



CIVITAS Summer Course

Sustainable Mobility for a Better Life

07-10 June 2016 | Málaga | Spain

LOCAL CHALLENGES OF MÁLAGA

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TABLE OF CONTENT

SUMMARY	3
INTERMODALITY	4
CYCLING MOBILITY.....	6
ROAD SAFETY - CONFLICTS BETWEEN PEDESTRIANS AND CYCLISTS.....	7
ROAD SAFETY - ROUTES TO SCHOOL	9

SUMMARY

The group work will focus on three main themes on which the City of Málaga is currently working on. Each participant will be assigned to work on one of the following themes

Intermodality

- **Background:** According to its Sustainable Mobility Plan (SUMP), Málaga plans to implement intermodal transport hubs, as well as park and ride facilities to enable the transfer from the private car to public transport, such as bus, subway, and public bikes.
- **Challenge:** As it is planned to implement the first park and ride locations in the city, any suggestions on the management, suitable locations, as well as other effective measures implemented in other cities, are welcome.

Bicycle mobility

- **Background:** The execution of the bike lane along the east coast is scheduled soon. Its construction faces many problems to solve, such as constructive solutions to broaden the promenade, solutions for the removal of parking places for residents, standard criteria on roads with narrow section. Through the CIVITAS initiative, the City of Málaga has implemented the public bike scheme with 23 stations. It is expected to be improved and expanded to up to 123 stations. The mobility department of the City Council has defined possible locations to be included in the action plans of the SUMP.
- **Challenge:** The activities proposed in this field should be discussed for each location, as well as the standardisation of criteria for their implementation, and possible solutions for areas with steep slopes, which impede the extension of the bike public system.

Road safety

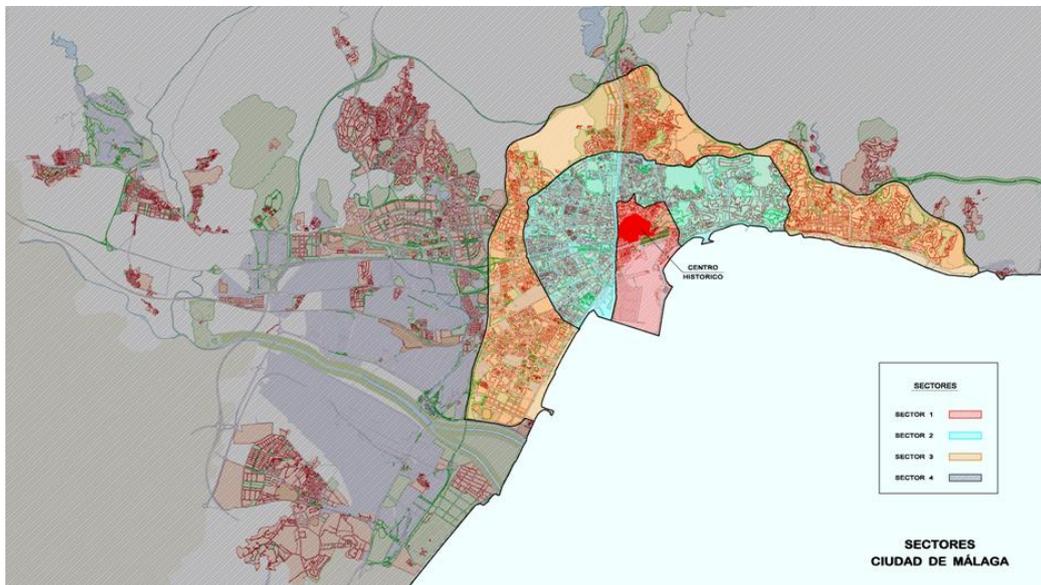
- **Background:** Thanks to the CIVITAS Initiative, campaigns for school routes have been carried out. The Málaga City Council also has conducted audits on school surroundings to improve traffic signals and road safety. Now it is planned to carry out the physical implementation of school routes. For that, firstly the procedure should be standardised, including solutions that built on the implementation experiences of other cities, to specific problems that could appear. The strong support of City Council in the promotion on bicycle mobility has led to an increase in cycling modal split, and also to a progressive growth of the bicycle use in daily journeys.
- **Challenge:** It is necessary to avoid daily conflicts that occur between pedestrians and cyclists, especially on those streets with coexistence between both modes of transport. Ideas to avoid such conflicts should be brought forward and discussed.



INTERMODALITY

Current situation

The objective is to organize private motorized vehicles access to the city, by establishing circular sector shaped areas which will delimit the degree of permeability. The use of private vehicles will be minimized in the areas closest to the city centre.

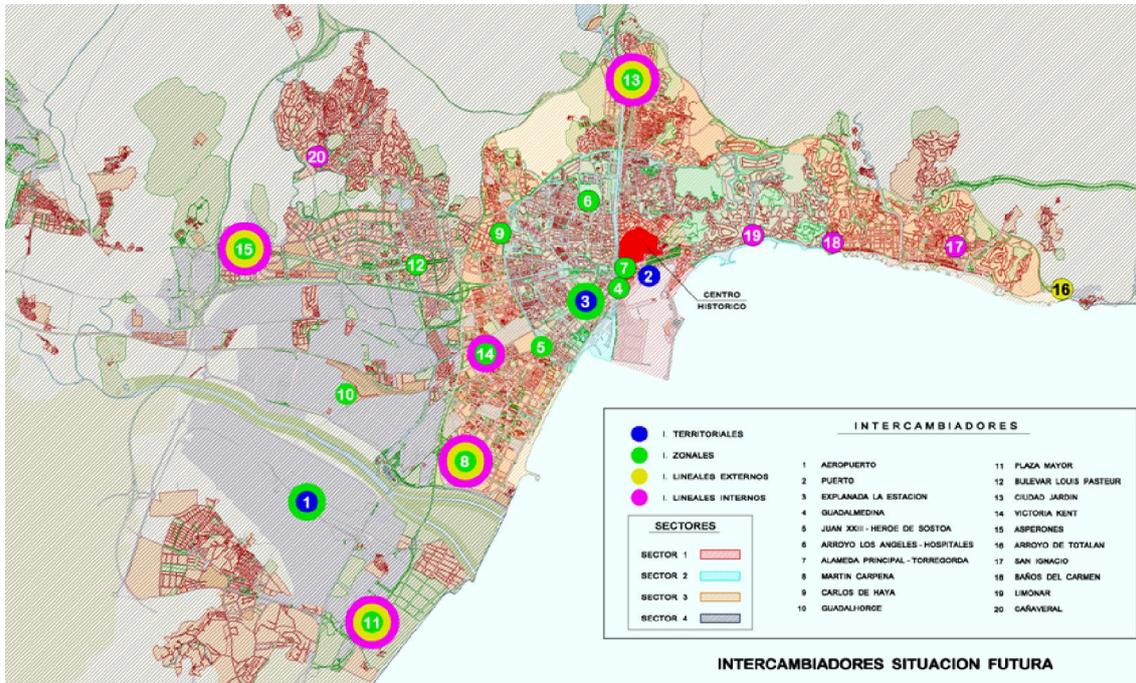


This measure will be based on the installation of intermodal transport hubs, which will facilitate the transfer from one transport mode to another. It will be complemented by a public transport system that allows citizens reaching their destinations in a comfortable and efficient way.

These intermodal hubs are key elements for the user to not perceive a lack of continuity in a multistage journey, which could dissuade them from using sustainable transport.

Given their relevant role, strategic locations have been selected for the installation of the hubs needed to efficiently organize the mobility in Malaga. Different types of intermodal hubs have been defined on the basis of their objectives and rank:

- Territorial hubs (blue): They allow the external collective transport and the associated internal transport. They coincide with the major infrastructures where mass access to the city happens: train and bus stations, the maritime station and the airport.
- Zonal hubs (green): They allow collective short-distance trips (bus, underground, suburban train), meeting the local mobility demand.
- Linear hubs (yellow – outer, magenta – inner): Park&Ride facilities to allow intermodality between motorized private vehicles and sustainable transport modes.



Areas of work proposed

- Analysis of the proposed locations.
- Dissemination activities on the use of this kind of infrastructure.
- Measures to promote the use of the intermodal transport hubs:
 - Vehicle security.
 - User's perception of security.
 - Economic cost.
 - Recommended time for the change between transport modes.
 - Coordination between transport modes.
 - Services needed in the surroundings.
 - Integrated fare system / minimum fare.
 - Use of new technologies.



CYCLING MOBILITY

Current situation

Malaga is a potentially favourable city for cycling, since a significant part of it has a flat or slightly hilly topography and the weather is excellent, with a very low rate of raining days.

In that sense, it is necessary to encourage the integration of the bicycle in our city transport system as yet another means of transport and a real alternative to private motorized traffic to be considered, occupying its own space in the main urban road network. At present, bike trips account for 1.7% of the total modal split.

The city has currently a bike-sharing system with 400 bicycles located at 23 stations (600 bike stands). The stations have been installed near public transport stops in order to encourage intermodality between the most sustainable transport modes.

In order to guarantee accessibility to the bicycle in the whole urban area, it is necessary to increase the number of public bike stations, installing them in the surroundings of cycling itineraries and collective public transport stops. Furthermore, the actions needed for the improvement and optimization of the system must be undertaken.

The number of stations to be reached in the short term is 123. This amount will allow providing a relatively comfortable service to the bike lane network designed for this period, for travelling by public bicycle throughout the city with convenient access.

The proposed locations are shown in an attached map.

Areas of work proposed

- Analysis of the proposed locations.
- Requirements of the new bike-sharing system.
- Dissemination and promotion activities on the use of the public bicycle.
- Proposals to minimize vandalism.
- Solutions to cover areas with steep slopes.
- Harmonization and integration of systems.



ROAD SAFETY - CONFLICTS BETWEEN PEDESTRIANS AND CYCLISTS

Current situation

From the analysis of pedestrian mobility in general and its weight in the total number of trips in Malaga it can be inferred the great importance of this transport mode, which represents 48.2% of the total modal split.

On the other hand, as stated before, the Malaga City Council is actively working in the introduction of the bicycle as yet another transport mode in the city, having increased its percentage in the modal split from 0.4% in 2011 to 1.7% in 2014. Nevertheless, as set in the Malaga Sustainable Urban Mobility Plan, where the actions for the promotion of cycling and its integration in the urban mobility are established, the objective is to reach a percentage of 9% of the total modal split in 2025 for this transport mode.

In that respect, it is planned to reach a 100 km long bike lane network before 2020. However, it is neither possible nor logical to implement bike lanes on every street. In some of them, conflicts in the coexistence between both means of transport, walking and cycling, are arising.

In regard to the policy for the integration of the bicycle in sidewalks and pedestrian zones, the following actions are being undertaken:

- Road signs have been installed in some zones with high density of pedestrians and cyclists, with the aim of regulating and organizing bicycle mobility.





- Promotion and citizens' social awareness campaigns on respect and road safety measures to be considered, informing them on the existing regulations.



Areas of work proposed

- Analysis and proposal of solutions to address the problems that arise in coexistence zones: accidents, high speeds of bicycles, etc.
- Analysis and discussion of the problems arisen from bicycle traffic through zones with high density of pedestrians.
- Means to sanction cyclists in the event of high speeds.
- Discussion about experiences in other cities in measures regarding compulsory insurance, identification through number plates, etc.
- Regulation through municipal bylaws, road signs...
- Dissemination and awareness plans proposed.
- Bike lanes users. Regulation in this regard.



ROAD SAFETY - ROUTES TO SCHOOL

Current situation

The protection of the most vulnerable groups is one of the priorities of the new Road Safety Strategy of the Malaga City Council for the coming years. One of the operative objectives of this strategy is 'to provide safe school surroundings and routes'. The protection of vulnerable groups, which undoubtedly include children, is one of the strategic lines of action and objectives established in the Sustainable Urban Mobility Plan.

The actions undertaken by the Mobility Department in recent years aiming at increasing road safety in the schools surroundings include:

- Road safety inspections in schools surroundings and reinforcement of road signs.
- Installation of pedestrian counters on traffic signs close to schools surroundings.
- New pedestrian crossings and construction solutions to improve visibility in the existing ones.
- Implementation of measures for speed reduction near the schools surroundings.
- 30 km/h zones.
- Installation of new signalized intersections.

Thanks to the 'FP7 CIVITAS Plus II 2MOVE2' project, the programme called '*Paseando al Cole*', about environmental education and awareness on sustainable mobility targeted at preschool and primary education schools in the city of Malaga, has been successfully implemented. It is a programme that encourages participation from the design of the routes to the gradual recovery of the child autonomy, working in active and sustainable mobility and social cohesion and involving the entire educational community, businesses and active agents of the schools environment.



Given the success of these initiatives, the Malaga City Council plans to encourage the actions undertaken on road safety, through the intervention on the public road network for the implementation of routes to school in the surroundings of two schools.

Areas of work proposed

- Proposals and steps to be followed for the physical implementation of routes to school:
 - Construction and upgrading road works to be carried out.
 - Area of action.
 - Road signs to reinforce road safety in the surroundings.
 - Information signs of the routes for pupils and parents.
 - Green time set for pedestrians at signalized intersections in the schools surroundings.
 - Necessary coordination with local businesses.
- Dissemination and information plans targeted at parents and pupils to increase acceptance and participation in the programme.
 - Use of new technologies to facilitate the organization and supervision of safe routes to school and to increase the parents' perception of their children's safety.
 - Reward scheme.
 - Criteria for selection of the schools and preliminary information to be requested.

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