

MEDCYCLETOUT Good Practice – Cycling Plan of Andalusia 2014-2020

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Your organisation	
Country	<i>Spain</i>
Region	<i>Andalusia</i>
City	<i>Seville</i>

Organisation in charge of the good practice	
Organisation in charge of this good practice	<i>Regional Government of Andalusia, Regional Ministry of Development, Infrastructure and Territorial Planning</i>
Location of the organisation in charge:	Country <i>Spain</i>
	Region <i>Andalusia</i>
	City <i>Seville</i>

Good practice general information	
Title of the practice	<i>CYCLING PLAN OF ANDALUSIA 2014-2020</i>
Does this practice come from an Interreg Europe Project?	<i>No</i>
If yes, what is the name of that project?	

Category of the practice	<p>Please select the category of the practice (you can mark the category in bold):</p> <ol style="list-style-type: none"> Cycling tourism route infrastructure Cycling-friendly services solutions Solutions for combining bike and public transport Promotion / Marketing Sustainable organisational or financing solutions 	
Geographical scope of the practice	<i>Regional</i>	
Location of the practice	Country	<i>Spain</i>
	Region	<i>Andalusia</i>
	City	<i>Seville</i>

Detailed description	
Short summary of the practice	<i>The Andalusian Cycling Plan seeks to promote greater use of the bicycle in urban, metropolitan and regional scales, and to provide the strategic framework that contributes to the achievement of territorial and environmental government objectives in terms of sustainable mobility.</i>
Detailed information on the practice	<p><i>The Cycling Plan of Andalusia (Decree 9/2014) aims to become a reference of planning and management for southern Europe on the promotion of cycling as a means of transportation, leisure and tourism.</i></p> <p><i>Based on the success of the introduction of cycling in Seville (Andalusia), the idea of the plan is to spread the best of the Seville experience throughout the region. It is structured according to three levels: local (cycling as a means of transportation), metropolitan (transportation, leisure and cycling tourism) and regional (mainly leisure and cycling tourism).</i></p> <p><i>The plan defines a total of 313 km of cycle routes in the main cities, 838 km in metropolitan areas and 3,080 km in the regional network.</i></p> <p><i>It also proposes measures to promote intermodality, bicycle services, dissemination and awareness, and public bicycles.</i></p> <p><i>The importance of tourism in the southernmost region of the Iberian Peninsula and most populated region of Spain is obvious.</i></p> <p><i>For this reason, the plan also focuses on the development of a cycling tourism plan incorporating the construction of a long-distance cycle route network. Currently, most of the proposed routes require only improvements to signposting and some other minor interventions, but the plan also contains provisions for the construction of brand-new infrastructure.</i></p> <p><i>The plan has a budget of €431 million to spend between 2014 and 2020.</i></p> <p><i>Objectives:</i></p> <ul style="list-style-type: none"> <i>To increase the modal share of cycling and facilitate its connection to public transport. The goal is that by 2020, 15% of trips in Andalusian cities and 10% in metropolitan areas will be done by bicycle.</i> <i>To contribute to socio-economic development and to the reduction of unemployment levels by promoting the establishment of the Cycle Path Network of Andalusia.</i> <i>To increase the use of bikes in tourism and sport activities.</i> <i>To improve the quality of life of the people who live in Andalusia, both by helping to reduce pollutant emissions and noise and by potentially improving personal health.</i> <p><i>The main beneficiaries of the practice are daily users of motorised cars and bikes, but also municipalities and Metropolitan Transport Consortiums. Other relevant stakeholders are U universities, traders, bike associations, and neighbourhood organizations.</i></p>
Resources needed	€431 million
Timescale (start/end date)	2014-2020
Evidence of success (results achieved)	<p><i>Framework agreements have been signed with most of the cities included in the Cycling Plan of Andalusia, which has allowed the development of more than 170 km of cycle routes in urban environments throughout Andalusia:</i></p> <ul style="list-style-type: none"> <i>Algeciras: 9.29 km</i> <i>Almería: 50.6 km</i> <i>Cádiz: 33.3 km</i> <i>Córdoba: 6.8 km</i> <i>Granada: 14.2 km</i> <i>Huelva: 2.3 km</i> <i>Jaén: 18.9 km</i> <i>Jerez de la Frontera: 23.92 km</i> <i>Sevilla: 12.9 km</i> <p><i>The Cycling Plan of Andalusia has been recognised internationally as a good practice and example for other Spanish regions.</i></p>
Challenges encountered	<i>The implementation of the plan requires in most cases the signing of agreements with other administrations, usually municipalities. Reaching these agreements is not easy and slows the development of the plan.</i>
Potential for learning or transfer	<p><i>This is part of a strategy aimed at promoting the regional and metropolitan cycling connections, expanding the opportunities already available. Another goal is to bring economic benefits to local communities by giving greater visibility to the businesses.</i></p> <p><i>In an area with many tourists, this project is an opportunity for the development of the territories and local entrepreneurship.</i></p> <p><i>The Cycling Plan of Andalusia was approved as a decree. This legal form integrates the plan into the entire Andalusian legal system.</i></p>
Further information	<p>http://www.oopandalucia.es/planandaluzdelabicileta/</p> <p>https://juntadeandalucia.es/organismos/fomentoinfraestructurasyordenaciondelterritorio/consejeria/sobre-consejeria/planes/detalle/42993.html</p>

Keywords related to your practice

Planning, regional, public investment, regional government, sustainable territorial development



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