



CiViTAS
Cleaner and better transport in cities

AALBORG
.....

Aalborg

T43.1 Traffic Speed Reduction Zones in Aalborg

Aalborg Kommune
September 2010



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

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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. Aalborg

The City of Aalborg, with extensive experience of European cooperation and having previously participated in CIVITAS I (VIVALDI) as a ‘follower’ city, is coordinating the consortium and ensures high quality management of the project. The City has the regional public transport authority (NT) as a local partner, and framework agreements with various stakeholder organisations.

Aalborg operates in a corridor implementing eight different categories of measures ranging from changing fuels in vehicles to promoting and marketing the use of soft measures. The city of Aalborg has successfully developed similar tools and measures through various initiatives, like the CIVITAS-VIVALDI and MIDAS projects. In ARCHIMEDES, Aalborg aims to build on this work, tackling innovative subjects and combining with what has been learned from other cities in Europe. The result is an increased understanding and experience in order to then share with other Leading cities and Learning cities.

Aalborg has recently expanded its size by the inclusion of neighbouring municipalities outside the peri-urban fringe. The Municipality of Aalborg has a population of some 194,149, and the urban area a population of some 121,540. The ARCHIMEDES corridor runs from the city centre to the eastern urban areas of the municipality and forms an ideal trial area for demonstrating how to deal with traffic and mobility issues in inner urban areas and outskirts of the municipality. University faculties are situated at 3 sites in the corridor (including the main university site). The area covers about 53 square kilometres, which is approximately 5 % of the total area of the municipality of Aalborg. The innovation corridor includes different aspects of transport in the urban environment, including schools, public transport, commuting, goods distribution and traffic safety. The implementation of measures and tools fit into the framework of the urban transport Plan adopted by the Municipality.



Figure 1: The ARCHIMEDES Corridor in Aalborg

3. Background to the Deliverable

The general speed limit within cities in Denmark is 50 km/h. To improve the safety for cyclists and pedestrians Aalborg has established five traffic speed reduction zones with 30 km/h and 40 km/h speed limits within the ARCHIMEDES corridor in the areas called Vejgaard and Aalborg Øst.

The traffic speed reduction zones are established in line with the Municipality's Traffic Safety Plan from 2008. The speed reduction zones build on and include experiences from previous speed reductions measures in Vejgaard, but develop and expand those significantly.

The fact that the cyclists' accident rate is higher within the ARCHIMEDES corridor compared to the city average indicates a need to make use of all measures that can improve cyclists' safety. Cyclists are particularly exposed to accidents and injuries when speed levels are high. Since ARCHIMEDES aims at increasing cycling in the corridor this could have an adverse impact on the number of injuries and deaths and also act as a barrier to uptake unless specific attention is paid to the speed problem.

This deliverable provides information about the implementation of ARCHIMEDES task 5.2.

3.1 Summary Description of Task

Aalborg has established five speed reduction zones with 30 km/h and 40 km/h speed limits in Vejgaard and Aalborg Øst. Different speed reducing measures are being tested in five different zones in the corridor such as signs, bumps and road narrowing. The five speed reduction zones are located in five residential neighbourhoods in the ARCHIMEDES corridor.

The reduced speed level is expected to contribute to the general traffic safety and to ensure a better environment for particularly vulnerable citizens such as the elderly, handicapped and children.

Furthermore, traffic speed reduction zones will be tested as an instrument to address problems of safety and perceived safety in relation to speed. The ARCHIMEDES project is contributing to the design of the zones.

The planning and pre-data collection period started in autumn 2009. Several stakeholders were involved such as technicians from the municipality, the police and the Archimedes secretariat and it was decided to use several innovative and new traffic speed reduction measures such as flexible bollards, 'pillow bumps'¹ and an entire traffic speed reduction zone using only signage.

As the measure took shape, the residents were informed in spring 2010 and asked to take part in a questionnaire about their perceived traffic safety.

¹ The so-called pillow bumps ("pude bump" in Danish) are constructed in a way allowing buses to pass with up to the signed speed without being seriously affected but still slow down regular car traffic. See also figure 12 on page 14.

The construction of the speed reduction measures took place in August and September 2010. At the same time, the residents were kept informed through different communication channels and their comments and concerns were addressed. The speed reduction zones were implemented by the middle of September 2010 and after that, the after-data collection and evaluation will begin.

4. Traffic Speed Reduction Zones in Aalborg

4.1 Description of Work Done

4.1.1 Planning phase

The planning and pre- data collection phase started in autumn 2009 with a working group consisting of the measure leader, the head of the traffic planning department, and the technical designer. Within the working group, first ideas were discussed where the zones would be located and preliminary design was made. Then different ideas and suggestions regarding the speed reduction measures were discussed and developed. Different speed reduction measures were considered such as bumps, ramps, road narrowing along with sign posting and bollards (see figures 2 to 5). After that, the detailed planning of the five zones started and the working group decided to use several innovative traffic speed reduction measures such as flexible bollards, pillow bumps and an entire traffic speed reduction zone using only signage.



Figure 2: Example of road narrowing



Figure 3: Example of chicanes



Figure 4: Example of a bump



Figure 5: Example of a sign

The five speed reduction zones were chosen, because they were located in the ARCHIMEDES corridor, had a high percentage of residential housing, could build on pre-existing speed reduction measures and would give synergy effects with several other ARCHIMEDES measures such as measure 51 (Cycle motorway in Aalborg).

Furthermore, relevant stakeholders were involved such as different persons from the municipality's Technical and Environmental Department and the North Jutland Police. All speed reduction zones have been approved by the North Jutland Police in February and March 2010, prior to finishing the detailed planning of the five zones in May 2010. There was also an ongoing dialogue with the police throughout the implementation

Pre-studies of accidents and measurements of speed levels were used to select the five traffic speed reduction zones. Speed measurements and car counts were conducted in autumn 2009 and spring 2010, both as pre-data for the evaluation and to qualify the selection of zones. (See figures 6 and 7). Similar measurements are planned for 2012.

In general, speed reduction zones aim to reduce the number of injuries in traffic accidents as well as to ensure a better environment for particularly vulnerable citizens such as the elderly, handicapped and children. Additionally, pedestrians and cyclists are especially vulnerable to accidents and injuries when the speed level is high.

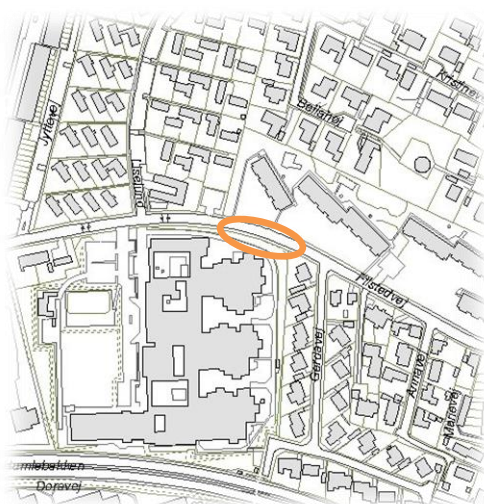


Figure 6: Example of speed measurement location at Filstedvej

Mastra

Aalborg

TÆLLING : UGEOVERSIGT
Antal køretøjer i alt

Side 1 af 2

Dokumentet 23.10.2009 12:36

Resultater for : Helt Året

Perioden

Målested : 19144601 Filstedvej
 Vej : 851-8511914-0 Filstedvej
 Lokalitet : 0/390 Lisslund / Gørdavej
 Retning, spor: TO Total trafik
 Køretyper: MOTOKYKEL
 Måleperiode : 14.03-24.09.2009
 Kommentar :

Årsdage : 1.684 1.684
 Juledage : 1.417 -
 Hverdagsdage : 1.951 1.951
 ELOSS : 34 34
 ELOBY : 23 23
 Trafiktype : MD-AMB -
 Talte dage : 7,2 7,2
 * markerede dage er helligdage

Ugens	38							39							Hverdags gennemsn.
	Man	Tir	Ons	Tor	Fre	Lør	Søn	Man	Tir	Ons	Tor	Fre	Lør	Søn	
Tids-interval	14/09	15/09	16/09	17/09	18/09	19/09	20/09	21/09	22/09	23/09	24/09	25/09	26/09	27/09	
00:00 - 01:00					5	18	17	3	4	5	6				5
01:00 - 02:00					3	7	13	1	5	1	1				2
02:00 - 03:00					0	3	11	2	0	0	1				1
03:00 - 04:00					1	6	5	0	4	2	0				1
04:00 - 05:00					3	8	5	6	2	2	3				3
05:00 - 06:00					10	0	3	13	9	9	11				10
06:00 - 07:00					52	13	14	50	59	65	58				57
07:00 - 08:00					205	26	11	250	233	246	230				216
08:00 - 09:00					131	44	36	148	142	133	124				136
09:00 - 10:00					102	76	56	108	103	86	104				101
10:00 - 11:00					89	106	82	74	86	79	88				83
11:00 - 12:00				108	116	122	91	92	87	91	75				95
12:00 - 13:00				99	108	96	109	107	108	119	99				107
13:00 - 14:00				107	156	84	102	116	121	128	117				124
14:00 - 15:00				157	181	111	79	141	128	142	163				152
15:00 - 16:00				220	197	91	91	234	244	215	61				195
16:00 - 17:00				182	167	90	100	189	191	188					185
17:00 - 18:00				149	130	70	116	155	123	153					142
18:00 - 19:00				123	88	69	67	133	105	111					112
19:00 - 20:00				103	82	67	58	74	87	90					87
20:00 - 21:00				76	46	54	32	74	76	88					72
21:00 - 22:00				64	48	29	43	52	51	41					51
22:00 - 23:00				37	21	33	11	32	33	50					37
23:00 - 00:00				10	19	22	6	12	14	21					15
I alt					1445	2030	1245	1147	2066	2015	2056	1148			2019

• **Figure 7: Example of traffic counting at Filstedvej**

In spring 2010 a questionnaire about perceived traffic safety was conducted to identify the residents' opinion of the five speed reduction zones.

The results showed that 27% of the respondents experienced the general road safety in the local area as unsafe and that more than 56% were uncomfortable about letting their children travel alone, either on foot or by bicycle in the local traffic. Furthermore 87% of the respondents supported the idea to slow down in residential areas and 71% thought that speed limits and road humps could increase the road safety in residential areas.

With the five newly established traffic speed reduction zones in Aalborg, the goal is to improve real and perceived traffic safety by reducing the average speed and especially by eliminating the (relatively few) cars that drive very fast. A reduced speed level is expected to contribute to a reduced number of traffic accidents and an increase in the traffic safety and security.

Furthermore, by making cycling safer the speed reduction measure will strengthen the ARCHIMEDES aim to increase the number of cyclists in Aalborg's ARCHIMEDES corridor.

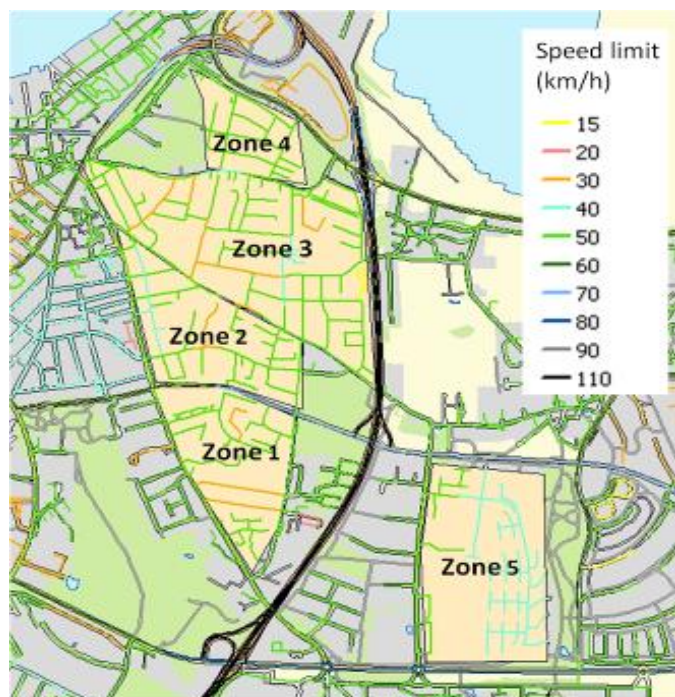


Figure 8: Pre-existing speed limits

Working with zones instead of road segments has the advantage that the number of signs that have to be installed – and thus the overall costs – can be much less as they only have to be implemented along the border of each speed reduction zone.

The differences between 30 or 40 km/h speed reduction zones were discussed. For choosing the speed limit for each zone, the following aspects were considered: which kind of traffic existed, what the estimated result of the speed reduction is, and also the costs of building the speed reduction measures. Furthermore, there were previous speed reduction measures and speed limits of 40 km/h and 30 km/h on certain roads in the selected speed reduction zones (see figure 8). These previous measures are included in the speed reduction zones, but expanded significantly. It was decided that the previous speed limits of 40 km/h on these roads would be maintained.

4.1.2 Construction



Figure 9: Construction work

In August and September 2010 the construction of the speed reduction measures and the set up of the signage took place (see figure 9). The residents were informed through different communication channels such as the website, an information letter and newspaper articles. As a response to this information campaign and to the road work, several residents contacted the working group. The comments about the speed reduction measures were mainly positive. However, a few residents also expressed concerns regarding the placement of specific speed reduction measures and questions regarding the purpose of the speed reduction zones. Suggestions regarding the

placement of specific speed reductions measures were – where possible – taken into account. Concerns were addressed by once more explaining the goal of the speed reduction zones, which satisfied the residents.

4.1.3 Implementation and evaluation

The speed reduction zones are implemented and operate from the middle of September 2010 when the road work is finished.

The after data collection phase will start in autumn 2010. The final selection of evaluation indicators and methodologies will then be specified. Initial ideas on relevant indicators and methods are: accident data, speed levels, and user perception and acceptance. Accidents registered by the police are geocoded by Aalborg Municipality in its 'Accident GIS'. Detailed analysis of accidents will be based on these data. Due to annual fluctuations in accident rates a measures' impact on traffic safety can generally only be evaluated after collecting data for 4-5 years. However, based on the link between speed and accident rates, the development in speed level can be used as an indicator of safety impacts.

Furthermore the measure presents a significant increase of speed reduction measures in Aalborg municipality with the establishment of the 43 bumps, and that without much negative critique. Prior to the measure there existed some 250 in the municipality. Last but not least, ARCHIMEDES allowed the city to trial different innovative speed reduction measures that would perhaps not be tested otherwise.

4.2 Specification of Traffic Speed Reduction Zones

4.2.1 Specification of the five speed reduction zones

Aalborg introduced five speed zones; see the following map (figure 10).

The speed reduction zones included the following measures:

- Zone 1: this zone was implemented as a 30 km/h speed reduction zone. Signs, bumps and bollards were installed. The pre-existing speed reduction measures (30 km/h bumps and signage) on certain roads were included.
- Zone 2: zone 2 was implemented as a 40 km/h speed reduction zone with appropriate bumps, signage and bollards. There was one pre-existing bump that was included in zone 2.
- Zone 3: zone 3 was established as a 30 km/h speed reduction zone in the western part and 40 km/h in the eastern part. Appropriate bumps were installed in both parts as well as two pillow bumps, signage and bollards. There were a few pre-existing bumps that were included.
- Zone 4: this zone is an entire speed reduction zone using only signage and a speed reduction of 40 km/h

- Zone 5: zone 5 was established as a 40 km/h speed reduction zone. There were a few pre-existing bumps that were included and otherwise, this zone relied only on new signs.

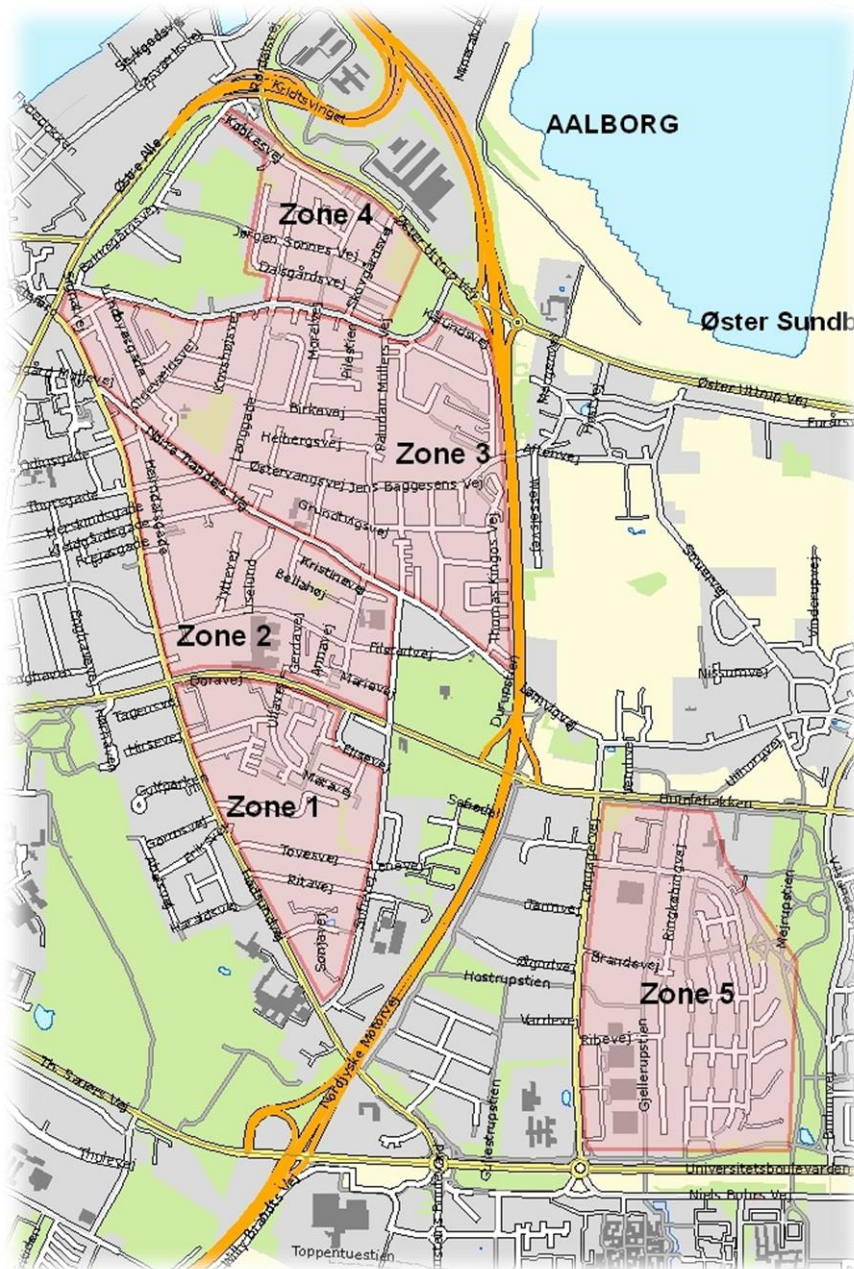


Figure 10: Map of the five speed reduction zones

Altogether, 43 bumps were installed, consisting of 23 40 km/h speed reduction bumps, 18 30 km/h speed reduction bumps and two pillow bumps.

4.2.2 Specification of the innovative speed reduction measures

One existing bus route through the zones had to be considered and this resulted in the inclusion of two pillow bumps into the project that allow the buses to pass with the signed speed without being seriously affected by the bump, but still slows down regular car traffic (see figures 11 and 12 below).



Figure 11: Pillow bump under construction



Figure 12: Pillow bump (Danish Road Directorate)

The flexible bollards produced by Jilson (see figures 13 and 14) were used between the bumps and the pavement to keep the cars from running on the pavement to avoid the bump. The bollards were used in all speed reduction zones except zone 4 where the effect of using no physical measures is being tested. This type of flexible bollards is used to test if they can replace old metal bollards in other areas. The flexible bollards still have the purpose of informing the car driver of a specific traffic measure and work furthermore as deterrents. However, the advantage of the flexible bollards is that they will damage cars less in an accident and don't have to be replaced after a car hit. Thus they will be cheaper in the daily operation.



Figure 13: Flexible bollard



The flexible bollard keeps its form even after being run over 1000 times at 30km/h and a weight of 800 kg. Damage to the car from the impact is minimal.

Figure 14: Specification of the flexible bollards (Jilson)

On the figures below you can see two examples of the finished speed bumps (figures 15 and 16).



Figure 15: Finished speed bump



Figure 16: Finished speed bump

4.2.3 Zone 4: an entire speed reduction zone using only signage

Zone 4 is a trial zone to examine how a speed reduction zone without physical speed reduction measures works.

Until now establishing physical speed reduction measures has been a prerequisite for being allowed to establish speed reduction zones; however, as a demonstration project Zone 4 tests the consequences of having only signed speed reduction zones. Thus dialogue was sought with the national government (Ministry of Justice) and permission to the test has been given by the local police.

Zone 4 is located between Øster Utrup Vej and Øster Sundby Vej (see map in fig. 10 or 18). The zone consists of 10 roads with an overall length of 3 km. There are no pre-existing physical speed reduction measures in the zone.

Zone 4 is signed at the borders with the 40 km/h zone signs on entry and exit:



Figure 17: E68.4 sign “Zone with local speed reduction” (to the left) and E69.4 sign “End of the zone with local speed reduction” (to the right)

4.3 Communication

The residents of Aalborg were informed about the speed reduction zones through different communication channels.

In spring 2010 a questionnaire about the perceived traffic safety was conducted with a special focus on the residents of the five coming speed reduction zones. As stated

previously, the purpose of the questionnaire was to get a picture of the residents' opinion of the five speed reduction zones, of their perceived traffic safety and of the speed reduction measures.

The questionnaire included questions on how comfortable the residents were in letting their children travel alone in the local traffic and how they experienced the general road safety when walking, driving or riding a bike in the coming zones. Other questions were related to the residents' opinion on if speed limits and bumps could increase road safety in residential areas, and their opinion on speed reduction zones in residential areas in general.

A letter was sent to the residents of the five speed reduction zones prior to the implementation of zones in summer 2010 (see figure 18). The letter aimed to reach all the residents of the five zones to inform them about the speed reduction zones making them aware of the benefits from the zones as well as to warn them on the up-coming road work. The letter urged the citizen to utilize the possibility to get more detailed information from the municipality' website.



Informationsbrev

Vejene i dit boligområde ændres til en hastighedszone, hvor farten sænkes til 30 eller 40 km/t.

For høj hastighed på boligvejene kan skabe utrygge situationer og i værste fald resultere i uheld. Aalborg Kommune vil gerne medvirke til at sådanne situationer ikke opstår. Derfor etableres der nu fem nye hastighedszoner. Fire i Vejgård og en i Aalborg Øst, se placeringen af zonerne på kortet.



Hastighedszonerne består af ny skiltning i områderne samt anlæg af fysiske foranstaltninger som bump og vejindsnævninger. På Aalborg Kommunes hjemmeside, www.aalborgkommune.dk/archimedes, kan du se, hvad der skal ske i dit boligområde.

17-05-2010

Sagsnr.: 2010-17741
Dok.nr.:
2010-121225
Init.: mms
CVR nr.: 29 18 94 20
PBS nr.: 44199

Åbningstider:
Man-ons 9-15
Tor 9-17
Fre 9-14

Send så vidt muligt
elektronisk post til
Aalborg Kommune

Teknik- og Miljøforvaltningen

Trafik & Veje Stigsborg Brygge 5 Tlf. 9931 2000 www.aalborgkommune.dk
Postboks 219 9400 Nørresundby Fax 9931 2314 trafik.veje@aalborg.dk

Arbejdet opstartes i uge 21 og forventes afsluttet i uge 26/27.

Under arbejdet

Når vi arbejder, vil der i perioder kunne opleves støj og støv.

Kollektiv trafik – Busdriften i området kan blive påvirket og vil blive midlertidigt omlagt af Kollektiv Trafik efter behov. Eventuelle ændringer vil blive annonceret forud.

Trafikalvikling – Mens arbejdet står på vil der også kunne forekomme gener for biltrafikken. Udover etableringen af hastighedszoner er der igangværende kloakarbejde på Birkevej og Langgade, som betyder, at der er omkørsel via Kirkedalsvej, Kildevældsvej og Paludan Müllers Vej frem til uge 28.

Du kan følge med i Vejgård Avis, hvor der i uge 21 og uge 22 vil være artikler, der fortæller om arbejdet med hastighedszonerne.

Hastighedszonerne er en del af ARCHIMEDES Projektet i Aalborg Kommune. ARCHIMEDES Projektet er støttet af EU og har til formål at skabe større bæredygtighed i trafikken. I Aalborg medfører det, at der gennemføres 20 delprojekter som på hver deres måde gør trafikken i Aalborg mere bæredygtig. Et af de projekter, der allerede kan ses i bybilledet, er de blå Aalborg Bicykler. Af andre projekter kan blandt andet nævnes forbedringer i den kollektive trafik og en gratis City Circle – Aalborg Rundt bus, der kører i perioden 28./6.-21./8. kl.10-18, med en guide ombord alle dage mellem kl.10-13. For en beskrivelse af de andre projekter henvises til www.aalborgkommune.dk/archimedes.

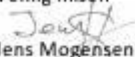
Det er en vigtig del af ARCHIMEDES Projektet, at alle erfaringer indsamles, så andre byer kan få udbytte af disse. Det gælder også erfaringerne med hastighedszonerne. Derfor opfordrer vi kraftigt til, at du bruger et par minutter på et onlinespørgeskema, der findes på hjemmesiden www.aalborgkommune.dk/archimedes. Ikke alt kan måles. Ofte er det den oplevede følelse, der bedst beskriver, hvordan trafikken i et område er. Vi vil derfor meget gerne have dine svar på spørgeskemaet.

Har du ikke mulighed for at gå på nettet og udfylde spørgeskemaet, kan du ringe på tlf. 9931 2335 og få det tilsendt med posten.

Kontakt

Projektkoordinator/tilsyn, Aalborg Kommune, Morten Møllnitz, 9931 2377

Venlig hilsen

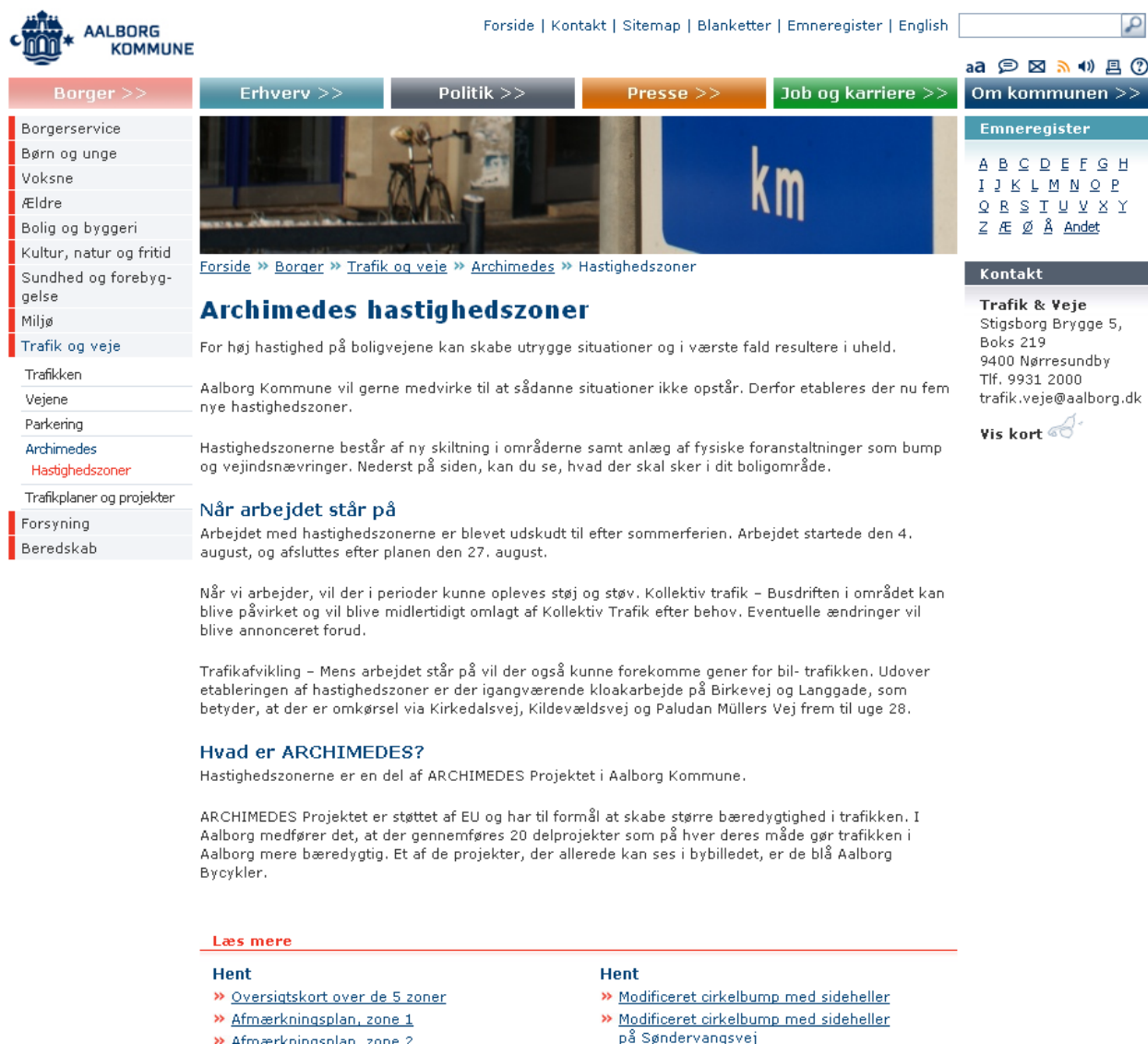


Jens Mogensen

Sekretariatsleder
ARCHIMEDES - sekretariatet

Figure 18: Information letter that was sent out to the residents, 17.05.2010

Another central information channel was the dedicated project pages on the ARCHIMEDES homepage of Aalborg Municipality. Here the residents had access to detailed maps on where the speed reduction measures were implemented, to general information about the five speed reduction zones and to the online questionnaire about perceived traffic safety (see figure 19).



Forside | Kontakt | Sitemap | Blanketter | Emneregister | English

Borger >> Erhverv >> Politik >> Presse >> Job og karriere >> Om kommunen >>

Borgerservice
Børn og unge
Voksne
Ældre
Bolit og byggeri
Kultur, natur og fritid
Sundhed og forebyg-
gelse
Miljø
Trafik og veje
Trafikken
Vejene
Parkering
Archimedes
Hastighedszoner
Trafikplaner og projekter
Forsyning
Beredskab

Forside >> Borger >> Trafik og veje >> Archimedes >> Hastighedszoner

Archimedes hastighedszoner

For høj hastighed på boligvejene kan skabe utrygge situationer og i værste fald resultere i uheld.

Aalborg Kommune vil gerne medvirke til at sådanne situationer ikke opstår. Derfor etableres der nu fem nye hastighedszoner.

Hastighedszonerne består af ny skiltning i områderne samt anlæg af fysiske foranstaltninger som bump og vejindsnævring. Nederst på siden, kan du se, hvad der skal sker i dit boligområde.

Når arbejdet står på

Arbejdet med hastighedszonerne er blevet udskudt til efter sommerferien. Arbejdet startede den 4. august, og afsluttes efter planen den 27. august.

Når vi arbejder, vil der i perioder kunne opleves støj og støv. Kollektiv trafik – Busdriften i området kan blive påvirket og vil blive midlertidigt omlagt af Kollektiv Trafik efter behov. Eventuelle ændringer vil blive annonceret forud.

Trafikafvikling – Mens arbejdet står på vil der også kunne forekomme gener for bil- trafikken. Udover etableringen af hastighedszoner er der igangværende kloakarbejde på Birkevej og Langgade, som betyder, at der er omkørsel via Kirkedalsvej, Kildevældsvej og Paludan Müllers Vej frem til uge 28.

Hvad er ARCHIMEDES?

Hastighedszonerne er en del af ARCHIMEDES Projektet i Aalborg Kommune.

ARCHIMEDES Projektet er støttet af EU og har til formål at skabe større bæredygtighed i trafikken. I Aalborg medfører det, at der gennemføres 20 delprojekter som på hver deres måde gør trafikken i Aalborg mere bæredygtig. Et af de projekter, der allerede kan ses i bybilledet, er de blå Aalborg Bycykler.

Læs mere

Hent

- >> [Oversigtskort over de 5 zoner](#)
- >> [Afmærkningsplan, zone 1](#)
- >> [Afmærkningsplan, zone 2](#)

Hent

- >> [Modificeret cirkelbump med sideheller](#)
- >> [Modificeret cirkelbump med sideheller på Søndervangsvej](#)

Figure 19: Screen shot of the ARCHIMEDES / Speed zones homepage

As part of the overall communication, two press releases were written. They both appeared in two local newspapers: Nordjyske Stiftstidene and Vejgaard avis (see figures 20 and 21).



MÅLINGER PÅ Paludan Müllers Vej har vist, at mere end hver tredje bilist kører over 50 km/t. Foto: Claus Sørenberg



I DE 5 nye zoner nedsættes hastighedsgrænsen. I zone 4 ved Bakkegårds kvarteret bliver farten dog udelukkende sænket med skilting. I de øvrige zoner suppleres med bump og vejindsnævring.

Farten skal ned på 30 km/t

TRAFIKSIKKERHED: Boligzoner i Vejgaard og Aalborg Øst pakkes ind i fartgrænser og bump

af Lars Termaasen
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AALBORG: En del bilister har alt for meget fart på, når de kører gennem stille boligområder. Men det bliver der nu sat ens topper for.

Farten kommer ned på 30 eller 40 km/t i fem udvalgte byområder i Aalborg.

Områderne får status som

"home zones" - hjemnezoner - og ved indkørslen til hver zone kommer der skilte op med den nye fartgrænse.

For at tvinge bilisternes tryk på speederen, laves også bump, vejindsnævring og andre fartdæmpende tiltag.

Ikke mange uheld

- Der sker ikke mange uheld i

de fem zoner, men det opleves utrygt, når der kommer en bil med høj fart, siger projektleder Gustav Friis, Aalborg Kommune.

De fem zoner ligger i Vejgaard og Aalborg Øst, og dykker man ned i tallene viser det sig, at der køres for stærkt.

På Paludan Müllers Vej i Vejgaard var gennemsnits-

hastigheden godt nok 46 km/t, men hele 34 procent af bilerne blev målt til at køre mere end 50 km/t.

6 procent kørte 60 km/t eller derover.

Derfor er det nødvendigt at supplere skilte med bump og chikaner.

Zonerne er udvalgt, fordi de er naturligt afgrænsede og så ligger de i den østlige del af Aalborg. Et område der er udpeget som et indsatsområde i trafikken.

Aalborg Kommune er en del af det EU-støttede projekt Archimedes, hvor seks byer i EU forsøger at indføre mere effektiv trafikkløsninger

i byerne. Løsninger, som både skal øge sikkerheden og de bæredygtige transportformer.

I den forbindelse arbejder vi med en korridor i trafikken, der strækker sig fra midtbyen og helt ud til Glstrup og Klarup, og hastighedszonerne er den del af den korridor, forklarer Gustav Friis, Aalborg Kommune.

Cykelmotorvej i år

For Aalborg Kommune er det dog ikke helt nyt at arbejde med stillezoner i boligområder.

Helt tilbage i 1999 blev der

som forsøg indført en zone med nedsat hastighed (40 km/t) i kvarteret ved Petersborgvej/Risshøjvej.

Målingerne dengang viste, at der både skete et fald i trafikmængden og den gennemsnitlige hastighed.

Aalborg Kommune er også ved at planlægge en cykelmotorvej mellem midtbyen og universitetskvarteret.

Vejen skal gøre det nemmere at tage cyklen. For eksempel skal de kunne styre helt uden om busserne på Hadsundvej i Vejgaard.

Motorvejen skal efter planen tages i brug i år.

ER DU KLAR TIL AT TAGE

UU-Aalborg
Ungdommens

Figure 20: Article in Nordjyske Stiftstidende, 17. May 2010

Bump-byggeri i Vejgaard

ARBEJDE: Mange steder i bydelen skal der bygges hastighedsdæmpende bump

AF Dorte Coertsen
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AALBORG: Tidligere på året annoncerede Aalborg Kommune, at der skal etableres fem hastighedszoner i Vejgaard og Aalborg Øst. I denne uge gik arbejdet i gang, og det betyder, at beboerne kan forvente et større indryk af gravensmaskiner, lastebiler og trømler. Når der laves et bump på en vej, gøres det i to etaper, med et par dages mellemrum.

Langt de fleste bump bygges i området, der afgrænses af Hadsundvej, Øster Sundby Vej, motorvejen og Humlebakkens. Nord for Øster Sundby Vej og syd for Humlebakkens forsøger kommunen at dæmpe hastigheden fortrinsvis med skiltning.

Den første gang, der arbejdes med et bump, udføres jord- og kloakarbejdet. Der anlægges rendstensbrønde, hvor det er nødvendigt, og opsættes sidebeller. Når arbejdet fortsættes et par dage senere er det selve bumpet der anlægges. Teamet, der anlægger bumpet, kan ligesom teamet, der står for jord- og kloakarbejdet, nå to til tre bump om dagen. Da der skal anlægges 42 bump i zonerne, vil anlægsarbejdet strække sig ind i september. Mandag til fredag arbejdes der mellem 7 og 16, men der tages hensyn



til adgangen til de berørte veje.

Som udgangspunkt er det ikke nødvendigt at lukke veje i længere perioder, for på langt de fleste veje anlægges

bumpet én vejbane ad gangen. Det betyder at vejen ikke lukkes, men indsnævres. Der kan godt blive tale om, at beboerne i området skal væbne sig med lidt tålmo-



FARTEN SKAL ned i Vejgaard, og derfor bliver rigtig mange af vejene i bydelen i den kommende tid forsynet med bump. Arkivfoto Grete Dahl

digthed, når halvdelen af vejen er spærret af.

Nogle få af vejene skal i slutningen af anlægsperioden lukkes helt. Beboerne på de veje der lukkes helt, og hvor der ikke er alternative ruter til adresserne, vil blive underrettet på forhånd, så det bliver muligt at parkere

bilen et andet sted. Der vil endvidere blive taget hensyn til beboerne, så der arbejdes på bumpene i løbet af formiddagen og starten af formiddagen, når så mange som muligt ikke er hjemme.

Busrute 17 vil blive berørt i et par dage, hvor ruten omlægges. Når tiden nærmer

sig for omlægningen, vil der blive informeret om dette på busstanderne.

På alle områder forsøger kommunen at minimere gøernerne ved anlægsarbejdet så meget som overhovedet muligt, men opfordrer folk der færdes i området til at vise tålmodighed.

Figure 21: Article in Nordjyske Stiftstidene, 16 August 2010

Overall, the involvement and information of the residents was seen as an important part of the process.

4.4 Problems identified

No risks identified.

4.5 Future plans

The evaluation of the measure will take place in 2011.

The different speed reduction measures that were implemented as part of the measure continue to exist in the municipality.