by reducing the amount of traffic. Mobility indicators in the cycling fraction have increased, and citizens are more socialised towards cycling.

In short, progress has been made in terms of accessibility for all inhabitants, including people with reduced mobility, and the health of the inhabitants has improved thanks to the reduction of pollution and also thanks to the promotion of the healthier lifestyle of walking and cycling. Thanks to the improvement of the quality of the urban environment, the quality of life of the residents of La Rinconada has indeed improved.



2.4. Contribution to the resolution of a problem or weakness detected in the territorial area of implementation. *A description is given of the problem that the Project presented responds to and how its implementation favours the development of the territory.*

There are many problems in the area of action that have been solved thanks to the contribution of ERDF funds. In this sense, all aspects affecting the type of mobility were considered, analysing traffic flows and their consequences, ensuring a balance between the situation and needs of mobility and accessibility of the population.

The road had quality problems affecting the pedestrian network, occupation of pavements and incidents with street furniture, crossings, traffic and parking and accessibility for people with reduced mobility. To this, it was necessary to add the detection of areas with deficits in public transport, needs and deficiencies in terms of routes, stops, etc. The current mobility demands, especially at key points, with attention to peak hour flows, presented problems of urban road congestion and areas with insufficient or saturated accesses or exits, highlighting the need for new routes.

Urban mobility is predominant in the municipality of La Rinconada. Despite the existing public transport network, the car is the main means of transport used in the internal relations of the towns, especially in San José de La Rinconada, for internal journeys.

The La Rinconada Bicycle Path Master Study has highlighted some of the characteristics of our municipality:

- Public transport accounts for barely one-fifth of motorised trips;
- In terms of reasons for travel, work and studies stand out, accounting for almost 60% of the total;
- 35% of the trips generated are related to the outside of the municipality, increasing to almost 70% in trips made by monitored modes, with mobility towards Seville capital city being the most important;
- Between the two main nucleus, San José and La Rinconada, an average of 3,200 journeys are made daily, with only 12% of these internal journeys being made by public transport.

To face these factors, which have an impact on unsustainable mobility, the aim of this action is to promote a more sustainable system, promoting the cycle path network and pedestrian circuits. To contribute to this objective, only the completion of the Sierra Norte access motorway and the SE-40 is pending, as well as the extension of a second minibus line. San José de La Rinconada already has two train stations and the Cycle Path networks, with an extension of more than 33 km.

2.5. High degree of coverage of the population. *Mention is made of the outreach, not only to beneficiaries but also to the general population.*

The implementation of this operation has a direct impact on the population of the municipality of La Rinconada, currently 39,509 people, as all journeys within the municipality will be faster due to traffic decongestion, both in terms of motorised, cycling and pedestrian mobility, thanks to the new features implemented by the modification of the SUM Plan described above.

It will also have an impact on residents from other nearby municipalities, as many move to the large centres of La Rinconada due to the commercial network that has been strengthened in recent years, as well as to enjoy our Green Zones, which are quite large and are connected by our more than 33 km of cycle paths.

La Rinconada Town Hall is currently working together with Seville Town Hall to build new cycle paths connecting both towns to further strengthen the northern access to Seville from La Rinconada. The aim of this project is to create a network of cycle paths from our municipality to the town of Dos Hermanas, passing through the capital of Seville, thus reinforcing the commitment of the Metropolitan Urban Area to the environment.

2.6. Consideration of the horizontal criteria of equal opportunities and non-discrimination, as well as social responsibility and environmental sustainability. *Indicate how these criteria have been applied in the corresponding action.*

As with any SUD operation, the horizontal principles of the POPE have been taken into account for the implementation of this operation

One of the fundamental pillars in the selection and execution of the operation for the renewal of the SUM PLAN and the extension of the cycle paths in La Rinconada has been equal opportunities. This principle has been taken into account from the very selection of the

operation, since La Rinconada Town Hall has an Equality and Social Welfare Department, which has actively participated by supervising the documentation generated in all its phases, ensuring that non-sexist language and images were included, both in the dossiers and in the dissemination actions carried out.

Due to the fact that this sector of activity is a sector with an under-representation of women, in the Project the adjudicating entity established that women should be hired to increase their presence in the company or entity by 3% in relation to the rate of employment of women in the sector of reference, taking as a reference the statistical data of the Labour Force Survey corresponding to the month of December of the year immediately prior to the approval of the particular administrative clauses.

Furthermore, under no circumstances should the recruitment of women directly or indirectly involve the dismissal of the company's own staff or a reduction in the working hours or remuneration of its employees.

2.7. Synergies with other policies or public intervention instruments. *This takes into account that the intervention has reinforced the action of other policies and has contributed to reinforcing positive aspects of the same.*

This activity is mainly based on the *Strategic Objective Nº5 of the Urban Agenda of La Rinconada 2030*, being this *“To favour proximity and sustainable mobility”*. Some of the main challenges it presents are:

- *Prioritise pedestrians and the creation of pedestrian spaces in the city.* In La Rinconada, important progress has been made in pedestrianisation and the creation of spaces for pedestrians, extending these spaces in the San José area, which lacked them.
- *Achieve universal accessibility to the public transport system and open spaces.* Improving the urban bus service, as well as improving pedestrian paths and physical accessibility, eliminating existing architectural and cognitive barriers from a global and planned perspective.
- *Improve the public transport service in the municipality by increasing the number of lines, frequency and coverage.* The service still needs to be made more efficient in order to attract new users, as there is a need to raise awareness of the environmental impact, as well as to make the route more attractive, as it is too long.
- *Improving inter-modality.* Although the city has a good interurban transport network and excellent connections with the city of Seville and the rest of the metropolitan area, the main challenge is to improve the connection and coordination between these different modes of urban and interurban transport (bus, train and bicycle).
- *Complete the cycling network within the municipality and promote its use as a means of transport and not just for leisure.* The city has an extensive network of kilometres of cycle paths, however, connections with Seville and the industrial estates need to be improved, as well as increasing connectivity between existing cycle paths.
- *Plan a new ring road around the northern perimeter of the city to avoid inter-urban commuting.*

It presents synergies with other policies or instruments of public intervention also included in the *Urban Agenda* of the locality, specifically with *Strategic Objectives 1, 2 and 3*.

Strategic Objective Nº1 “To manage the territory and make rational use of the land, to conserve and protect it” sets out key aims, some of them being:

- *To promote the integration of the two large urban centres as a way of optimising the territorial organisation of the municipality*, being the most important step towards this integration the urban and building development of Pago de Enmedio.
- *Promote the innovation of the General Municipal Development Plan*. To adapt it to the new regulatory and territorial context and to consolidate the model of sustainable urban development.
- *Linking urban centres with the rural environment by consolidating a green infrastructure*. Maximising the advantages of having large urban green areas, connecting them with each other.
- *To reaffirm the metropolitan vocation of the municipality*, as an integral part of the Metropolitan Area of Seville, reinforcing its role as a nucleus of reference in the northern arc.

On the other hand, *Strategic Objective 2 "Avoid Urban Sprawl and Revitalise the Existing City"*, proposes:

- *Increase the compactness of the urban environment*. Through the development of Pago de Enmedio and the improvement of road connections with the dispersed nuclei.
- *To increase accessibility and permeability with the urban agglomeration of Seville*. Exploiting the proximity of our locality with the city of Seville, as well as providing it with transport infrastructures, being essential to complete the construction of road axes (SE-40, A-8009, connection A-8002/A-8009).
- *To contain and organise the urban tensions produced in the municipality* as a result of new road infrastructures.

The last objective with which it presents synergy, and we can consider it the most relevant, is *Nº3 "Prevent and reduce the impacts of climate change and enhance resilience"*, includes the following challenges:

- *Adopt new measures to prevent and adapt to the effects and impacts of climate change*, as a result of new forecasts in planning and territorial planning instruments.
- *Promote investment in sustainable mobility*. Pedestrianisation of squares and road axes, and support for the bicycle as an alternative, non-polluting means of transport.
- *Promote education and awareness-raising on climate change mitigation*.

In this regard, we should mention the synergy with the *Action Plan for Sustainable Energy* in the municipality (Covenant of Mayors), which outlines the lines to be followed to improve the environmental situation of the municipality, such as the revaluation and improvement of the urban space.

Finally, we must conclude by referring to the commitment that La Rinconada Town Hall maintains with the Government of Spain and with Europe, in its strategies, to mitigate the consequences of climate change, favouring sustainable mobility, contributing to social cohesion and innovation policies. La Rinconada is always working towards equitable, fair and sustainable development.