



***Freeing up more space for people.
Traffic calming in 47 streets of Vitoria-Gasteiz.***

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A medium-sized city.



- *Administrative Capital of the Basque Country (SPAIN)*
- *240.580 inhabitants*
- *276,81 km².*



A compact, diverse city.



- 46 homes/ha.
- 101.51 inhabitant/ha (residential areas)
- A city where everything is at hand, accessible on foot and by bicycle.

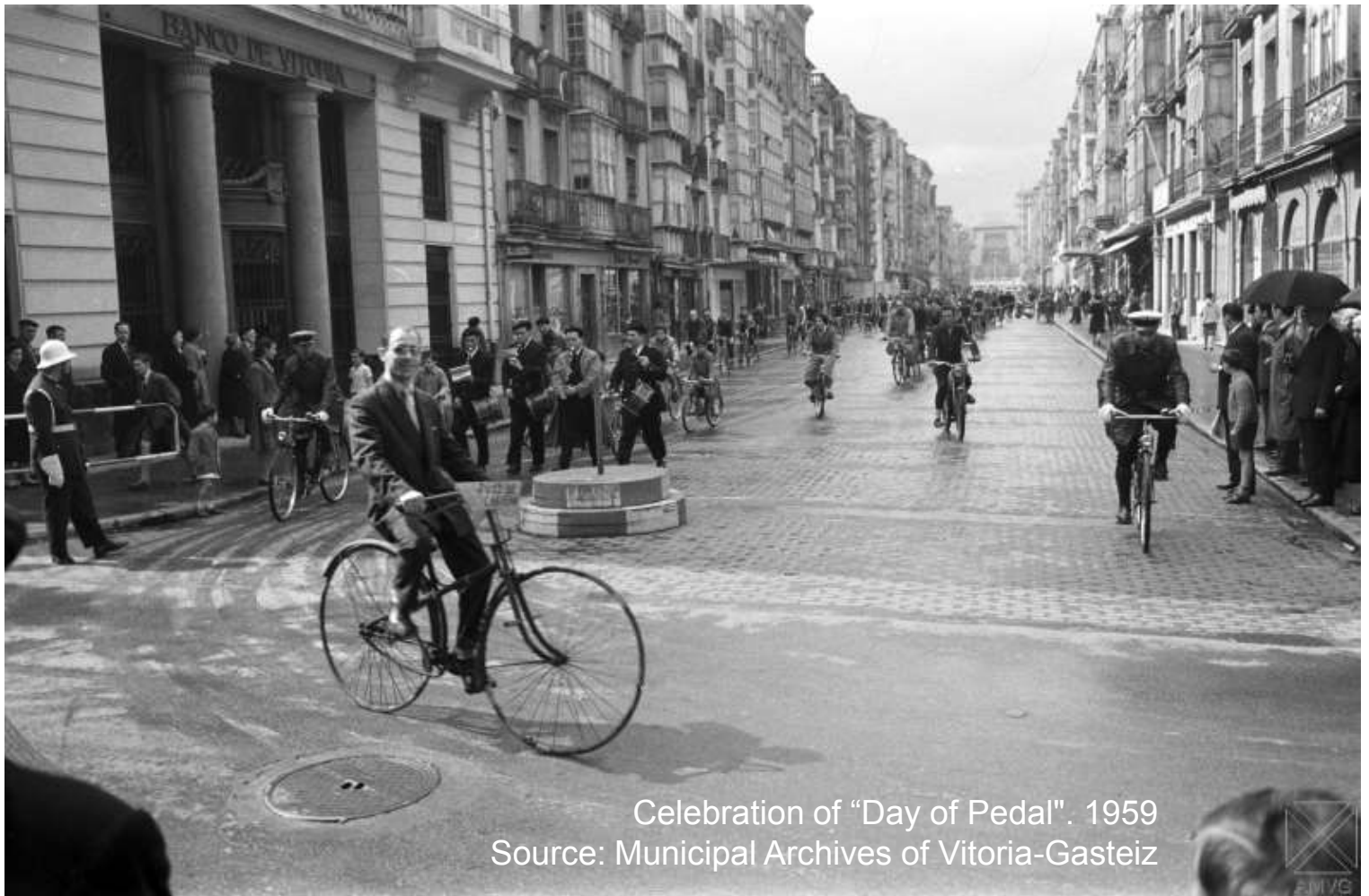


A commitment by tradition...



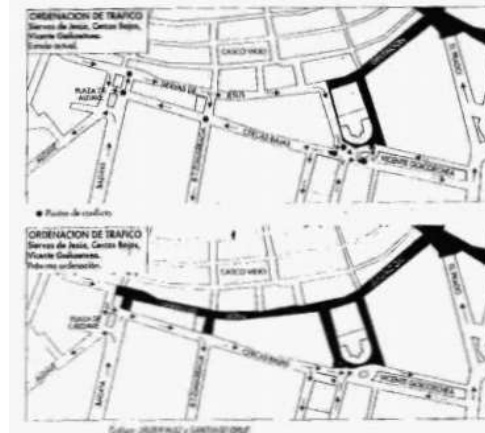
Dato Street

A commitment by tradition...



Celebration of "Day of Pedal". 1959
Source: Municipal Archives of Vitoria-Gasteiz

A commitment by tradition...



Jacisco Zerkizaren kalea eta Probintzia plaza elorduetako ibiloki biltzarrekin, 40.000 metro karruak goratu irango da, Vitoria-Gasteiz, trafikoko kalitate esparrua. Beste auzeragatxo bat arango da hainbat 1980an bukatu egitenaren. Hain egunero dira, eta orain, digaroko, orokorri lekuzik ezabatu eta eta pluzik. Jacisco Zerkizaren kalea egunero den aldakuntza berrak izalike lezazabaketa ekariko da. Uterria, eta nagusiki, Botoke Herrerriak kaleko rekurzio oso hainda zibitatu egunero da.

EL REINO DEL PEATON

SE AMPLIA LA ZONA CERRADA AL TRAFICO HASTA 40.000 M² Y MAS DE 20 CALLES

La peatonalización de la calle Siervas de Jesús y de la Plaza de la Provincia son el que ahora sufren los conductores en la parte trasera del Palacio foral, donde confluyen la salida de la Plaza de la Bandera y al tráfico que se



The Kingdom of Walking.

The car free area started in 1976, and in 1993 reached up to 40,000 square meters and up to more than 20 streets. In this period, the number of cars grew by 50%

Some of the pedestrianized streets registered up to 25,400 vehicles a day before to free them from the cars.

A commitment by tradition...



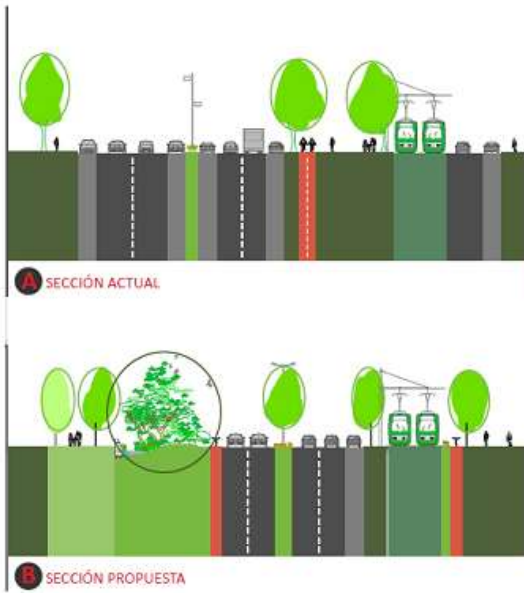
A shopping street in the heart of the medieval quarter.

Renovation of the Plaza de la Virgen Blanca, the real heart of the city, has made it a paradise for pedestrians.

Nowadays the pedestrian zones reach up to 500,000 square meters.



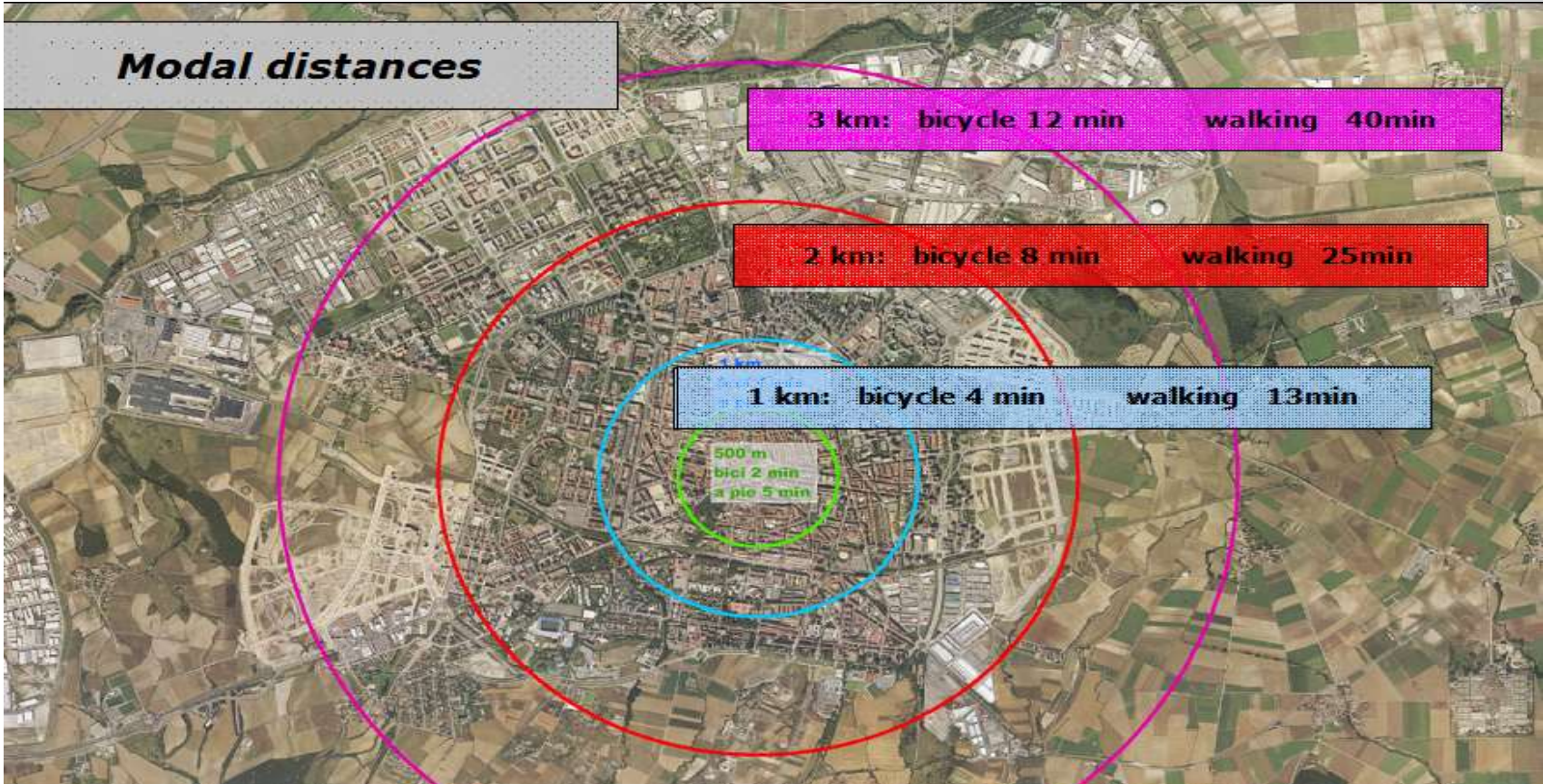








A commitment by opportunity...





**A COMPACT CITY,
Pedestrian scale until recent growth and latest urban developments.**






A commitment by opportunity...

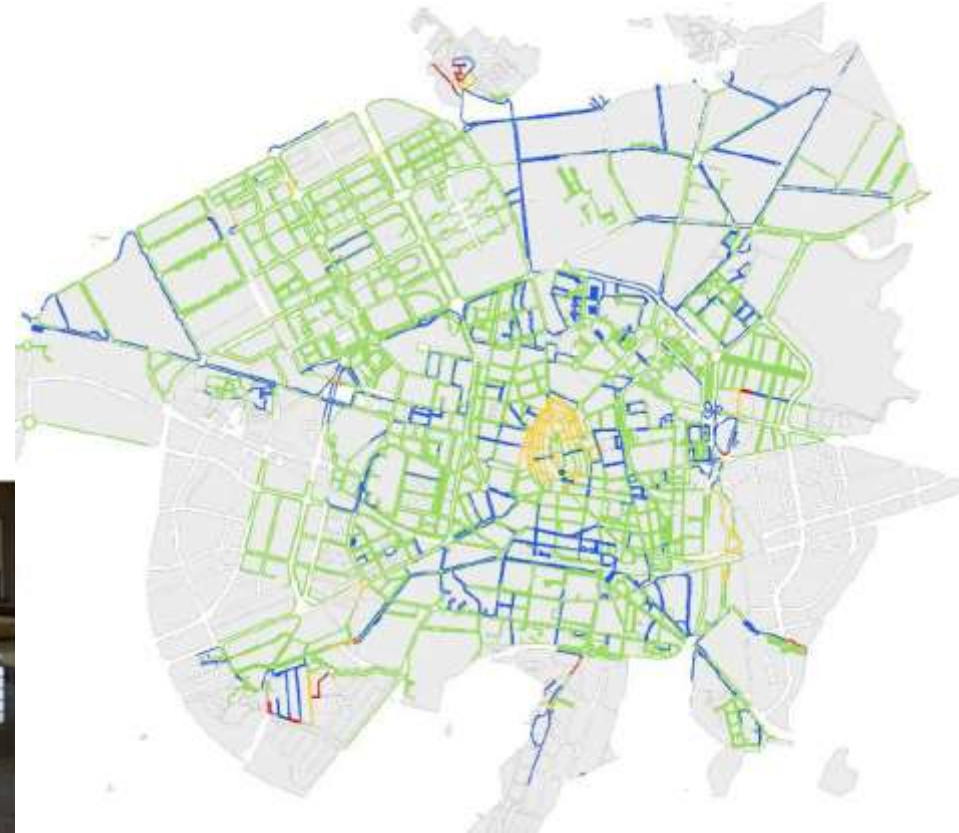


Adequate accessibility

-  Width > 2.5 m and Slope < 5%
-  Moving walkway

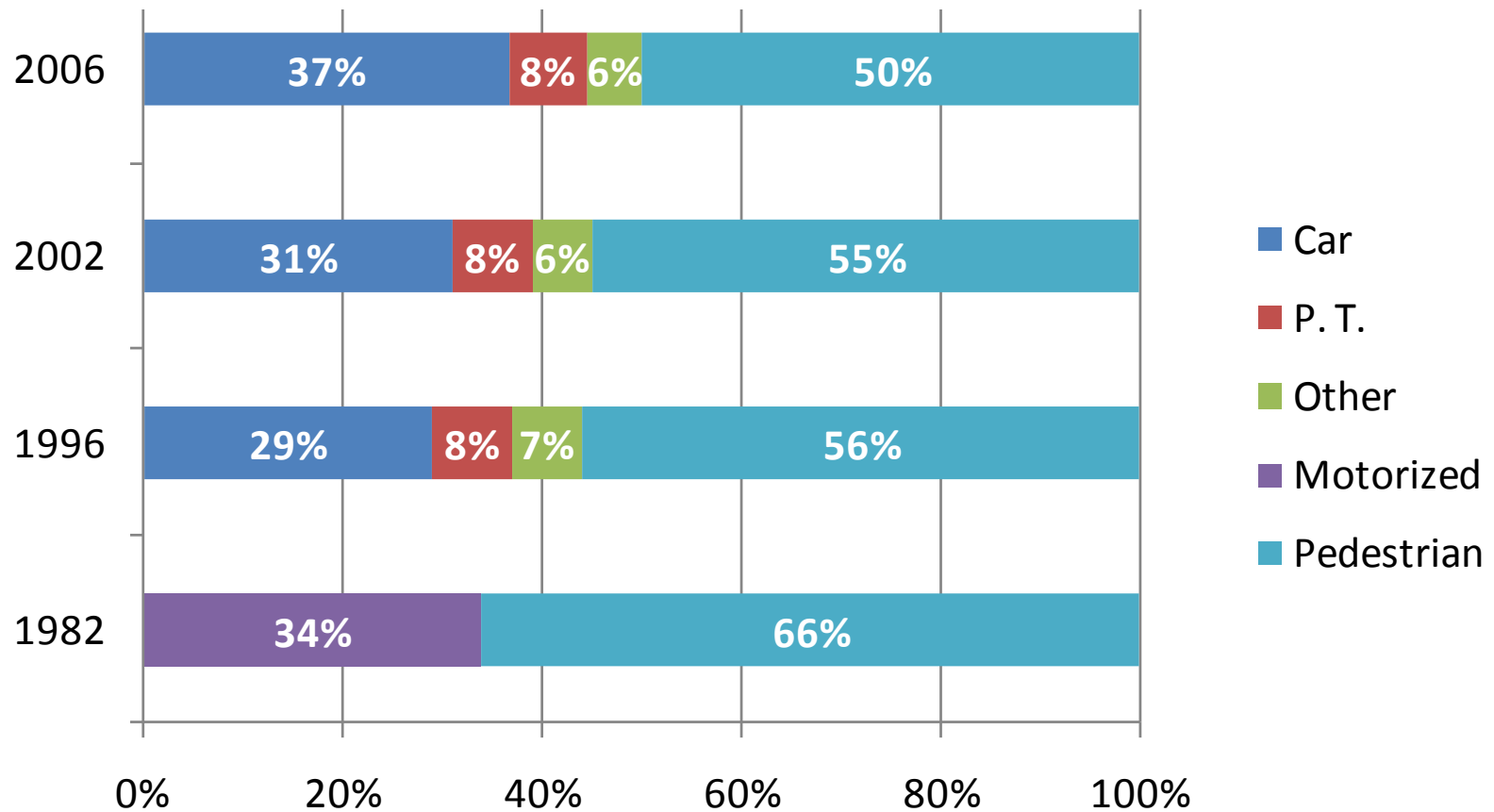
Inadequate accessibility

-  Width < 2.5 m and Slope > 5%
-  Slope > 5%
-  Width < 2.5 m

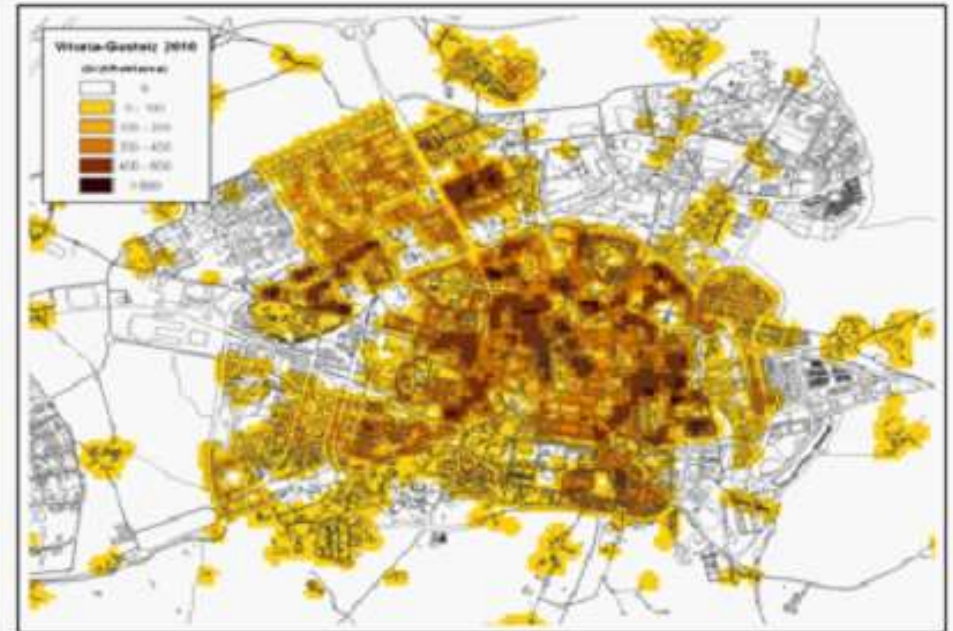
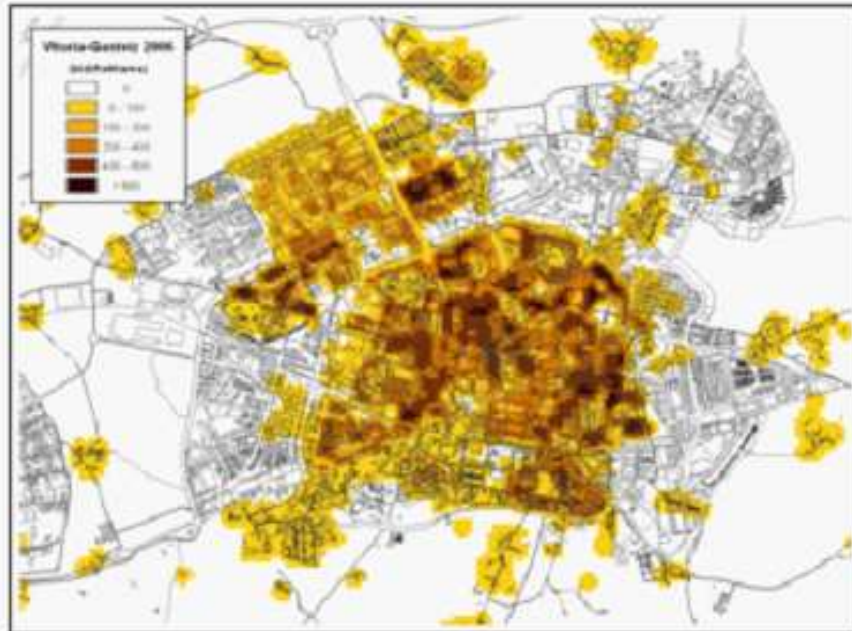


Accessibility map. Source: Sustainable Mobility and Public Space Plan of Vitoria-Gasteiz

A commitment by convenience ...

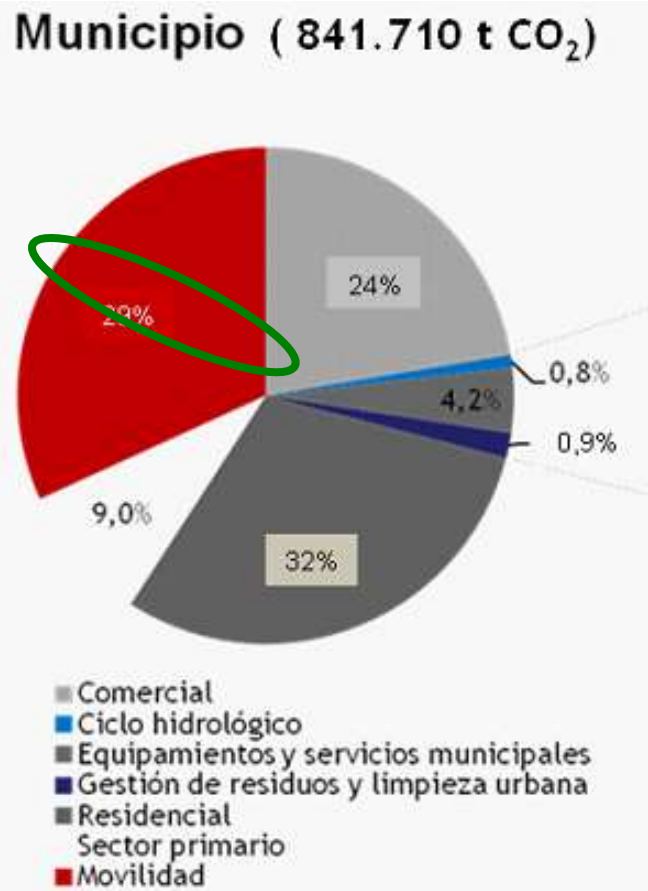


A commitment by convenience ...



Current Master Plan programmed a major urban development in the short to medium term. In the last 7 years have been built about 16,000 homes, expanding the city in another 9 million square meters.

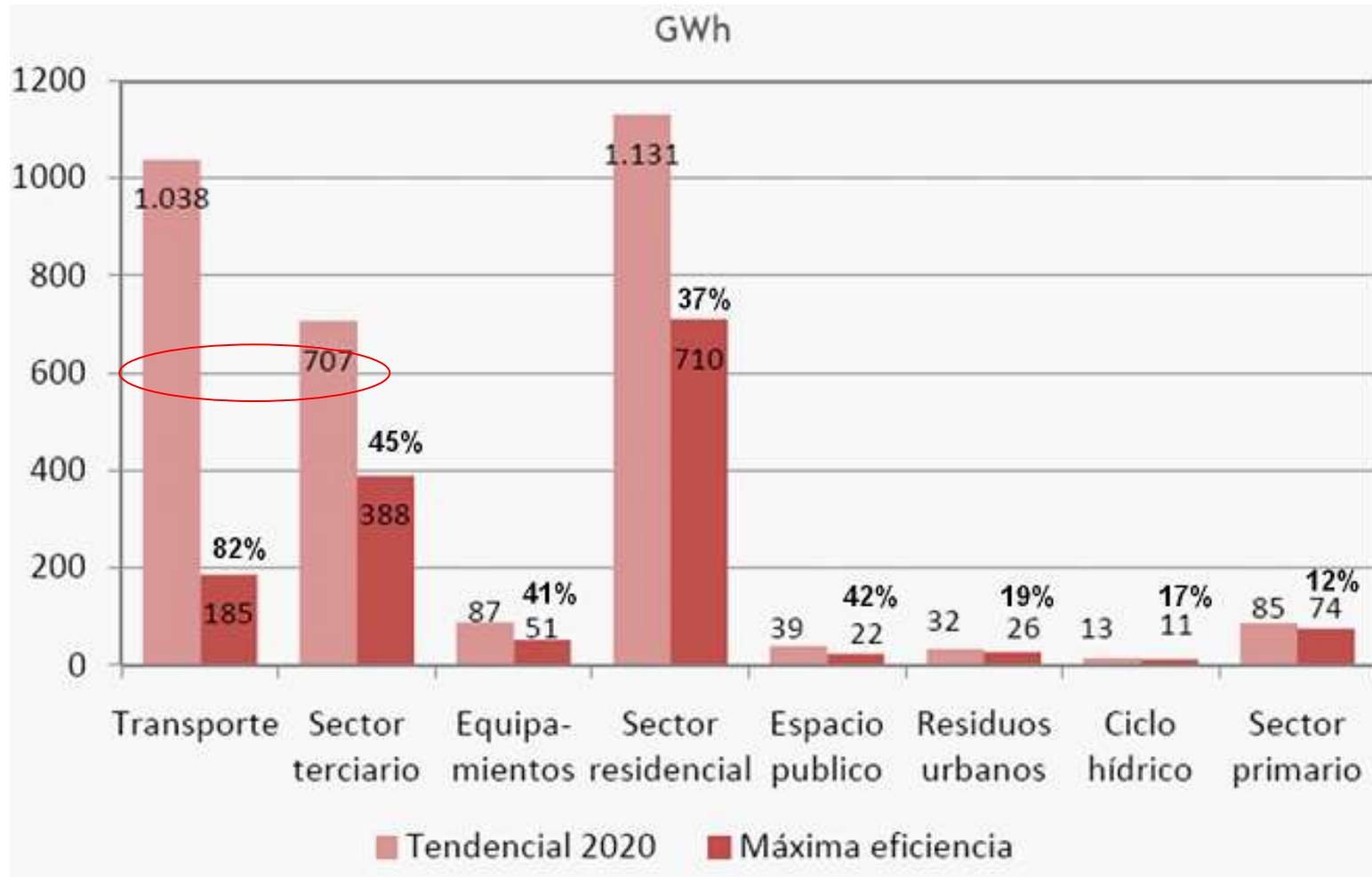
A commitment by convenience ...



29% of CO₂ Emissions in 2006

How to become a Carbon Neutral City by 2050?

Reducing transport energy consumption up to 82%



Sustainable Mobility and Public Space Plan (SUMP)

Main challenges and goals:



- *To reverse the upward trend in the use of the private car.*
- *To transfer car users to public transport and the bicycle.*
- *To increase the quality of public space in terms of accessibility by way of car traffic reduction.*
- *To consolidate and extend the network of pedestrian and cycling reserved paths.*
- *To redefine the overall PT network in order to improve the efficiency of the system in terms of accessibility and coverage.*
- *To set up a new traffic control system giving priority to PT.*
- *To test a new regulation scheme for freight distribution.*

*Our vision is to solve, in an **integrated way**, urban mobility for different modes but giving always priority to the active ones.*



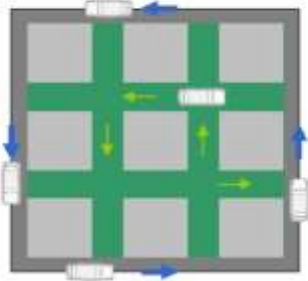
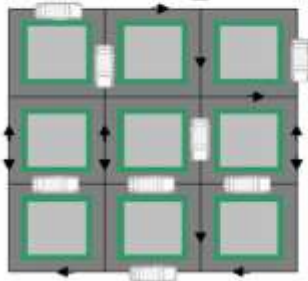
A new urban cell

BASIC ROADS AND SUPER-BLOCKS



Without super-blocks

With super-blocks

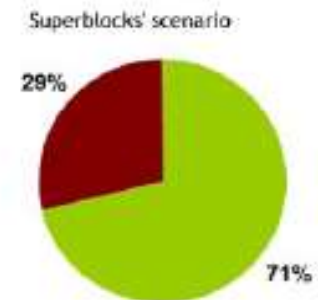
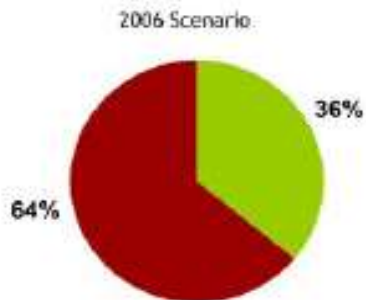
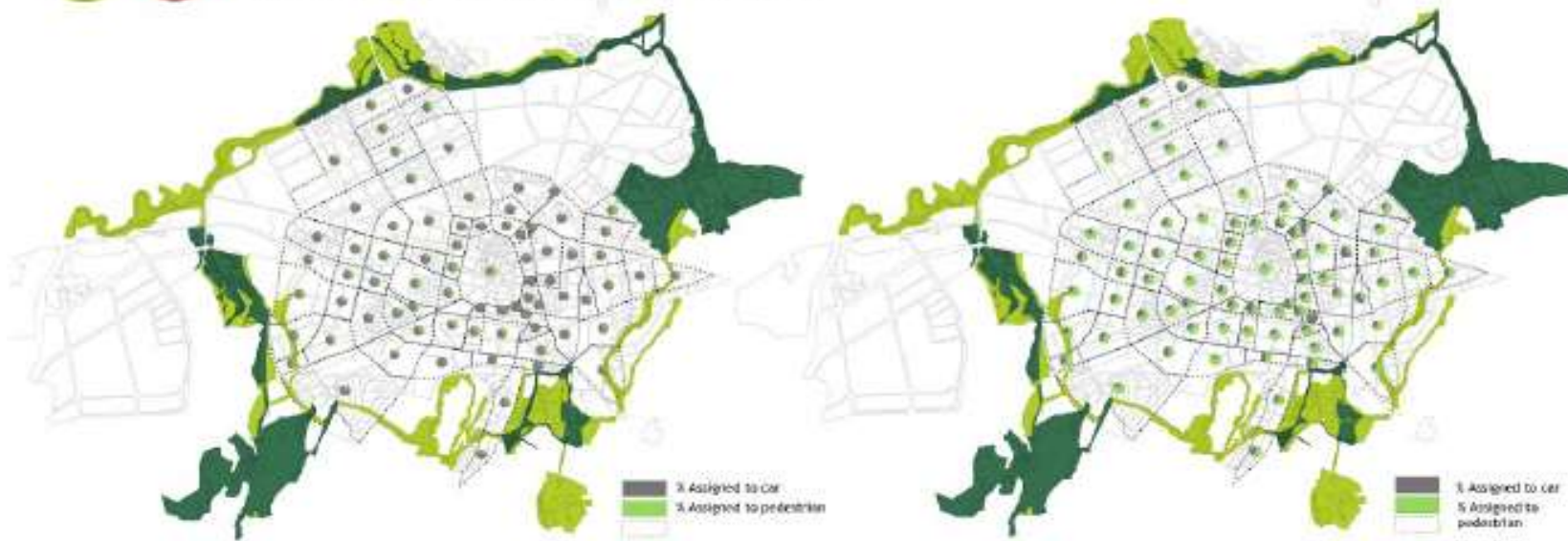




- current network
- basic network
- secondary network
- private cars & public transport
- Residents, emergency, freight dist.
- Motorized transport road
- Pedestrian & other uses streets

Giving back the public space to citizen ...

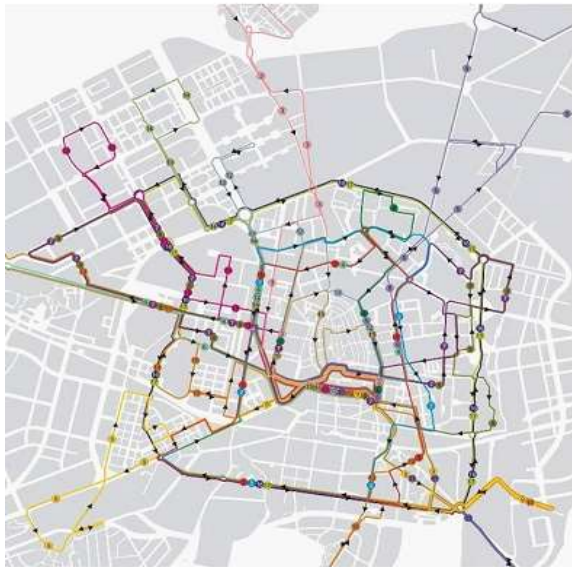


Allocation of public space

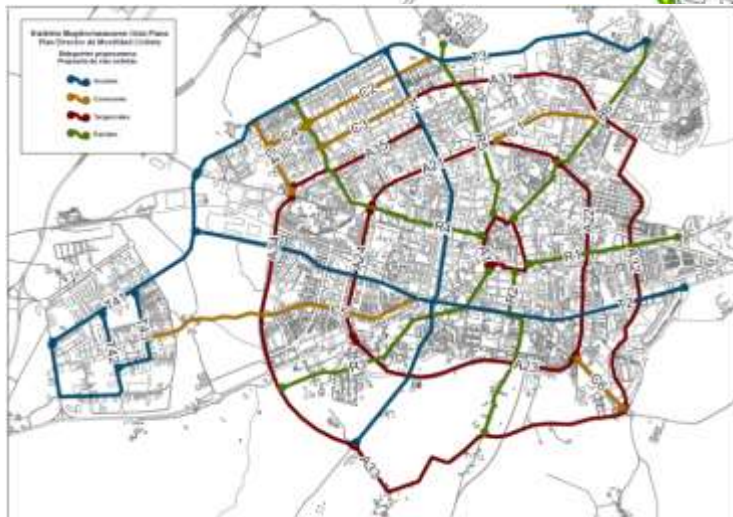


 Public space assigned to car
 Public space assigned to pedestrian

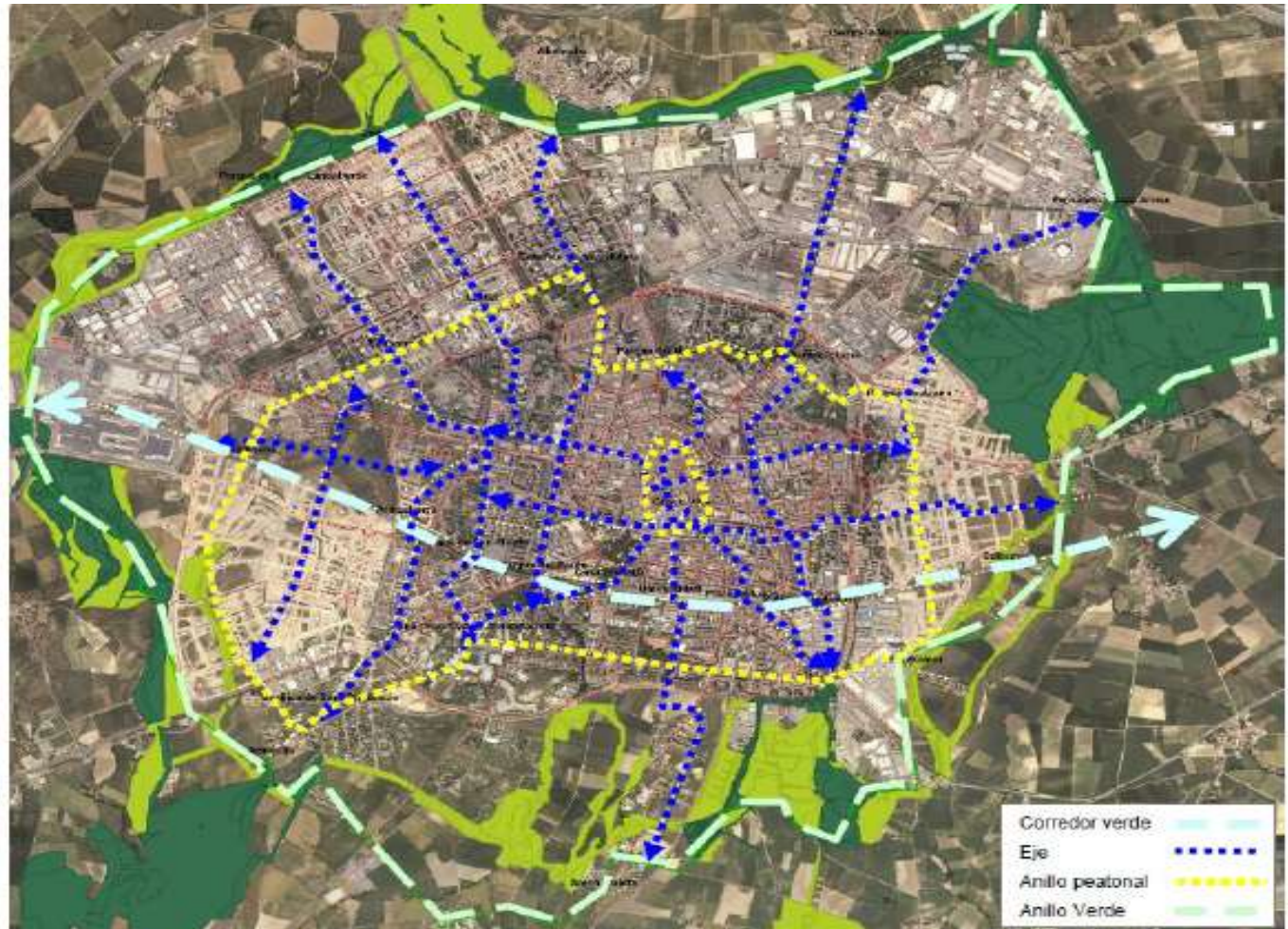
An efficient and attractive Public Transport Network



An efficient and functional Main Bicycle Network



An improved and attractive Pedestrian Network

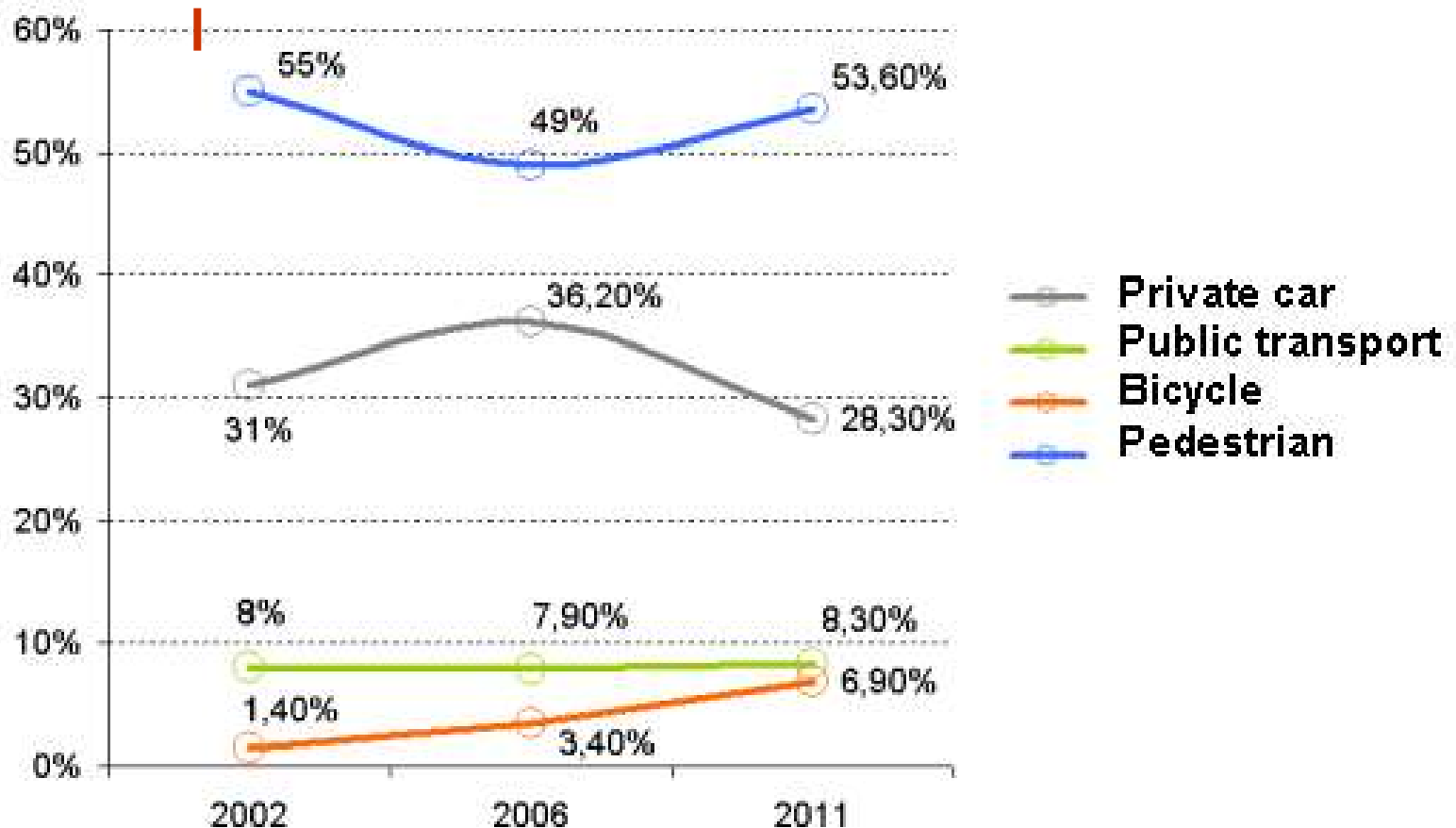


Proposed new network of pedestrian itineraries of the SM&PSP

Main figures after 5 years of SUMP



We have succeeded in reversing the rising trend in private car use, raising the pedestrian share to 2002 levels and increasing the use of bicycle.



Main figures after 5 years of SUMP



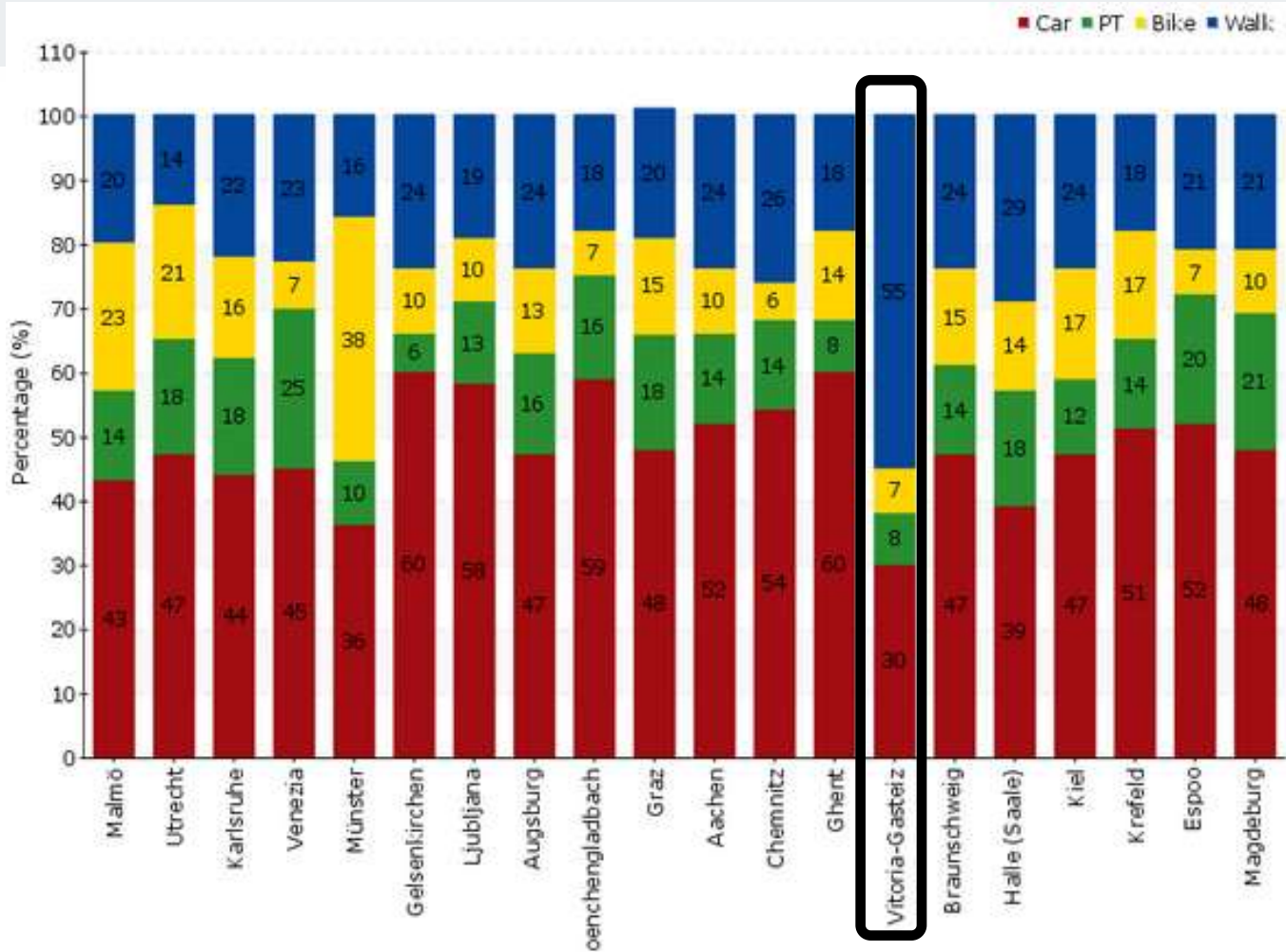
The joint efforts of SMPSP and the Plan Against Climate Change are achieving a significant reduction in emissions, commitment assumed by signing the European Covenant of Mayors.

Evolution of emissions of greenhouse gases in Vitoria-Gasteiz

GHGs emissions	2006	2011	Δ 2011/2006	2006	2011	Δ 2011/2006
Municipality	t CO ₂ e		%	t CO ₂ e/inhab		%
Domestic sector	269.927	254.632	-5,67	1,17	1,05	-10,60
Services	202.227	179.713	-11,13	0,88	0,74	-15,78
Mobility	243.971	219.722	-9,94	1,06	0,9	-14,65
Primary sector	79.422	78.551	-1,10	0,34	0,32	-6,26
City council	45.771	43.023	-6,00	0,20	0,18	-10,92
TOTAL	841.318	775.641	-7,81	3,65	3,19	-12,60

Plan Against Climate Change Target in 2020: -25 %

Active mobility in the focus: A value to preserve.



Comparative of modal split in medium-sized European cities
 Source: TEMS - The EPOMM Modal Split Tool

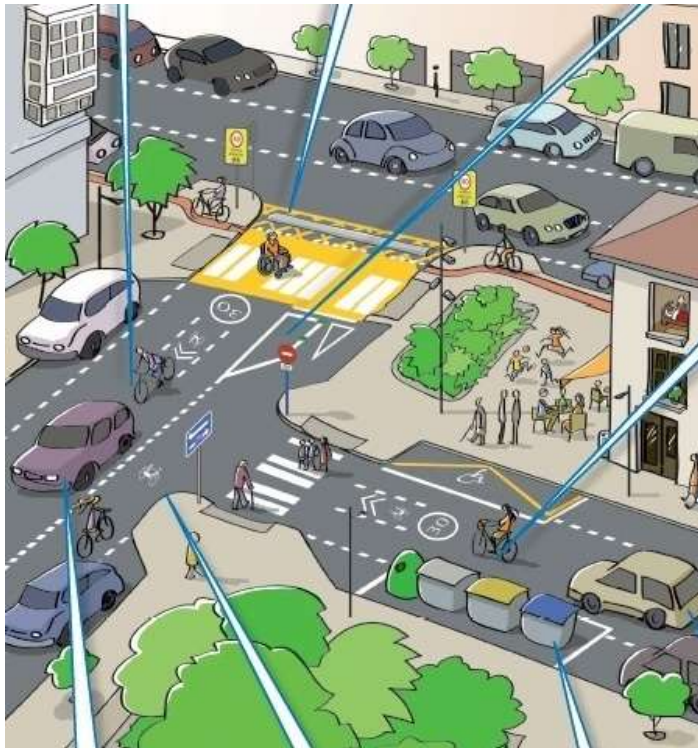
Active mobility in the focus: A value to preserve.



- 68% of cyclists are using, at least in part, pedestrian spaces.
- 37% of citizens are planning to start using the bike for commuting.
- 12% of pedestrians, 18% of drivers and 25% of public transport users has tested and plan to use the bike for commuting.

***We have a problem
on the sidewalks!!!!***





The increase in the number of cyclists on sidewalks and pedestrian areas has led to conflicts with pedestrians, so has been designed a traffic calming campaign in 47 streets of downtown with 3 objectives

- Improving road safety for pedestrian and cyclists
- Reduce emissions of pollutants
- Reclaim the space for pedestrians

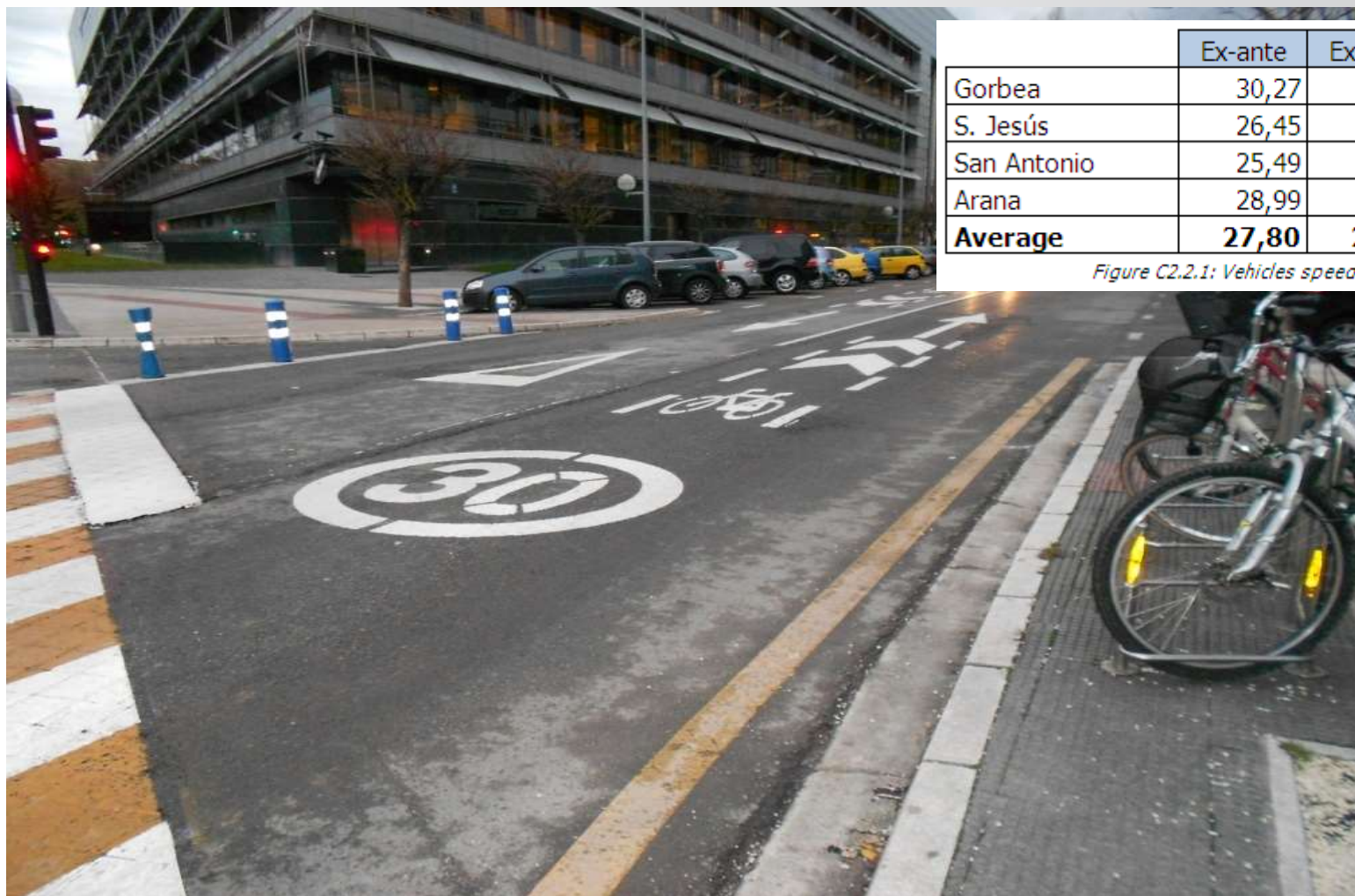


The measure does not end here but extends to all city.







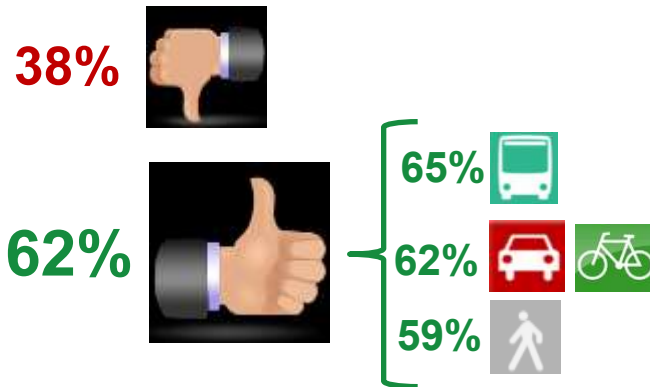


	Ex-ante	Ex-post	Variation
Gorbea	30,27	24,55	-18,9%
S. Jesús	26,45	27,03	2,2%
San Antonio	25,49	23,28	-8,7%
Arana	28,99	27,45	-5,3%
Average	27,80	25,58	-8,0%

Figure C2.2.1: Vehicles speed results

Traffic calming assessment

Have you noticed the traffic calming in 47 streets in the city center?




ZONAS 30 ZONAS SEGURAS
¡Decídete!

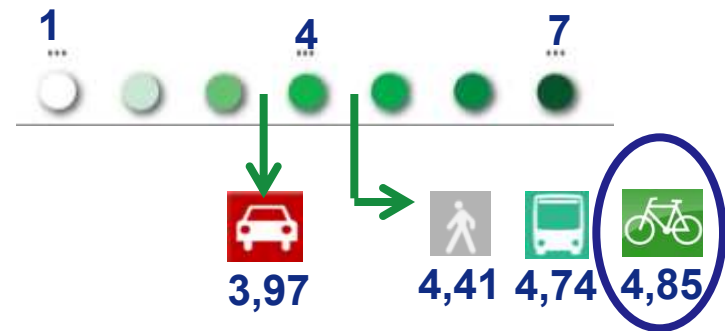
ZONA 30
En los carriles en la ciudad suficiente para la circulación de bicicletas. En algunos casos (en ocasiones para tráfico y en otros, con carriles con sus señales).

ZONA SEGURA
Bajas en sus calles de paso para los coches. Al circular más lentamente, los coches también son más fáciles de parar y frenar.

PRUEBA A CIRCULAR POR LA CALLEZADA
En las ZONAS 30, desde el inicio de la zona y hasta el final de la zona.

¿Cómo llegar a tu destino SIN UTILIZAR LAS ACERAS?
Cruzar con facilidad por la calleza con el carril de bicicletas o carril de bicicletas hasta ahora.

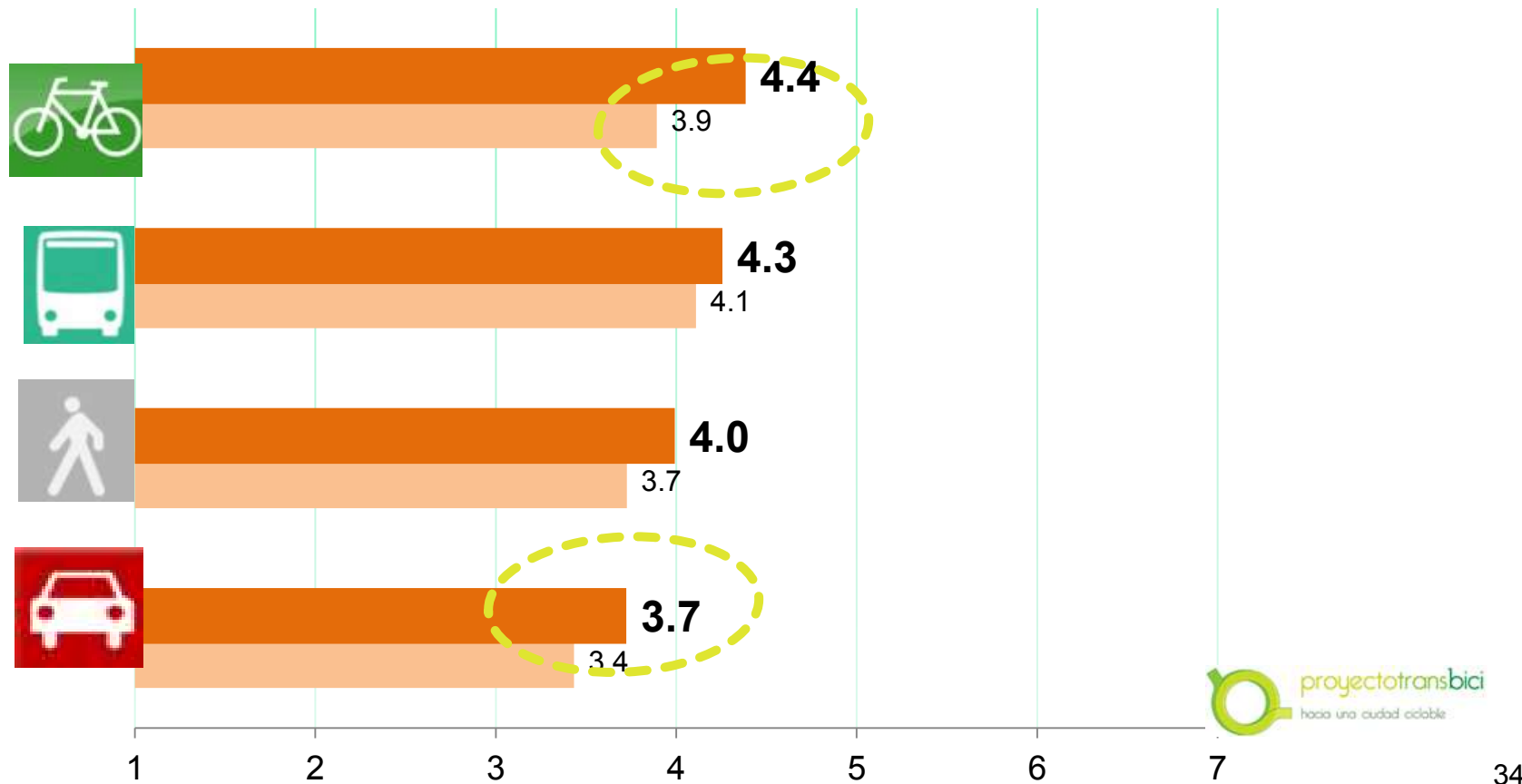
Utility of the measure ...



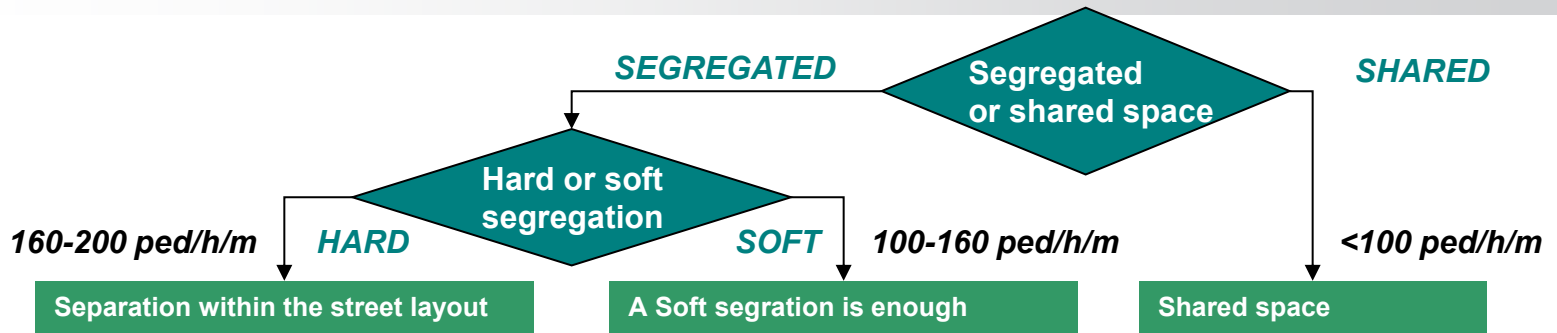
Traffic calming assessment



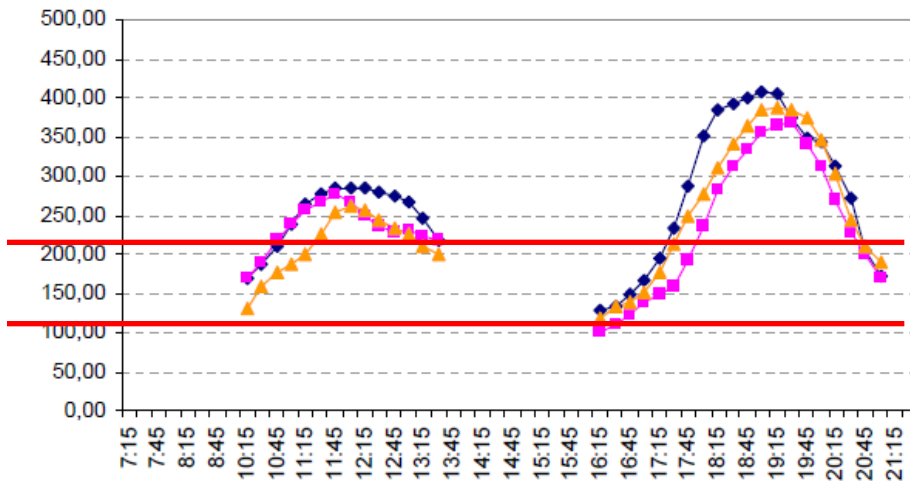
"The traffic along my journey to the place of work/study allows me ride the bicycle on the road with cars"



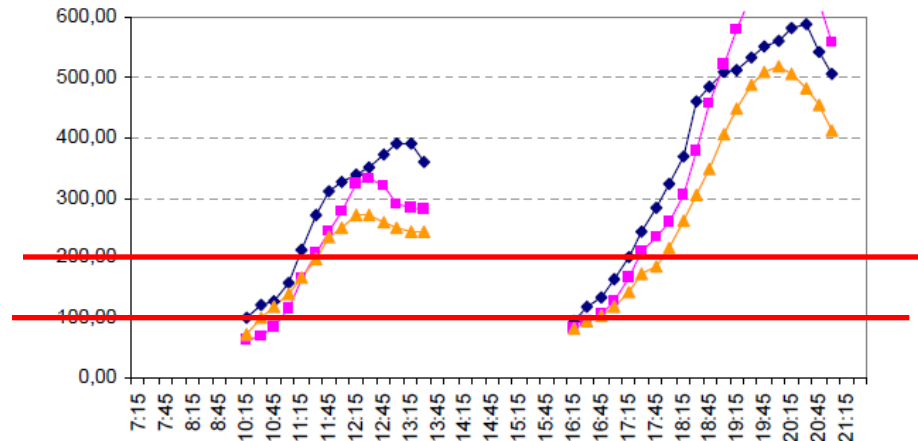
The barrier of a pedestrianized center



Weekday



Holiday



◆ C. Postas (oeste)
 ◆ C. Eduardo Dato
 ▲ C. Postas (este)

Source: *Cycling in pedestrian areas - facts and guidelines* (Godefrooij, 2010).

Reorient cycling mobility towards non-conflicting itineraries with pedestrian



And educating in a new scheme of living together



La ordenanza ciclista se aplaza hasta que se apruebe el nuevo Código de la Circulación

La normativa podría estar lista antes de verano y Vitoria aprovechará ese margen de tiempo para resolver cuestiones como el posible veto a la bici en las zonas peatonales

■ **MARÍA REGO**

VITORIA. La capital alavesa deberá esperar unas semanas más a conocer la definitiva ordenanza que regulará la circulación ciclista en sus calles. El alcalde Maroto anunció ayer la decisión de su equipo de aplazar la aprobación de este documento -cuyo borrador se presentó a principios del pasado febrero en el foro ciudadano por la movilidad sostenible- hasta que el futuro Código de la Circulación esté listo. El Gobierno central revisa desde 2012 esta normativa de rango superior y podría dar el visto bueno a su nuevo contenido antes del próximo verano, en torno a junio.



Al cole, a pie o en bicicleta

El Ayuntamiento quiere implantar una experiencia piloto para crear grupos en que unos monitores acompañen a los escolares en sus trayectos a clase

alertar al resto de los usuarios de la arteria de que un grupo de escolares la atraviesa.

Sin la capacitación necesaria
El precio máximo de este contrato será de 20.000 euros que irán con



El Ayuntamiento ofrece cursos de conducción segura en bici a escolares





Thank you!

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