

**CiViTAS**  
Cleaner and better transport in cities

**VANGUARD**  
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**Report**  
**Study Tour**  
**San Sebastian**  
San Sebastian  
18-19<sup>th</sup> of April 2013

Eurocities & Mobiel 21

Status: Draft



THE CIVITAS INITIATIVE  
IS CO-FINANCED BY THE  
EUROPEAN UNION

# 1. Proceedings

On the 18<sup>th</sup> and 19<sup>th</sup> of April, the city of San Sebastian hosted 8 participants from 4 different European cities for a study tour. This study tour was organised by the City of Donostia - San Sebastian together with CIVITAS VANGUARD and was intended to showcase the measures with which it won the CIVITAS City of the year award. 5 measures were presented during the study tour.

- Extension of the infrastructure for cycling and walking: This measure is aimed at providing a more equitable share of Donostia / San Sebastian public space by increasing the number of exclusive infrastructures for pedestrian and cyclist mobility. Therefore, it is expected that the use of these modes on daily trips will increase; resulting in reduced transport related emissions and safer mobility patterns (fewer accidents). Moreover, it is expected that the promotion of these modes of transport will improve health values of the population, by favouring physical activity on a regular basis.

Modal shift to non-motorized modes will relief traffic congestion on Donostia / San Sebastián streets, favouring time saving for motorized modes, and improving public transport reliability, which, in addition to improved access to bus stops, may contribute to increase the public perception of this mode, and therefore its use.

- Public City Bike Scheme: The goal of this measure is to increase the cycling culture by providing those who doesn't own a bicycle the opportunity to use this mode on any or part of their daily trips. In particular, it is expected that non cyclist use the bike scheme for occasional unplanned trips and/or as access mode to other transport services (intermodal trips). Furthermore, it is expected that this measure will encourage individuals to purchase their own bicycle and promote cycling as a regular basis.
- Vertical Transport: In a city like Donostia / San Sebastián, surrounded by mountains and with half of the population living in hilly neighbourhoods, vertical transport systems can be very important elements of the transportation system, assisting pedestrians and cyclists over steep terrain and improving accessibility conditions to these neighbourhoods, thus favouring a non-motorized mobility culture in the city.
- Construction of vertical transport systems is considered a step forward in the development of the non-motorized network (pedestrian paths and cycling infrastructures) since the vertical transport systems has not only improved the access to existing infrastructures but also interconnect them through the creation of new pedestrian and cyclists routes.

Actually, the improved Vertical Transport network should be understood as a complement to other mobility strategies: for pedestrians and cyclists, as explained above, but also for public transport, since they complement existing bus and train services, providing better access to them.

- Safe districts, 30 kilometre zones and Road Safety measures: 30 km zones represent a support for the coexistence of motor vehicles, pedestrians and bicycles and an incentive for the more sustainable modes by giving them greater status locally. It is likely that in the

not too distant future, pedestrians and bicycle traffic will increase to form a significant proportion of the total.

Moreover, the implementation of 30-km-zones is considered an integral part of the cycling strategy in Donostia-San Sebastián, providing continuity to the bicycle lanes connecting neighbourhoods by guaranteeing safe and comfort conditions for cyclist while sharing streets with motorized traffic.

DDS has also established a Road Safety Pact with all relevant stakeholders as a tool to define and promote the implementation of road safety measures. The reference for the work of the Road Safety Pact was the priorities identified within the Road Safety Plan. Its objective was to increase the number of actions directed at road safety, while sharing the management and monitoring with civic associations that have a responsibility for mobility.

- Enhancement of public transport management. The implementation of new technologies to all the systems covering the public transport management provides a reliable service to citizens in all aspects required for a successful operation of a public transport network.

Starting from the replacement of the bus fleet, with a lower level of emissions units, the improvement of the process is intended to help citizens also in the managing information quality.

## 1. Programme

<p><b>18 April 2013 (9:00 – 17:00)</b></p> <p><b>Donostia-San Sebastian</b></p>
9.00 – 9.15 : Gather at meeting point. Palacio Goikoa
9.15 – 9.30: City presentation (Josu Benaito/ DSS)
9.30 – 9.50: Presentation “Extension of the infrastructure for cycling, walking and Vertical Transport“, Fermin Echarte
9.50 - 10.10: : Presentation “Public City Bike Scheme”, Fermin Echarte
10.10 – 10.30: Presentation “Safe districts, 30 kilometre zones and Road Safety measures”, Andrés Martinez
10.30 – 11.00: Coffee Break

11.00 – 12.30: Presentation visitors cities
12.30 – 13.30: Lunch (Pintxos in the Old Part)
13.30 – 15.00: Biking DSS. Eastern cycling tour
15.00 – 15:30: Coffee Break
15.30 – 17.00: Biking DSS. Visit to Last mille cargo bike company (Dani / Txitas)
20.00 : Informal dinner at Kaxkazuri Restaurant

<b>19 April 2013 (9:00 – 13:30)</b>
<b>Donostia-San Sebastian</b>
9:00 – 9.15 : Gather at meeting point. Palacio Goikoa (Todos/ ADS)
9:15 – 10.00 : Biking DSS. Transfer to DonostiaBUS
10.00 – 11.00: Visit to DonostiaBUS
11.00 – 11.30: Coffee Break
11.30 – 13.30: Biking DSS. Western cycling tour
13:30 Lunch/ End of the Study Tour. (For those who want to attend the lunch, we will meet at La Perla restaurant at 20€/ menu.)

## 2. Presentations

Five presentations were delivered:<sup>1</sup>

- Bike sharing system
- CIVITAS City Tour
- Cycling lanes & vertical transport
- Donostia San Sebastián presentation
- Integrated package for collective passenger transport
- Safe districts, 30 km areas and Road Safety Measures

## 3. Outputs

Links to the study tour documents are available on the CIVITAS website:

- <http://www.civitas-initiative.org/content/donostia-san-sebastian-study-tour>

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<sup>1</sup> [http://www.civitas-initiative.org/index.php?id=12&event\\_id=534&more=](http://www.civitas-initiative.org/index.php?id=12&event_id=534&more=)

## 2. Evaluation

On the 18<sup>th</sup> and 19<sup>th</sup> of April the city of San Sebastián hosted 7 participants from 4 different European cities for a study tour on cycling. The participants came from San Sebastián, Zagreb, Las Palmas, Palma de Mallorca. Originally 19 persons were registered for the study tour, and 7 people were actually present.

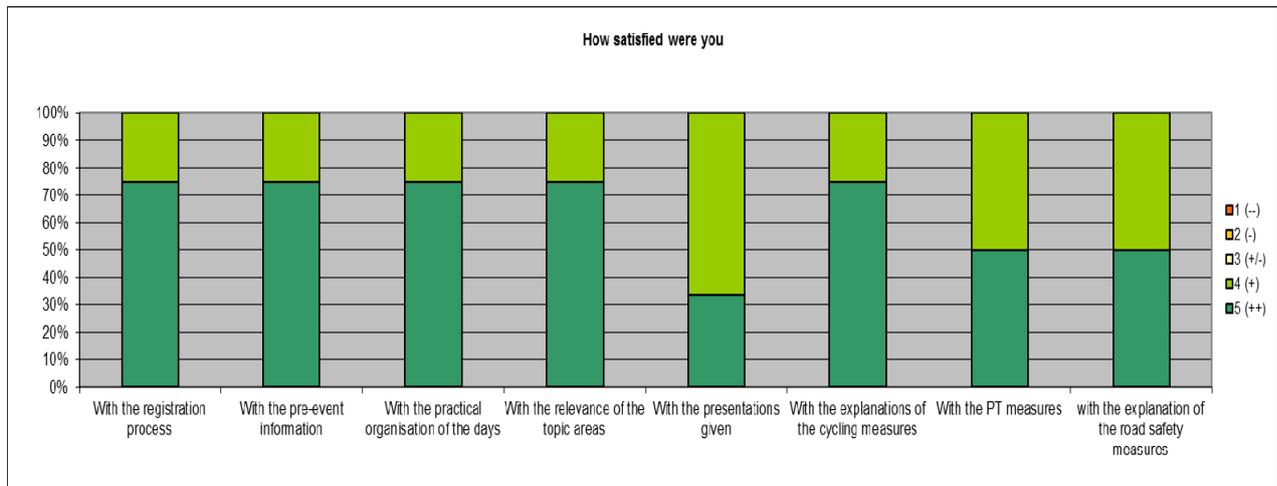
After the study tour, the participants were asked to complete a short evaluation questionnaire about the event to evaluate several aspects of the study tour: content, practical organisation, impact. 4 participants filled in the questionnaire. This is a response rate of 57%.

### Outcomes

The study tour proved useful for all participants, as the responses to the evaluation questionnaire indicate that all participants would recommend the study tour to their colleagues.



As can be seen in the next figure the study tour, in all its aspects is evaluated very positively. No aspect of the study tour received any negative quotation. Both the pre-event organisation, the practical organisation of the day and all items during the study tour are evaluated positive.



## General evaluation

Figure 2 shows the evaluation of the content of the study tour. All participants evaluate the content as very good or good. All participants would also recommend the study tour to someone else. All participants indicated that the study tour was properly balanced between theory and practice.

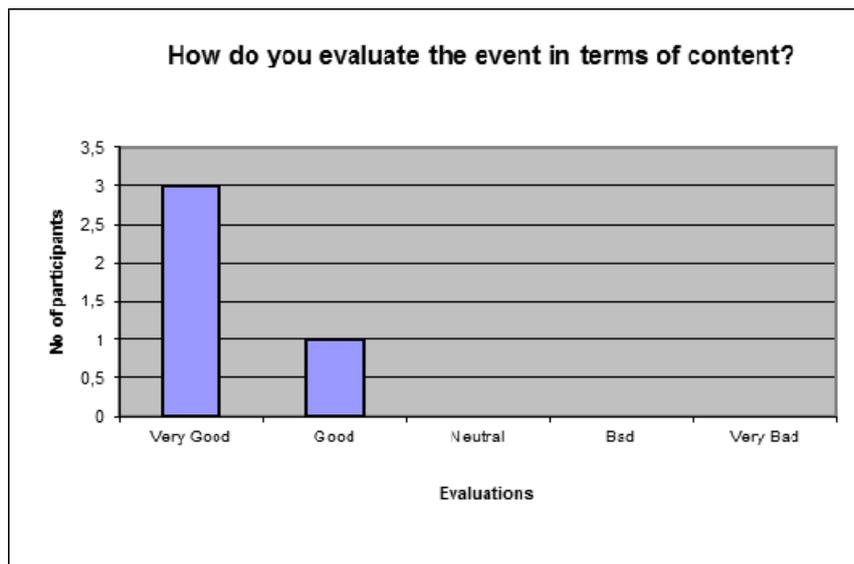


Figure 2: Evaluation of content

Several evaluation questions were asked on the impact of the study tour. All respondents say that the study tour gave them the opportunity to acquire the appropriate competences. All of them also agree that they have the feeling that the competences are obtained correctly. Next to that, all of them say that the competencies obtained are applicable to their professional situation. Finally, all respondents state that the competencies will enable them to change or improve the current situation (see next figure).

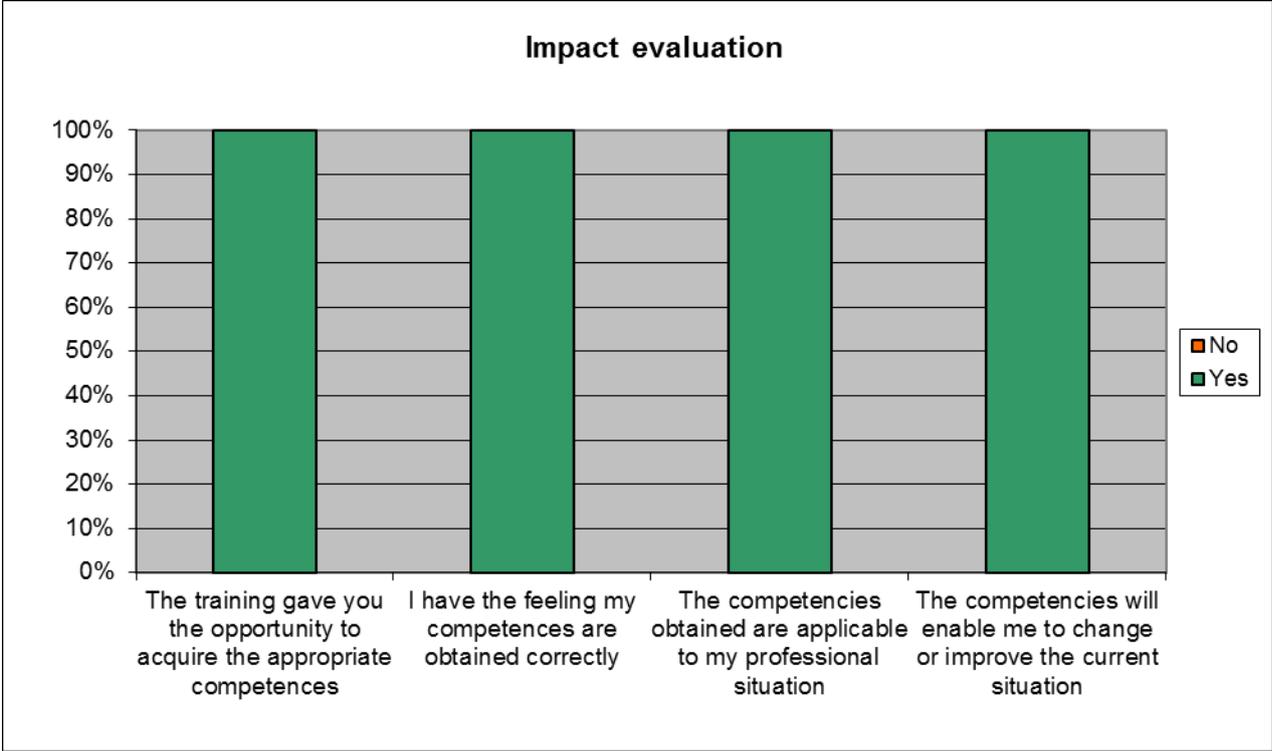


Figure 3: Impact evaluation

## 5 Conclusion

The study tour has been a positive experience for the 7 participants as well as for the host. This can be concluded from the analysis from the evaluation forms. It is important to say that all respondents indicated the relevant impact of the study tour.

## ANNEX 1 : List of participants

First Name	Surname	Country	Organisation
			Zagreb Holding Zagreb Electric train
			Zagreb Holding Zagreb Electric train
			San Sebastián
			San Sebastián
			Ayto de Las Palmas de Gran Canaria
			San Sebastián
			San Sebastián
			?

-  CIVITAS PLUS
-  CIVITAS Non-Demo city
-  Non-CIVITAS city
-  CIVITAS I or II-city
-  Consortium and speaker