



CiViTAS
Cleaner and better transport in cities

ARCHIMEDES

AALBORG • BRIGHTON & HOVE • DONOSTIA - SAN SEBASTIÁN • IAȘI • MONZA • ÚSTÍ NAD LABEM

Donostia – San Sebastian

T 23.1 - New Parking Scheme in Donostia - San Sebastian

Donostia – San Sebastian

November 2010



THE CIVITAS INITIATIVE
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Contents

1. INTRODUCTION	3
1.1 BACKGROUND CIVITAS.....	3
1.2 BACKGROUND ARCHIMEDES.....	3
1.3 PARTICIPANT CITIES.....	3
1.3.1 Leading City Innovation Areas.....	3
2. DONOSTIA – SAN SEBASTIAN	3
2.1 OBJECTIVES IN CIVITAS	3
3. BACKGROUND TO THE DELIVERABLE	3
3.1 SUMMARY DESCRIPTION OF THE TASK	3
4. NEW PARK SCHEME IN DONOSTIA - SAN SEBASTIAN	3
4.1 DESCRIPTIONS OF THE WORK DONE	3
4.2 PROBLEMS IDENTIFIED	3
4.3 RISKS AND MITIGATING ACTIVITIES.....	3
4.4 DISSEMINATION ACTIVITIES	3
4.5 FUTURE PLANS	3

1. Introduction

1.1 Background CIVITAS

CIVITAS - cleaner and better transport in cities - stands for City-VITALity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme);
CIVITAS II started in early 2005 (within the 6th Framework Research Programme) and
CIVITAS PLUS started in late 2008 (within the 7th Framework Research Programme).

The objective of CIVITAS-Plus is to test and increase the understanding of the frameworks, processes and packaging required to successfully introduce bold, integrated and innovative strategies for clean and sustainable urban transport that address concerns related to energy-efficiency, transport policy and road safety, alternative fuels and the environment.

Within CIVITAS I (2002-2006) there were 19 cities clustered in 4 demonstration projects, within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects, whilst within CIVITAS PLUS (2008-2012) 25 cities in 5 demonstration projects are taking part. These demonstration cities all over Europe are funded by the European Commission.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Horizontal projects support the CIVITAS demonstration projects & cities by :

- Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Political Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme “of cities for cities”
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living ‘Laboratories’ for learning and evaluating

1.2 Background ARCHIMEDES

ARCHIMEDES is an integrating project, bringing together 6 European cities to address problems and opportunities for creating environmentally sustainable, safe and energy efficient transport systems in medium sized urban areas.

The objective of ARCHIMEDES is to introduce innovative, integrated and ambitious strategies for clean, energy-efficient, sustainable urban transport to achieve significant impacts in the policy fields of energy, transport, and environmental sustainability. An ambitious blend of policy tools and measures will increase energy-efficiency in transport, provide safer and more convenient travel for all, using a higher share of clean engine technology and fuels, resulting in an enhanced urban environment (including reduced noise and air pollution). Visible and measurable impacts will result from significantly sized measures in specific innovation areas. Demonstrations of innovative transport technologies, policy measures and partnership working, combined with targeted research, will verify the best frameworks, processes and packaging required to successfully transfer the strategies to other cities.

1.3 Participant Cities

The ARCHIMEDES project focuses on activities in specific innovation areas of each city, known as the ARCHIMEDES corridor or zone (depending on shape and geography). These innovation areas extend to the peri-urban fringe and the administrative boundaries of regional authorities and neighbouring administrations.

The two Learning cities, to which experience and best-practice will be transferred, are Monza (Italy) and Ústí nad Labem (Czech Republic). The strategy for the project is to ensure that the tools and measures developed have the widest application throughout Europe, tested via the Learning Cities' activities and interaction with the Lead City partners.

1.3.1 Leading City Innovation Areas

The four Leading cities in the ARCHIMEDES project are:

- Aalborg (Denmark);
- Brighton & Hove (UK);
- Donostia-San Sebastián (Spain); and
- Iasi (Romania).

Together the Lead Cities in ARCHIMEDES cover different geographic parts of Europe. They have the full support of the relevant political representatives for the project, and are well able to implement the innovative range of demonstration activities.

The Lead Cities are joined in their local projects by a small number of key partners that show a high level of commitment to the project objectives of energy-efficient urban transportation. In all cases the public transport company features as a partner in the proposed project.

2. Donostia – San Sebastian

The city of Donostia -San Sebastián overlooks the sea and, with a bit more than 180,000 inhabitants, keeps a human scale. Some people consider the balanced combination of small mountains, manor buildings, and sea as the setting for one of the most beautiful cities in the world. We have a tradition in favouring pedestrians, cyclists and public transport.

For about twenty years, the city has been enforcing a strong integrated policy in favour of pedestrians, bicycles and public transport. Considering walking and cycling as modes of transport has led to the building of a non-motorised transport network for promoting this type of mobility around the city.

Likewise, the city has extended its network of bus lanes. The city holds one of the higher bus -riding rates, with around 150 trips per person per year.

2.1 Objectives in CIVITAS

The CIVITAS project is a perfect opportunity to expand our Sustainable Urban Transport Strategy. With the package of CIVITAS measures Donostia-San Sebastián wants to:

- Increase the number of public transport users
- Decrease the number of cars entering in the city centre
- Increase the use of the bicycle as a normal mode of transport
- Maintain the high modal share of walking
- Reduce the number of fatal accidents and accidents with heavy injuries
- Reduce the use of fossil fuels in public transport.

3. Background to the Deliverable

The present deliverable refers to Measure number 23, Changing Parking Behaviour in Donostia - San Sebastián. This measure has formed part of ARCHIMEDES task 3.4 Changing Parking Behaviour.

As a result of a fast growing commercial activity in the western part of the city, the traffic and parking situation have been subject to very high-pressure levels. To cope with that situation an extension of the Controlled Parking Zone has been recommended in those areas by conduct of a study that formed the basis of ARCHIMEDES deliverable R23.1. The purpose of this deliverable is to explain the communication and dissemination activities that accompanied the technical implementation.

3.1 Summary Description of the Task

Until now, the only zone in the western part of the city (covered by the 4th Area) that was regulated by a Controlled Surface Parking Zone was the closest area to Ondarreta beach (sectors 4.1 and 4.2).

Based on the information contained within deliverable R23.1 the service in the initial 4.1 and 4.2 sectors of the 4th area has been extended to cover sectors 4.3, 4.4, 4.5, 4.6 and 4.7. Additionally, the terms of the existing controlled parking zone have been changed to allow compatibility with the extended zone.

To perform that action, the Local Controlled Surface Parking Service Bylaw has been updated to include those new areas and therefore the new service sectors, which legally covers city's controlled surface parking service.

4. New Park Scheme in Donostia - San Sebastian

4.1 Descriptions of the Work Done

To inform all the affected residents about new controlled surface parking service, a mailing campaign has been developed where an information leaflet is provided together with a application form with the objective to give an explanation of all requirements they have to fulfil to get the parking display permit.

ANTIGUO
BERTAKOAK RESIDENTES

ahora más fácil
Tu sitio
orain errazago
Zure lekua

www.donostia.org/tao-ota

TAO OTA

TAO OTA

Maravillas Defauso
MAGISTRALDEA ETEN EN EL MUNICIPIO DE DONOSTIA
CONCEJAL DE MOVILIDAD Y VEHICULOS

Hoy en día, el sistema Antiguo de Aparcamiento Residencial (ARA) ya no responde a la situación creada por la necesidad de aparcamiento en las zonas urbanas desde hace años se actualizó el sistema OTA que ha ido entendiendo por diferentes barrios de la ciudad.

Ahora llega el momento para el barrio del Antiguo y otras zonas del Oeste de la ciudad, así como para la zona universitaria y algunos parques tecnológicos. Esta ampliación del servicio regulado de estacionamiento -OTA-, tiene como objetivos:

- Facilitar el aparcamiento de los residentes, habilitar espacios para quienes necesitan estacionamientos cortos y de media duración, así como racionalizar el uso del coche en zonas saturadas.

La puesta en marcha del sistema de estacionamiento regulado en Ondarreta, Benta Berri, Lonsa, Campos de la LPV, parte de Bello, Erretaburu y algunas plazas en los polígonos de Igar, Zuzte y Miramón se ha estudiado de forma minuciosa adaptando cada zona a las necesidades detectadas.

Espero que esta distribución equitativa de los espacios contribuya a mejorar la calidad de vida de los vecinos y vecinas del Antiguo, generando el barrio en tranquilidad y habitabilidad, siendo este un hito más en el desarrollo de la Movilidad Sostenible que se promueve desde esta Delegación.

www.donostia.org/tao-ota

TAO OTA

TAO bineta berriaren ezaugarriak
Características de la nueva viñeta OTA

Aparcamiento arautuko TAO berria aplikatzen den sektoreko kaleetan ohar bideak dute udalerriko azarotik aparteko-ortetik bar estaturako auzotango dute. Tiarat hiri dibulgatuaren azarotik hazar abian eta arat Hazarotik moduan janti behar da, eta, horrela, haren etxebizitzaren inguruko kaleetan aparkatzeko baimena hiru behar dagoen arte hain berriz deribontz aparkatu ahal dute.

Aquellos vehículos del término municipal que tengan su vivienda de hecho permanente en las calles incluidas en los sectores de aplicación del servicio de estacionamiento regulado OTA podrán provenir de un distrito de aparcamiento, que, colocado de manera visible en el parabrisas delantero del vehículo, les permita estacionar en las calles próximas a su vivienda sin necesidad de obtener autorización de aparcamiento por tiempo indeterminado.

- Aparkatzeko-ortetik hurren topi bat du. Topik berriz zera daturate arte dute bideak eta berriz jantzen dituzte bideak.
- Lieve un chip incorporado en el que queda grabada la fecha de validez de la viñeta y relaciona al vehículo con el propietario.
- No se necesitan cambiar el defleño cada año.
- Internet bidez con arat berriz, auz berriz dute berriz.
- La renovación puede hacerse fácilmente a través de Internet.

Bineta berria beharrezko estaturako eta dokumentazioa hainak orri horien bidez dute: www.donostia.org/bertakoak/residentes

Requisitos y documentación necesaria para la obtención de la viñeta en www.donostia.org/bertakoak/residentes

Eskaerak aurkeztea Presentación de solicitudes

Eskaerak Auzotetik Hiritik Berria bidez aurkezteko dira

Dialde telefono horretatik dute aurkezteko data

Beharrezko dokumentazioa

Hazarotetik moduan jantzen behar da. Egun horretatik auzotetik, udar erregioetan orri hori aurkutu behar da eskaerak.

La presentación de solicitudes se realizará mediante Cita Previa Personalizada

Para ello deberán llamar al Teléfono Gratuito 900 714039

Se darán Citas a partir del día 13 de Septiembre.

Fecha Límite Citas: 29 de Octubre de 2016. A partir de esta fecha las solicitudes deberán presentarse de manera habitual en el Registro Municipal

Image 1: New regulation parking service information leaflet

Erregulazio bereziko kaleak
Calles de Regulación Especial

1 Bertakoak soilik sartzeko eta/edo aparkatzeko berariazko seinaleztapena duten kaleak: arau honen 18. artikuluan definitutako aparkatze-txartela duten zona horretako auzotarrek soilik aparkatu ahal izango dute kale horietan 00:00etatik 24:00etara. Calles con señalización específica de acceso y/o aparcamiento exclusivo de residentes: En las mismas el estacionamiento de 0 a 24.00 horas será exclusivo para los vecinos de la zona dotados del distintivo de aparcamiento definido en el art. 18.º de esta norma.

2 Bertakoentzat soilik ez diren kaleak: kale horietan ibilgailu guztiak (bertakoak izan edo ez) aparkatze-baimena eskuratu beharko dute erregulazio-ordutegian barnean. Haatik, 15 minutuko edo gutxiago egonaldiatarako, erabiltzaileek dohainik aparkatzeko baimena eskuratu ahal izango dute. Edonola ere, dohainik aparkatzeko lortutako baimenaren denbora-muga horietatik 3 ordu pasa arte ezin izango da dohainik aparkatzeko beste baimen bat lortu. Calles excluidas a residentes: En las mismas todos los vehículos residentes del Sector o no deberán obtener la correspondiente autorización de aparcamiento, dentro del horario de regulación. Para estancias menores o iguales a 15 minutos. Los usuarios podrán poseerse de una autorización de aparcamiento gratuita. No se podrá obtener una nueva autorización de aparcamiento gratuita, hasta pasadas 3 horas desde el límite de tiempo autorizado por la anterior autorización de este tipo obtenida.

3 Okupazio handiko ibilgailuek soilik aparkatzeko berariazko seinaleztapena duten kaleak: kale horietan bi pertona baino gehiago garazian dituzten ibilgailuak soilik aparkatu ahal izango dute, betiere aurretik aparkatze-baimena lortu ostean (3. tarifa). Calles con señalización específica de aparcamiento exclusivo para vehículos con alta ocupación: en las mismas sólo podrán estacionar los vehículos que transporten más de dos ocupantes previa la obtención de la autorización de aparcamiento correspondiente (Tarifa 3).

4 Motoak, ziklomotoerek, quad-ek eta antzekoak ezin izango dute kale horietan aparkatu, gisa horietako ibilgailuetarako bereziki arreserbatutako espazioetan izan ezik. Las motos, ciclomotores, quads y similares, no podrán estacionar en estas calles salvo en los espacios reservados en exclusiva para este tipo de vehículos.

BERTAKOAK APARKATZE TXARTELA LORTZEKO ESKAKIZUNAK

1. Aparkamentu arauak duten sektoreetako kaleetako batean ohiko bizirikoa izateak.
2. Txartela diruzteko adina ematen den helburu errotaduta egotea.
3. Txartela behar duen ibilgailuaren titularrak eta ohiko gidari izateak.
4. Aurreko zerbaitetan algararen diru datuak egitazterako, interesduenak aditza ematen diren udal-bulegoetan sutesketo beharko dute, eskiera-ori normalizatu. Eskiera-oriari ondoren zuzendatzen den dokumentazioa gaineratu beharko da (gizarteko eta fotokopial). Eskatzen diren dokumentuak adierazten diren helburuek, bai etan beharko dute eskiera-oriari aditza ematen denarekin.

Beharrezko dokumentazioa

- Eskatzailearen NAN.
- Indarrean dagoen gida-baimena.
- Txartela behar duen ibilgailuaren zirkulazio-baimena.
- Ibilgailuaren seguru-poliza eta zichen ordainagaitia.
- Ebebizitza zuzenaren edo alokairuaren justifikatzailea.

Documentación necesaria

- D.N.I. del solicitante.
- Permiso de conducir en vigor.
- Permiso de circulación del vehículo para el que se solicita el distintivo.
- Póliza y último recibo del seguro del vehículo.
- Justificante de la titularidad o del arrendamiento de la vivienda.

REQUISITOS PARA OBTENER UN DISTINTIVO DE APARCAMIENTO PARA RESIDENTES

1. Tener fijada la vivienda de hecho y de modo permanente en alguna de las calles incluidas en los sectores de regulación de aparcamiento.
2. Estar empadronado en el domicilio que se declara para la obtención del distintivo.
3. Ser titular y conductor habitual del vehículo para el que solicita el distintivo.
4. A efectos de acreditar los datos referidos en los números anteriores, las personas interesadas deberán presentar la oportuna instancia normalizada en las dependencias municipales que al efecto se señalen, acompañando la siguiente documentación (original y fotocopia). Los domicilios que figuren en los distintos documentos aportados deberán coincidir con el declarado en la solicitud.

BERTAKO Auzotza

4-4

Zarautz atzealdeko pasealekua
Aparcamiento Trasera Zarautz

Etero
Eugenio Imaz
Juan Osaegantzi
Zarautz atzealdeko / Trasera Zarautz
Zarautz

4-5

Almorta
Andresteg
Karabenen aparkalekua
Aparcamiento Carabanas
Karabenen aparkalekuren aurreko aparkalekua / Aparcamiento antes del Aparcamiento Carabanas
Bento pasealekuko aparkalekua
Aparcamiento Paseo de Berio
B. Estorres Lasa aurreko aparkalekua
Aparcamiento Frente B. Estorres Lasa
Karmele Sare-Martin
Manuel Landizabal
Marta de Maestu
Olarin
Tolosa frontoaren parkeak
Parque de Tolosa
Paseo de Berio pasealekua
Paseo de Ondarreta pasealekua
Plaza Laubimenea Plaza

4-6

Zarautz atzealdeko pasealekua
Aparcamiento Trasera Zarautz

Etero
Eugenio Imaz
Juan Osaegantzi
Trasera Zarautz atzealdeko
Zarautz

4-7

Ezizako aparkalekua
Aparcamiento Igizada
Avenida Tolosa frontoakoa
Baleategi
Errotaburu
Paseo de Gaxen
Olive
Sustituzio
Txorran Agirre
Urretxu
Xabier Lizardi
Portuete

4-1

Sektoreen mugak
Límites de sector

Bertakoentzat diren guneak
Zonas exclusivas Residentes

Bertakoentzat soilik ez diren guneak
Zonas excluidas a Residentes

Txartelazte hutsa / 15 min. aurrerant.
Estacion para 15 min. gratuitas

Okupado handiko ibilgailuetarako
ereserbatu (bertakoentzat ez)
2 pertona baino gehiago ibilgailu
baiterako

Reserba: NAO (vehículos a residentes)
Más de 2 ocupantes/vehículo.

4-2

Avenida de Sarrutegui frontoakoa
Brunet
Infanta Beatriz
Infanta Cristina
Infante Don Jaime
Infante Don Juan
Infuza
Paseo de Eduardo Chikita pasealekua
Paseo de Igeldo pasealekua
Westuden

4-3

Dorribane Garai
Infuza
Lagorrio
Maite
Paseo de Ondarreta pasealekua
Ondarreta pasealekuko aparkalekua
Aparcamiento Paseo de Ondarreta
Tiento
Victoria-Gaitiez

Map of included areas:

Image 2: Information leaflet internal side. Map of included areas.

The mailing campaign was carried out before commissioning the new parking service because it was necessary to have identified all the affected inhabitants beforehand. Otherwise it would not have been possible to launch the parking regulation.

Overall, we expect to receive about 3000 requests from the public for parking display permits. Till now, we have granted around 1500.

The leaflet is divided in two sides. The inside of the leaflet shows a map of the western part of the city with all new regulated areas with its sectors, as previously described in ARCHIMEDES R23.1. Surrounding the map there is an explanation of which streets cover each sector. Besides the new covered areas, this measure includes some areas where access will only be for high occupancy vehicles (HOV). The reason to include those areas in the city is to reward the inhabitants who give this use to their vehicles sharing them with other people. Those HOV areas are also reflected in the map provided in the leaflet.

The outside describes the specifications of the new parking display permit and the request for further details.

This part also explains the documentation needed to submit, to get the parking distinctive.

As the bylaw describes, there are some rules that inhabitants need to fulfill to get the parking display permit:

- To have their permanent residence in one of the streets included in the regulated parking sectors.
- To be registered in the address declared in the parking display permit request form.
- To be the owner and the usual driver of the vehicle.
- In order to prove the presented figures in the previous rules, The interested people must fill the request form with the following documentation:
 - Applicant's identification card.
 - Valid driving license.
 - Vehicle Registration Certificate
 - Vehicle insurance and its last receipt.
 - Proof of ownership of the housing.
- All the presented documentation must show the same address as that shown in the request form.
- The inhabitant must be aware in the payment of the circulation municipal tax and imposed traffic fines by the city council.
- The inhabitant need to pay the fixed rate for the corresponding year. This rate will not be divided or proportionately reduced as a result of a less enjoyment service time.

Applications must be made in writing – either by post or in person at a special office where the mobility administration has provided two people to provide assistance. Appointments to get assistance in person can be made by using a free telephone number during the period 13th September to 29th October.

Once the applicant prove all the documentation requested the city council can receive three types of responses:

1. The application fulfills the requirements. The display permit is sent to the declared address with a map of the sector that matches with the address.
2. The application is not complete (lack documentation or does not fulfill some requirement). A letter is sent informing about lack of documentation and the need to correct it.
3. The application does not fulfill the requirements. A letter is sent informing about the reasons of not granting the parking display permit.

If the application is approved, the resident, placing the parking display permit on the windscreen can park his car close to home, without any authorization and for indefinitely.

The parking display permit will be valid for a year and after that the applicant must renew the service because once the renewal period ends, the display permit for the previous year will not be valid anymore.

The following images show the office at residents' disposal. It is open in working days from 9.00 to 13.30.

Images 3-4-5: Office at residents' disposal



4.2 Problems Identified

Before starting up the service, the need to identify all the residents' cars was supposed to have been solved through the initial mailing campaign and the opening of a specific office in the affected district.

The start of the scheme has been slightly delayed because of the extension of consultation and registration periods.

4.3 Risks and Mitigating Activities

The areas destined to be High occupancy vehicles (HOV) require a control system to assure vehicle's true occupation.

There are two main control models available. The first one is based in a two-way control, and the second one is based in the user identification:

1. Control by recording system. The system records the vehicles entering the parking reservations and registering their plates through videorecorders and plate identifier cameras. A database is generated with associated plates and recordings. At the control center they will review recordings randomly and a second database will be generated with "authorized or non authorized vehicles" (whichever is easier). The street controller controls parked plate vehicles comparing it with "authorized vehicles" database generated in the control center.
2. Control by User ID. This model is based on the fact that only registered users can park in these zones. The parking vehicle needs to carry at least three registered users. To get the parking authorization, three registered user cards must be showed to the ticket machine. Once the users are authorized, their cards can not be used to park in these zones again while they are using the service.

To use any of these control systems, it is necessary to comply with The Data Protection Act. You need to register the file system, the owner and the controller of the Data. Since the mobility department has registered a recording file (traffic cameras), the records will be included in the mentioned file system.

4.4 Dissemination Activities

The local media (TV, radio and papers) has already covered the extension of new regulated parking service many times in recent months. Find below some screenshots of the published articles in the internet.

Image 6. First news about new parking regulation areas.



primeran Lighthouse News

Inicio Real Sociedad Deportes Opinión Pasajes Nacional Internacional Opinión

Lunes, 30 Septiembre 2010

11:00 AM

El chicle de la OTA

JUEVES, 24 DE MARZO DE 2010 10:17



La extensión de la Ota desde el Antiguo hasta Errotaburu recibirá mañana la aprobación del pleno del consistorio donostiarra que aún está esperando y que es el último trámite de la ordenanza que propone la extensión de la Ota, abarcando varias plazas de aparcamiento de Zurutuza, que se ha convertido en un territorio imposible para aparcar así como la extensión al campus universitario, momento en el que el departamento de Movilidad podrá sacar a concurso la explotación y gestión del sistema.

De aquí a la adjudicación queda un periodo de dos meses, así que probablemente el verano vendrá cargado de nuevas zonas de Ota para su reglaje y diseño: más zonas y horarios, y eso que estamos en crisis.

El aparcamiento regulado abarca Benta Berri, Benta, el campus universitario, Errotaburu y una parte relativamente ligera, incluido el estacionamiento situado entre la glorieta de la avenida de Tolosa y la ciudad en un lateral de el carrilero Vasco.

Todo el centro urbano de Benta Berri localizado entre el final de la calle Mado y Zurutuza, sufre también una reserva de lugares de parking, en tanto en cuanto que es una zona de ámbito laboral.

Quedan desatendidas zonas como Miramón, Belatza o el polígono 27, un tanto que sorpresivamente se mantiene el campus universitario como zona para el aparcamiento de larga duración, a pesar del claro frenazo de la oposición, que deseaba dejar fuera de la Ota los calles adyacentes a las facultades de la URV en Ibaeta.

Los vecinos de los números 75 a 95 de la calle Alzamora, hasta su límite con la avenida de Zurutuza, han conseguido que queden fuera de la ordenanza, aunque sí podrán acceder a los viveros de residentes para poder localizar sus vehículos en el sector de Benta Berri.

PP, PNV, EA y Hainatikabari han sido muy críticos con la decisión de implantar la Ota en la Universidad para evitar que allí se produzca un estacionamiento masivo de los que no quieren pagar el tokor de la Ota.

Eso sí, el pleno estará ensartado de favorecer las bonificaciones al coche compartido aunque no saben como aplicarlas del modo.

Este pleno, celebrará también temas varios tales como la solicitud de compensación del alcalde Odoín Elorza para informar a la Corporación sobre la situación en este momento del interminable proyecto de la estación de autobuses.

Tiempo para San Sebastián

16C	24C	27C	22C	21C
Lun	Mie	Jue	Vie	Sáb

Surf EL TIEMPO

1-2
R. SOCIEDAD R. MADRID

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LÍNEA DIRECTA

septiembre 2010

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5

Image 7. News about new regulation leaflet dissemination



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Ayuntamiento de San Sebastián abre el plazo para solicitar la viñeta de los nuevos sectores de la OTA en El Antiguo

14 SEPTIEMBRE - SANSEBASTIANDIGITAL.COM - E.P.

El Ayuntamiento de San Sebastián ha anunciado que, a partir del próximo miércoles, se abrirá el plazo para solicitar la viñeta del sistema de estacionamiento regulado OTA de los nuevos sectores de Ondarreta, Benta Berri, Universidad Berio, Lorea y Errotaburu, en el barrio de El Antiguo.

En un comunicado, el Consistorio ha puntualizado que para facilitar esta tramitación y evitar que los residentes de este barrio tengan que desplazarse al Centro de la ciudad, la documentación se presentará en la calle José Guikoa 4, en el Centro de Servicios Sociales de Benta Berri.

Para la presentación de las solicitudes los residentes tendrán que pedir cita previa llamando al teléfono gratuito 900 714 033. El plazo de presentación de solicitudes se ha establecido hasta el 29 de octubre, aunque el periodo será ampliable en función de la demanda.

Previamente, a lo largo de este lunes y el martes los residentes recibirán en sus buzones un folleto informativo y toda la información precisa sobre los requisitos y la documentación necesaria a presentar para obtener la viñeta OTA.

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Entradas recientes:

- Hoy Lunes 20 de Septiembre es 14 de otoño en Donostia San Sebastián mañana lo publicará el decano.
- San Miguel Donostidubá
- Osantolosa inicia este lunes una campaña de vacunación que cuenta con 420.000 dosis en Euzkadi

OTAKAZUN

Image 8. News about the opening period to request the parking distinctive



4.5 Future Plans

Following this plan, a promotional campaign will be launched which will cover the entire municipality. This campaign will be launched when the contract is awarded (it is supposed to mid December / early January). The information will be disseminated through following media:

- Distribution of brochures
- Radio & Television
- Advertising in public transport (bus, bus-stop)
- WEB
- Phone information

To evaluate its effectiveness we are assessing different aspects such as:

- Quantity of incidents with residents
- Phone queries quantity
- Web Information access.

It is also supposed to set up a new parking meter network that will be extended not only to the new regulation zones but also to other city districts like Amara or Gros, gradually replacing the old parking meter network.

In addition, the main business areas of the municipality will be part of a new regulation study area that will cover 15% of their parking surface. ADS will work with these business areas, searching for new ways to reduce the pressure on parking through travel plans and associated measures.