

CYCLING WATERWAYS



# Zaragoza City Council

## SPAIN

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# BICYCLE MASTER PLAN OF ZARAGOZA

# BEHAVIOUR CHANGE IN SUSTAINABLE MOBILITY

# ZARAGOZA

## General data



### MUNICIPAL AREA:

Population: 694.109 inhabitants

Area: 967 km<sup>2</sup>



### URBAN AREA

Population: 662.477 inhabitants

Area: 240,5 km<sup>2</sup>



# CYCLING MASTER PLAN OF ZARAGOZA

## WHAT IT CONSISTS OF?

After analysing the current situation the Cycling Master Plan indicates the guidelines which should be followed with the aim to promote mobility by bicycle

### Guidelines:

- Infrastructures
- Services and road safety
- Other necessary actions
- Mandatory criteria for the design and implementation of the cycling infrastructure

### Objectives:

- Sustainable city
- Bicycle:
  - Daily journeys
  - Complement to public transport
  - Distribution of goods
  - Tourism
- Modal split
- **CREATING A CYCLING CULTURE**



# CYCLING MASTER PLAN OF ZARAGOZA

## WHY - WHAT WAS THE RATIONALE OF IT?

Zaragoza is a perfect city for the use of bicycles, due to its orography, climate and size

### Shortcomings in 2007:

- Bicycles were only used by 0.5 %
- Cycling infrastructure on the periphery.
- There was no regulation
- Hostility to cycling on the streets
- **NO CYCLING CULTURE**

2007: political decision was made to support cycling

Slogan Expo 2008: Water and Sustainable Development



2007



**MASTER PLAN HAD TO BE DRAWN UP**

# CYCLING MASTER PLAN OF ZARAGOZA

## HOW? - MAIN FEATURES

### FUNDAMENTAL PILLARS OF CHANGE:

- Willingness to modify policies in different areas (BUDGET ALLOCATIONS)
  - Mobility
  - Infrastructures
  - Public bicycle system
  - Favourable regulations
- Creation of the BYCICLE OFFICE
- Citizen participation
  - Bicycle Observatory
  - Other means of direct and indirect participation
- ORDINANCE ON PEDESTRIAN AND CYCLIST TRAFFIC
- CYCLING MASTER PLAN



# CYCLING MASTER PLAN OF ZARAGOZA

## HOW DOES IT WORK?

### BASIC PRINCIPLES OF THE CYCLING INFRASTRUCTURE:



- Citywide cycling network
  - Well-connected
  - Attractive and useful for cycling mobility
- The bicycle is a vehicle
  - Taking space from the road, not from the sidewalks
- Cycling should be possible throughout the city
  - Main streets (Cycling paths)
  - Side streets (street calming - speed-limited roads)
  - Good connections at junctions



### MASTER PLAN

- Integrates the bicycle into the urban transport system
- Includes a STRATEGIC PLAN

# CYCLING MASTER PLAN OF ZARAGOZA

## HOW DOES IT WORK?

### STRATEGIC PLAN:

#### INFRASTRUCTURES

- Cycle lanes
- Speed calming on secondary streets
- Improvement of the network
- Maintenance
- Bike racks

#### REGULATIONS AND SAFETY

- Dissemination of the pedestrian and cyclists ordinance
- Measures to protect against bicycle theft

#### PROMOTION

- Tourism development
- Communication campaigns

#### EDUCATION

- School Routes Programme – STARS
- Bicycles at school

#### PARTICIPATIVE MODEL

- Bicycle Office
- Bicycle Observatory
- Citizen participation



# CYCLING MASTER PLAN OF ZARAGOZA

## HOW DOES IT WORK?

### HIGHLIGHTED PROGRAMS:

#### SPEED CALMING ON SECONDARY STREETS

Carried out on all one-lane streets in each direction

Limiting speed to 30 km/h

Reinforcing priority for cyclists



#### SCHOOL ROUTES PROGRAMME - STARS

Safe routes to and from school in an organised manner

It is complemented by urban improvements

Currently has joined STARS

Promotes sustainable, active and autonomous mobility



#### CORRECTION AND IMPROVEMENT OF THE CYCLING NETWORK

Correction:

- Discontinuities in the cycling network
- Disconnections with cross streets
- Intersections, etc.



#### BICYCLES AT SCHOOL

All children learn to ride a bike

To be able to cycle independently and safely



# CYCLING MASTER PLAN OF ZARAGOZA

## HOW DOES IT WORK?

### HIGHLIGHTED PROGRAMS:

#### DONATION OF BICYCLES

Second life for unclaimed bicycles from the Municipal Vehicle Depot

To organisations for non profit activities



#### BICYCLES REGISTRY

Preventing the illegal trade

Facilitating the recovery of bicycles



#### MUNICIPAL BIKE PROMOTION CENTRE

Bicycles self-repair workshop

Courses

Other activities



# CYCLING MASTER PLAN OF ZARAGOZA

## WHO? - RESPONSIBLE - STAKEHOLDERS

### ZARAGOZA CITY COUNCIL (Mobility Service)

#### BICYCLE OFFICE

##### Guarantee of success

Integral and transversal character

##### Tasks

- Design, implementation and development measures to promote cycling
- Coordinate actions
- Provide advice
- Attend to the public



#### Alliances with other municipal services

- Public Services
- Zaragoza Sport
- Environment
- Infrastructures / Urbanism
- Municipal Web
- Tourism



#### External agents:

- Metropolitan Consortium of Transport
- Bicycle Observatory
- Bicycle Promotion Centre
- Cycling associations



## WHEN? - TIMELINE

### APPROVAL OF THE MASTER PLAN IN 2010

Includes actions developed since 2007

#### MAIN ACTIONS:

- 2007

Change of policy. Budget allocations

Creation of the Bicycle Office

- 2008

Citizen participation. Creation of the Bicycle Observatory

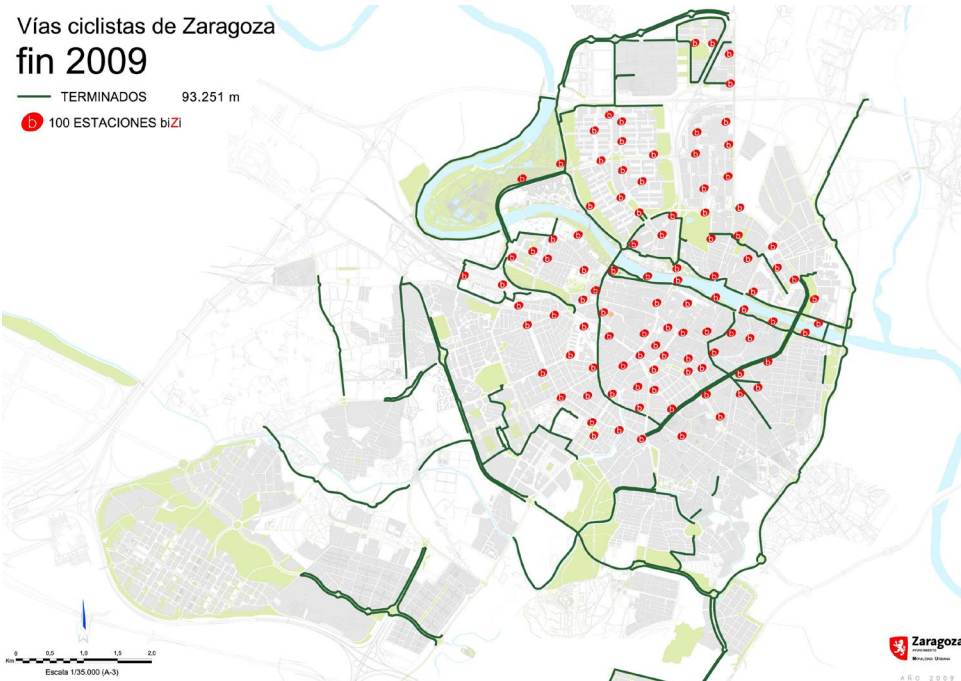
Launch of the Public Bicycle System

- 2009

Approval of the Pedestrian and Cyclists Ordinance

Cycling infrastructure in the city centre

Creation of the Bicycle Promotion Centre



# CYCLING MASTER PLAN OF ZARAGOZA

## WHEN? - TIMELINE

- 2010

Approval of the Bicycle Master Plan

Pacification of all secondary streets at 30 km/h

- 2012

Contract of correction and improvement of the cycling network

School Routes Programme (later to become STARS Project)

Bicycles Registry

- 2014

Donation of bicycles from the municipal depot

- 2015

Bikes at School Project

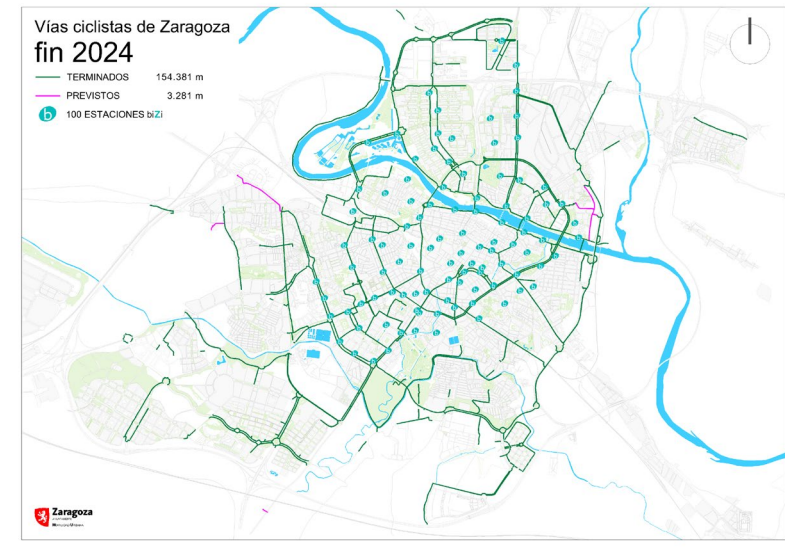
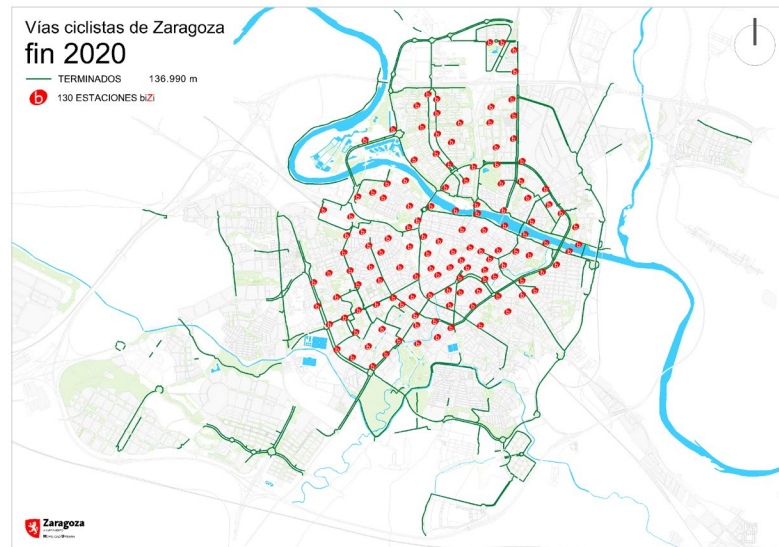
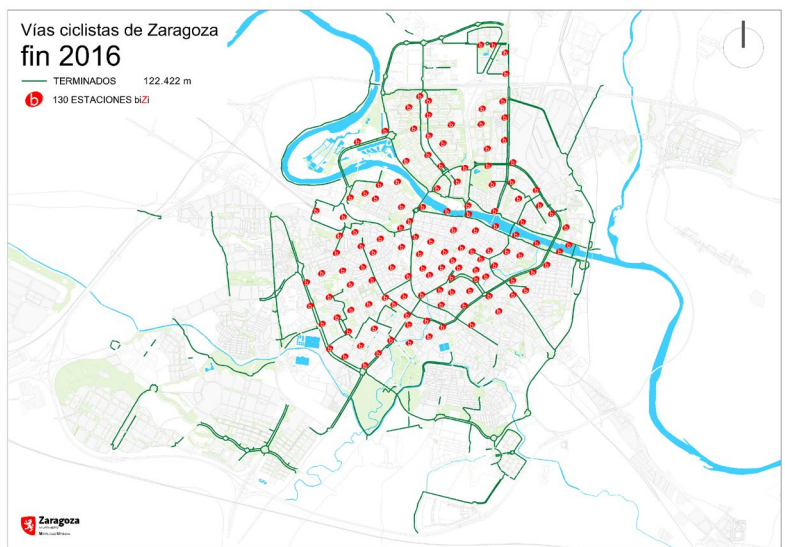
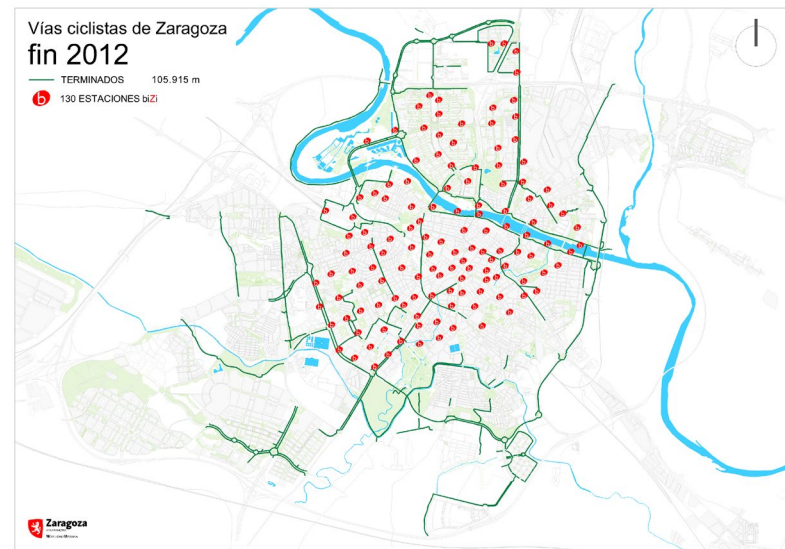
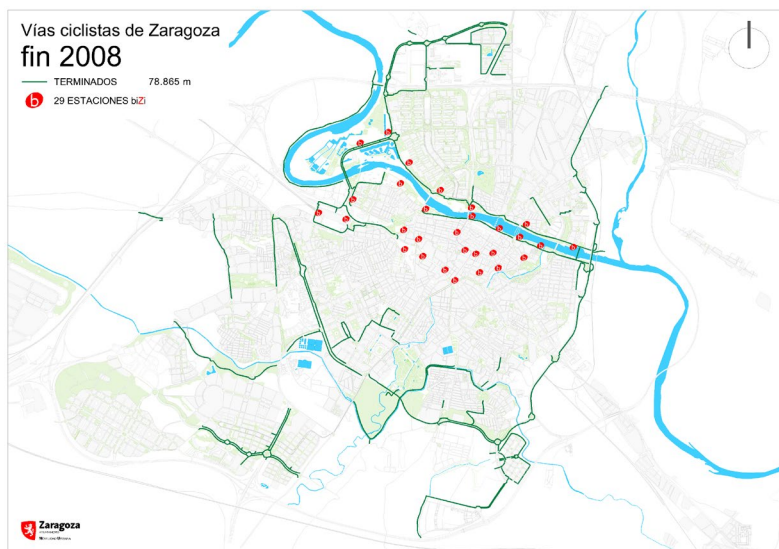
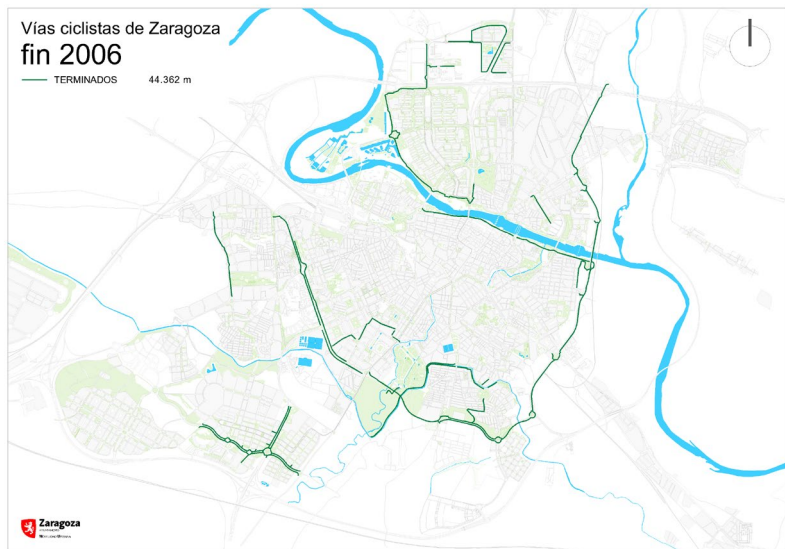
- 2025

New public electric bicycles system



# CYCLING MASTER PLAN OF ZARAGOZA

## WHEN? - TIMELINE



# CYCLING MASTER PLAN OF ZARAGOZA

## HOW MUCH? SOME DETAILS ABOUT COSTS

### ANNUAL COSTS

Depends on the approved municipal budgets

Between 0,5 and 5 € per inhabitant

### CORRECTION AND IMPROVEMENT OF THE CYCLING NETWORK

Including installation of new bike racks

200.000 €/year

### NEW BIZI. ELECTRIC BICYCLE SYSTEM

276 stations and 2500 bikes

5.500.000 €/year  
recovery in part thanks to user payments

### CYCLING INFRASTRUCTURE

300 €/m aprox.  
In new developments or street renovation works at no extra cost

### EDUCATION

200.000 €/year

Including urban improvements in the surroundings of education centres

# CYCLING MASTER PLAN OF ZARAGOZA

## IMPACT? THE RESULT SO FAR

### CYCLING CULTURE ALREADY EXISTS

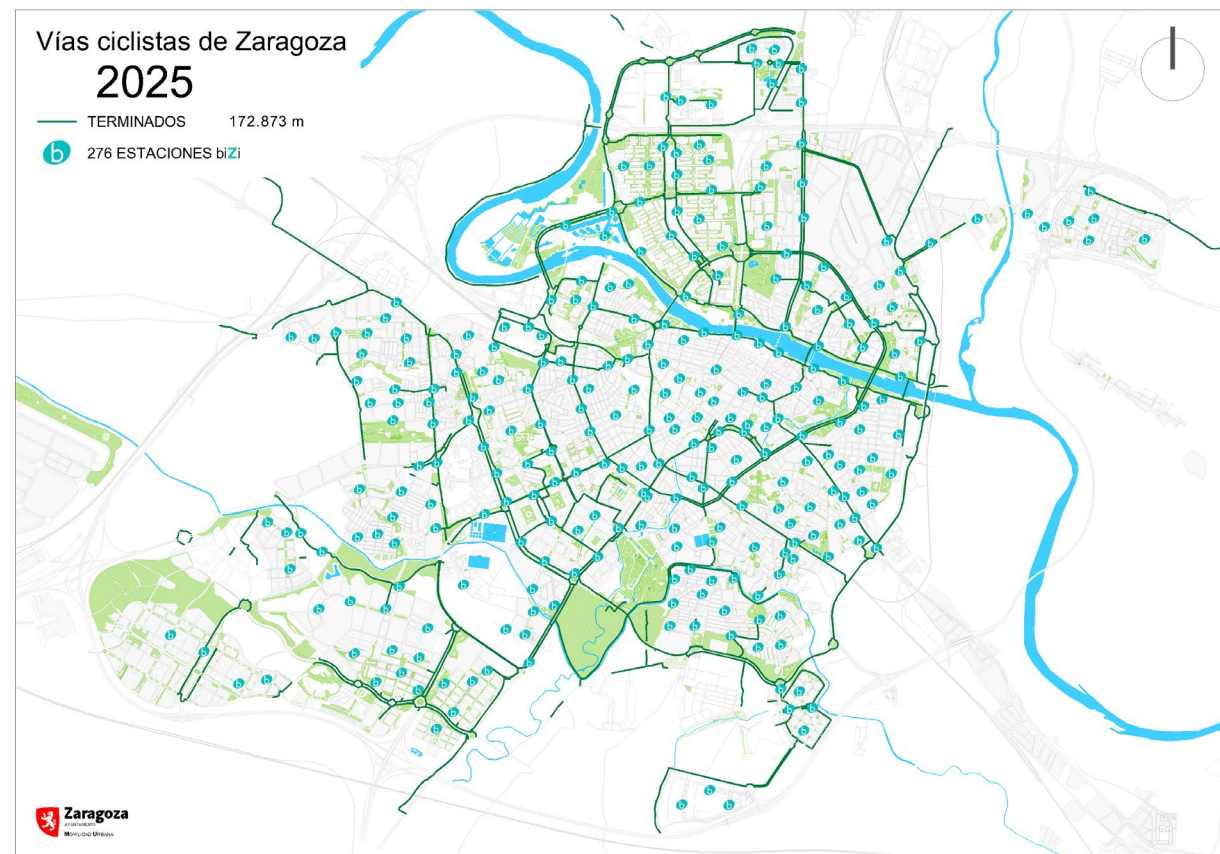
#### DIFFERENT KPIS

#### THE MOST IMPORTANT FACT:

#### Increase in the use of bicycles in the city

- In 2007 less than 0,5 % cycled and today more than 10 % cycle daily and 19 % do it regularly
- Infrastructure:
  - 155 Km of cycle lanes
  - Bike-racks for 24.500 bikes
- New public bicycle system (2025):
  - 276 stations all over the city
  - 2500 electric bikes

(Until last 31 October we had 130 stations and 1300 mechanical bikes)



# CYCLING MASTER PLAN OF ZARAGOZA

## AMBITION FOR THE FUTURE?

### NEED TO INCREASE THE CYCLING CULTURE

### 2030 COMMITMENT:

ZARAGOZA commits to becoming a climate neutral city by 2030

#### NEW MODEL CITY:

- Less cars
- Better public transport
- More pedestrians
- More bicycles (treated as a preferred vehicle)
- Sustainable tourism

BICYCLES CAN PLAY A LEADING ROLE IN THE NEW MODEL CITY



New EuroVelo 16:  
(Iberian route)





# CYCLING MASTER PLAN OF ZARAGOZA

## RECOMENDATIONS? KEY POLICY LESSONS

**MAIN OBJECTIVE:** Better city with a sustainable modal split

**MAIN PILLARS:**

- Political and technical commitment. Approval of budget
- Municipal Cycling Office
- Favourable regulations
- Bicycle Master Plan
- Involvement of citizens and stakeholders
- Adaptation of the city to bicycles. Infrastructures
- Mobility, tourism, distribution of goods, etc.





# Thank you!

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