

CiViTAS
Cleaner and better transport in cities

ARCHIMEDES

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

Donostia – San Sebastian

T47.2– Radar Speed Control in Donostia – San Sebastian

Donostia – San Sebastian

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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 47, Road Safety Measures in Donostia – San Sebastian.

A City Plan for Traffic Safety was approved in 2007 taking the European Road Safety Charter objectives into account.

The measure addresses traffic safety improvement by establishing a Citizen Road Safety Pact, which involves civic associations and other stakeholders in urban mobility.

In order to enforce speed limits radar systems will be installed within the frame of district traffic safety plans.

The aim of the measure is to reduce fatal accidents and serious injuries by 50% compared to the 2002 figures and to reduce the risk of of accidents by 50% for each of the modes of transport.

3.1 Summary Description of the Task

Task 5.7 consists in the installation of radar systems at three locations to control and enforce excessive vehicle speeds. The district selected for the installation of the radar systems is Intxaurreondo, where a district traffic safety plan is being implemented.

4. Radar Speed Control in Donostia – San Sebastian

4.1 Description of the Work Done

Traffic safety studies have been carried out to improve the situation regarding traffic safety in the district of Intxaurreondo. The Traffic Safety Plan for Intxaurreondo includes several physical interventions to reduce speed, introducing a new speed limit of 30 km/h.

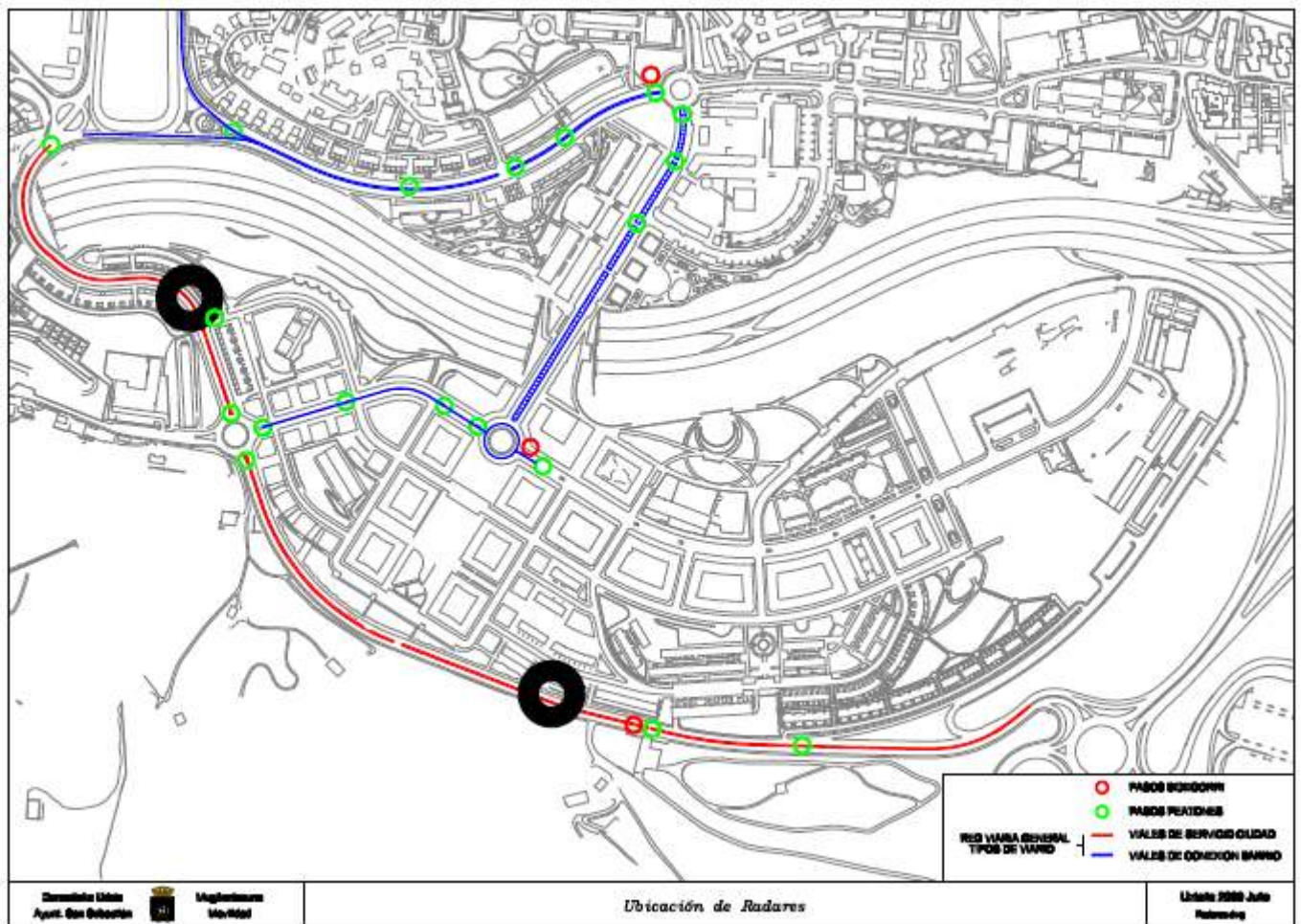


Figure 1: Proposed location of the two radars and safety interventions in Intxaurreondo

Two speed cameras will be installed in Calle Sabilia and Paseo Otxoki. The construction works that will enable the new speed limit reduction will start in October and the two speed cameras will be in use before the end of 2009.

The current offer and state-of-the-art of radar systems for control of traffic speed has been analysed in depth.

The main requirements were:

- Transmission of data to the Local Police traffic department via GPRS
- Possibility of changing the location of the camera, installing more cabins than available radar systems (the more expensive part of the system) so speed can be controlled in more places.
- Anti-vandalism protection
- Fine management (i.e. issuing of fines) provided

Instead of installing a third radar system in this first stage, ADS considered the implementation of a red light camera system in a pedestrian crossing in front of a school in Avda Alcalde José Elósegui.



Figure 2: Red light camera system in José Elósegui

The red light camera system was installed in April 2009 after undertaking works in Avda José Elósegui and Avda Ategorrieta in order to reduce speed, such as building a central reservation and narrowed lanes.



Figure 3: Test picture from the red light camera system

The system takes a picture of the vehicle crossing while the traffic light is red and identifies its number plate, the date and time of the infraction and the time passed after traffic light turned red.

4.3 Problems Identified

No problems have been detected for the installation of the radar systems apart from a small delay in the beginning of the construction works. There are many radar systems available with different features but the financial element is very important in the final choice.

4.4 Risks and Mitigating Activities

The photo-red system has been vandalised twice. A new security glass has been provided to prevent the system being out of order for this reason.

4.5 Dissemination Activities

No dissemination activities have been foreseen apart from signposting the presence of the radar (speed controlled by radar for your safety). However, an information campaign about safe districts and 30 km zones will be launched within Measure 46.

4.6 Future Plans

New speed camera systems will be installed throughout the city according to investment possibilities in the next years. The planned locations for the future speed cameras are shown in the Figure 4.

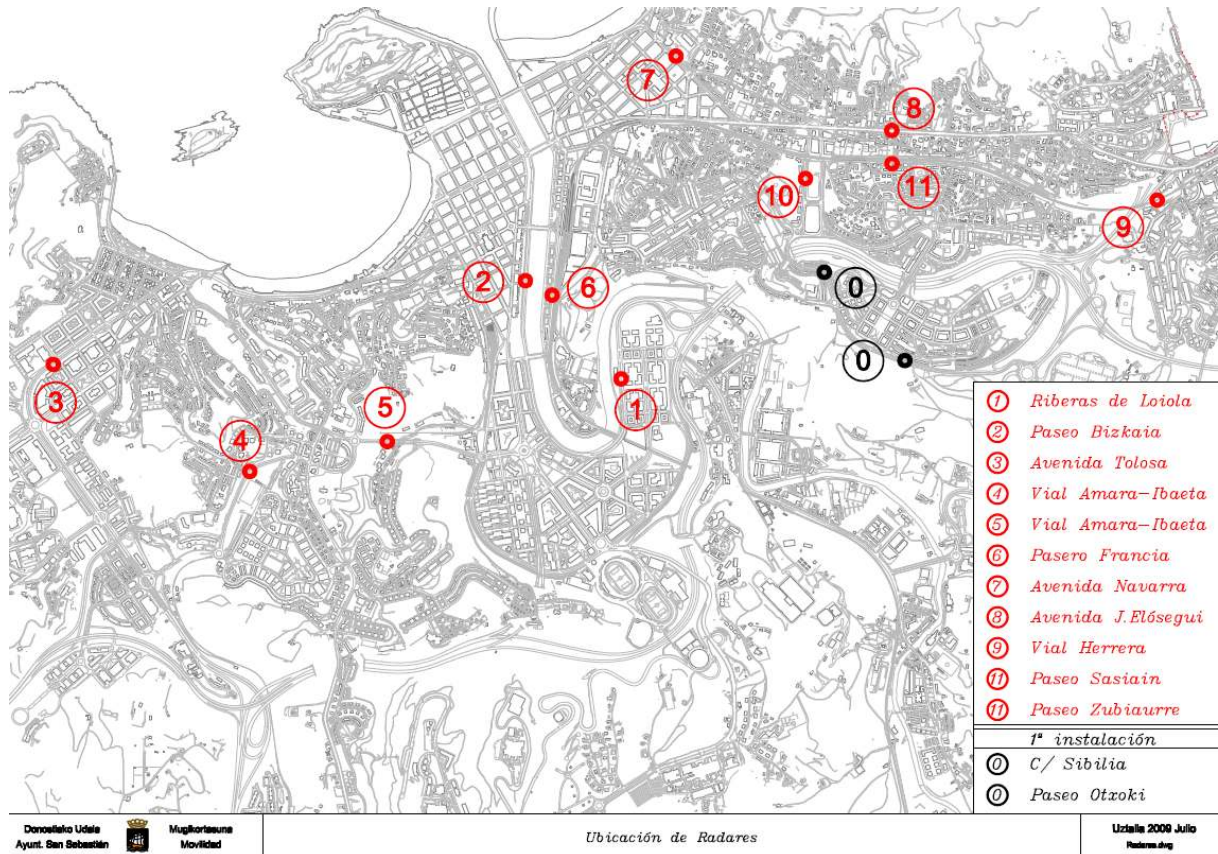


Figure 4: Wider plan for the installation of speed cameras in Donostia-San Sebastián