

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Renewal of the bicycle fleet and purchase of electric bicycles

A Coruna City Council

**Programa Operativo
Plurirregional de España**

Año 2022

Fondo Europeo de Desarrollo Regional

Best Practice: Renewal of the bicycle fleet and purchase of electric bicycles. Implementation of a computer application for the management of bicycle loans in the city.

The Best Practice consists of the complete renovation and extension of the municipal bicycle lending system, called Bicicoruña. This action improves the existing cycling network and encourages the use of new routes. The use of bicycles as public transport is introduced through the supply of electric bicycles and the increase of conventional bicycles, the installation of charging stations distributed in several stations and the use of ICT systems for readers and measurements necessary for the public bicycle lending service. As a result, more remote areas of the city that were previously disconnected from the system can be accessed, thus promoting sustainable and integrated urban mobility.

The renewal of the bicycle fleet consisted of the supply of:

- 514 bicycles of which 172 are electric and 342 are mechanical or conventional.
- 990 anchor posts, with charging base in 100% of them, spread over 55 stations with a minimum capacity of 15 anchors/station.
- Advanced ICT system and management software that enables the operation of the supply.

The scope of this renovation has been remarkable. Below is a comparative table between the previous bicycle fleet and the current result after the ERDF co-financed action:

Elements renovated with ERDF funds	Previous Bicicoruña	Current Bicicoruña
Mechanical bicycles	190	342
Electric bicycles	0	172
Anchor posts	356	990
Stations	23	55
ICT system and advanced management software	No	Yes



The budget of the operation is 1,089,000 euros, of which **the ERDF fund contributes 80%, equivalent to 871,200.00 euros**. In turn, the City Council of A Coruña increases the initial amount by 703,030 euros, bringing the total investment to 1,792,030 euros. The operation is aimed, in general terms, at the population of the functional area of A Coruña and, more specifically, at the inhabitants of the city's urban centre. To make use of the service, prior registration is required on the website www.bicicoruna.gal and to select the tariff that best suits the needs of each person.

The criteria for the identification of this action as a Best Practice are as follows:

1. THE ROLE OF THE ERDF HAS BEEN ADEQUATELY DISSEMINATED TO POTENTIAL BENEFICIARIES AND THE GENERAL PUBLIC.

In terms of regulatory communication, temporary construction site signs have been shown during the installation of the stations. Afterwards, two permanent signs have been put up. Bicycles and anchor posts have also been labelled with the ERDF image, and the intervention is reflected in the specific section of the beneficiary's website: www.coruna.gal/eidus.

In all cases, ERDF co-financing is reported.



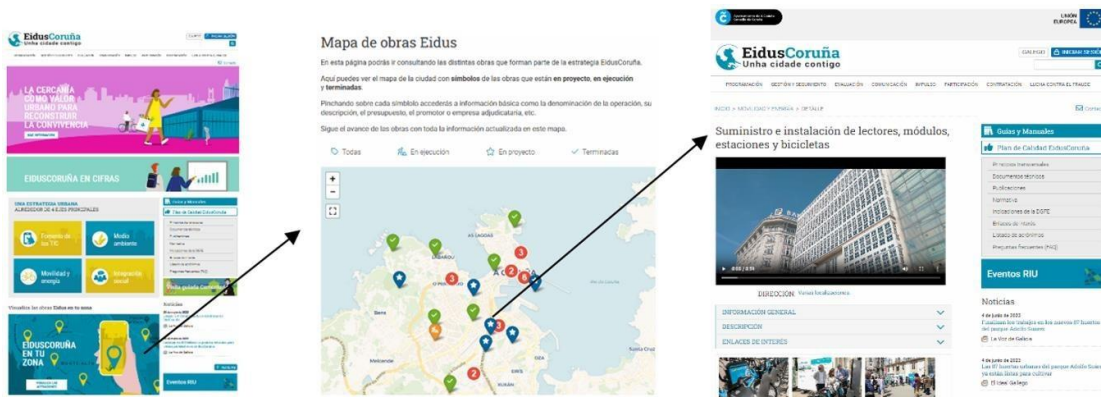
WORKSITE POSTERS (located in the streets where the stations were installed)



PERMANENT PLAQUES (located in Plaza Pontevedra and Avenida de Arteixo)



LABELLING OF ALL BICYCLES AND STATIONS



WEBSITE: www.coruna.gal/eidus

On the other hand, digital press advertisements, social media ads, organic communications on social media and numerous press articles have been published to raise awareness of the the ERDF co-financing and the renewal of the Bicicoruña service.

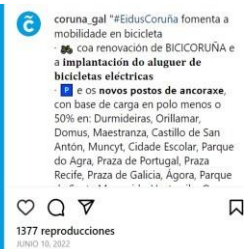


Los responsables municipales indicaron también que el Ayuntamiento, cofinanciado en un 80 % por el Fondo Europeo de Desarrollo Regional (Feder) en el marco del eje 12 de desarrollo urbano del programa operativo plurirregional de España, licitó el suministro de lectores, módulos, estaciones y bicicletas, tanto híbridas como eléctricas, que obedece a la complejidad del proyecto EIdusCoruña, a través del cual la Administración local quiere ejecutar la Estrategia de Desarrollo Urbano Sostenible Integrado (EIdus). El contrato incluía el suministro de un mínimo de 514 bicicletas, de las que al menos 172 serían eléctricas y el resto convencionales; un mínimo de 990 puestos de anclaje y sistemas TIC y software de gestión que permita el funcionamiento del suministro.

PRESS ARTICLES AND ADVERTISEMENTS



DIGITAL PRESS ADVERTISEMENTS



ORGANIC COMMUNICATIONS (Click on the image to access the publication)

Throughout the implementation of the action, several events have been held with the distribution of merchandising and videos have been made and subsequently published on social networks.



09/05/2021. Europe Day event with Bicicoruña prototype. Links to the video in several languages: [Spanish](#), [Galician](#), [English](#) and [French](#).



16/09/2021 European Mobility Week event with distribution of merchandising. [Link to video](#)



07/06/2022. Event chaired by the Mayoress and bike ride with celebrities. [Link to video](#)

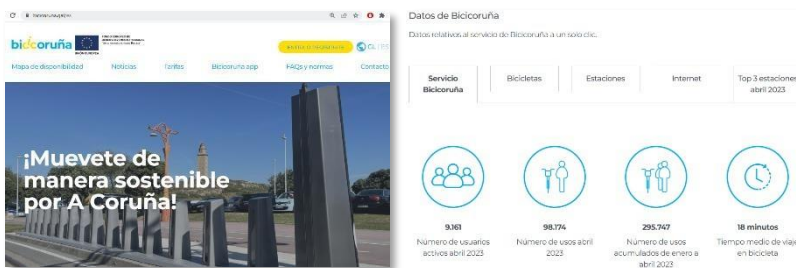


19/12/2022. Event chaired by the Mayoress with training on cycling and distribution of merchandising.

2. THE PERFORMANCE INCORPORATES INNOVATIVE ELEMENTS.

Through this action, innovation is achieved in the following aspects:

- The **website** www.bicicoruna.gal has been created with the aim of providing information and facilitating the use of the service for users.
- The bicycles will be equipped with a **location system** to determine the most common cycling routes, as well as the areas where bicycles are mostly used.
- The use of this **data** allows for better **decision-making** on future actions related to sustainable mobility, such as the implementation of new bicycle lanes or the placement of new bicycle loan stations. In addition, data such as the number of users, average travel time or the most used stations are published on the website.
- A **mobile application** is implemented that enhances the user experience and allows the service to be used with the mobile phone.



WEBSITEMOBILE



APPLICATION

3. ADEQUACY OF THE RESULTS OBTAINED TO THE ESTABLISHED OBJECTIVES

The following objectives initially set have been achieved:

- The number of users of the service has increased. According to the latest usage data from Bicicoruna's own website, as of April 2023, 9,161 active users, 98,174 uses/month, 295,747 accumulated uses from January to April, an average bicycle journey time of 18 minutes and an estimated 312,578.07 km cycled per month have been registered.
- This increase in the number of uses translates into a reduction in the use of private vehicles when travelling around the city, contributing to a reduction in greenhouse gas emissions.
- A historical demand has been responded, as the citizens claimed for the installation of new stations to reach more parts of the city, as well as the extension of timetables. By fulfilling this demand, the bicycle has gone from being a leisure vehicle to also becoming a means of transport.

4. CONTRIBUTION TO THE RESOLUTION OF A PROBLEM OR WEAKNESS DETECTED IN THE TERRITORIAL AREA OF IMPLEMENTATION.

This action **improves sustainable urban mobility throughout the city**. The increase in the number of stations and bicycles has taken the service to neighbourhoods where it did not previously reach, such as the Pocomaco industrial estate, Novo Mesoiro, the university campuses of Elviña, A Zapateira, Oza, etc.

In addition, the implementation of a public loan system for **electric bicycles** has made it easier to travel to more remote or steeper areas of the city that were not as accessible with the previous mechanical bicycle system.

The use of private vehicles has been reduced for some journeys in the city, contributing to the **reduction of greenhouse gas emissions** as it is a clean, ecological and sustainable means of public transport. The annual reduction of greenhouse gases for the total investment is estimated at 305.88 tCO₂ (calculation method according to the ratio established in the indicators guide of the Sub Directorate General for Programming and Evaluation: $195.8 \text{ tCO}_2 \times 1,792,030 \text{ €} / 1,000,000 = 305.88 \text{ tCO}_2$).

In turn, the action contributes to **compliance with the Sustainable Urban Mobility Plan** of the City Council of A Coruña. According to the plan, it is necessary to promote the use of bicycles as a sustainable vehicle, improving their safety and training users and drivers of other vehicles in the shared use of the road. Besides, the renewal of the Bicicoruña service contributes to the mass introduction of this means of transport.

5. LEVEL OF COVERAGE OF THE TARGET POPULATION.

The bicycle loan service benefits the entire population of A Coruña of legal age, and children from 14 to 18 years old with their parents authorisation. According to data from the municipal census of July 2023, the population of the city over 18 years of age is 214,597 inhabitants (97,864 men and 116,733 women) and the population between 14 and 18 years old is 11,089 inhabitants (5,548 boys and 5,541 girls).

Furthermore, the action favours the population of municipalities in the functional urban area of A Coruña that do not live but work in the city or travel there for leisure or shopping. The population of the functional urban area is 415,144 inhabitants, according to the Urban Audit Indicators for Functional Urban Areas (2022).

The bicycle loan system is composed of 55 stations where bicycles can be picked up and dropped off. The stations are located in different areas of the city, guaranteeing a wide coverage of the service. Citizens can consult the [map of stations](#) on the Bicicoruña website and see in real time the availability of bicycles and anchorages.



6. CONSIDERATION OF THE HORIZONTAL CRITERIA OF EQUAL OPPORTUNITIES AND NON-DISCRIMINATION, SOCIAL RESPONSIBILITY AND ENVIRONMENTAL SUSTAINABILITY.

Regarding the compliance with the horizontal principles of **equality and non-discrimination**, the project complies during all its phases (preparation and execution) with the regulations for the effective equality of women and men, as well as the promotion of equality and non-discrimination on grounds of sex, race or ethnic origin, religion or beliefs, disability, age or sexual orientation. For example, the specifications of the contracting procedure include special conditions of execution referring to equal treatment and opportunities. The contractor must ensure de the compliance with these conditions according to the current legislation and municipal instructions on equal treatment.

The contract includes a declaration of responsibility in which the bidder must declare that it is up to date with its obligations of equality. This means, inter alia, that the company is obliged to draw up and implement an equality plan if it employs more than 250 workers.

With regard to the principle of **accessibility**, access to the bicycle loan service is facilitated through analogue and digital means, as the physical "Millennium" card is maintained and the Bicicoruña website and app are created to reach citizens through all channels. On the other hand, by expanding the number of stations and bicycles, a greater number of users are reached, and they can make longer and more difficult routes thanks to the introduction of electric bicycles.

From an **environmental point of view**, the operation complies with the principle of sustainability as it addresses part of the general objectives of the municipal Sustainable Urban Mobility Plan (PMUS), in relation to the promotion of non-motorised mobility.

7. SYNERGIES WITH OTHER POLICIES OR INSTRUMENTS OF PUBLIC INTERVENTION.

The action establishes synergies with other public interventions as it has reinforced the performance of other funds and helped to enhance their positive aspects.

Firstly, it is directly related to the [Sustainable Urban Mobility Plan](#) (SUMP) of A Coruña, approved in October 2014, and in particular to the section called [Promotion of Cycling Mobility Plan](#). The SUMP is a planning and awareness-raising tool for citizens, administrations and agents involved in mobility, which gradually develops a set of actions, with short, medium and long-term objectives, that promote more sustainable forms of travel (walking, cycling, urban bus, etc.). The plan is necessary to change the current model based on fuel consumption, noise and pollution caused by private vehicles towards a more sustainable one, creating synergies with this Best Practice.

Secondly, it is linked to the [Municipal Development Plan](#) (PGOM) of 2013. It is an instrument for the management of the city and the configuration of its "urban forms". The coherence between urban development actions achieves better results when they are produced in an integrated manner, which is why the Plan has an irreplaceable role.

At an environmental level, this action establishes synergies with the [Climate Change Strategy of A Coruña](#), whose objective is to reduce greenhouse gases produced in the municipality by urban activity and mitigate the effects of climate change, thus guaranteeing the well-being of citizens. It is also aligned with the [Green Infrastructure Strategy of A Coruña](#) based on a potential network of multifunctional spaces of high environmental quality, connected to each other and accessible from all neighbourhoods.

It is also related to the [Cities for Low Emission Mobility Network](#), of which the City Council of A Coruña is Vice-President. The Network is a technical support instrument that provides tools for cities to achieve their goals for low-emission mobility.

The city is also part of the [Cities for Cycling Network](#), an association made up of local entities that aims to generate a dynamic among Spanish cities in order to facilitate, make safer and develop the circulation of cyclists, especially in urban areas. The main objective is to make cycling a priority mode of transport in cities that are 100% cyclable, it means that it is possible to reach any part of the city by bicycle in better conditions than by car or motorbike, or at least in the same conditions.

Furthermore, the exceptional role of the recovery instrument known as [Next Generation EU](#), endowed with 750 billion euros for all EU member states, should be highlighted. The Recovery Fund guarantees a coordinated European response to deal with the economic and social consequences of the pandemic. In Spain, these funds have been channelled through the [Recovery, Transformation and Resilience Plan \(PRTR\)](#) structured in reforms and investments to build a more sustainable future. A Coruña City Council has been a beneficiary of these recovery funds to finance the supply of new electric bicycles and to continue expanding the Bicicoruña service, which is directly related to this Best Practice. In addition, there are more actions in the city that are financed with European funds and with which synergies are generated, such as other contracts that are currently being tendered or executed:

- "Supply, installation and commissioning of a series of complementary equipment for the implementation of the Low Emission Zone for the modernisation of the Environmental Quality Information System",
- "Supply of equipment for the implementation of the Low Emission Zone in A Coruña: Access Control and Signalling Systems, and Control Room Equipment",
- "Supply of measurement point systems (sensors - deep learning) and radar systems (enforcement) to complement the implementation of the low emission zone"
- "Services of several complementary actions to the low emission zone of A Coruña (zbecor), aimed at improving the environmental assessment: analysis of the initial situation, pollution dispersion models and dynamic noise update".

Finally, within the framework of the Urban Agenda of A Coruña, the city's [Strategic Local Action Plan](#) is being developed. Its Strategic Objective 1 aims to transform A Coruña into a resilient and climate-neutral city, highlighting Specific Objective 1.1 for the improvement of sustainable mobility and Specific Objective 1.2 which seeks to promote energy and ecological transition.

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