



Parallel Workshop: Avoid

Vitoria-Gasteiz

The commitment of a city towards active and sustainable mobility.

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THE CIVITAS INITIATIVE IS CO-FINANCED BY
THE EUROPEAN UNION

A compact, diverse and medium-sized city.



Salburua Rambla Wetlands, Green Belt of Vitoria-Gasteiz

- **240,580 inhabitants.**
- **276.81 km².**
- **46 homes/ha (residential areas)**
- **101.51 inhabitant/ha (residential areas)**
- **A city where everything is at hand, accessible on foot and by bicycle.**



A commitment by tradition...



Dato Street

A commitment by tradition...



Celebration of "Day of Pedal". 1959
Source: Municipal Archives of Vitoria-Gasteiz

A commitment by tradition...



The Kingdom of Walking.

The car free area started in 1976, and in 1993 reached up to 40,000 square meters and up to more than 20 streets. In this period, the number of cars grew by 50%

Some of the pedestrianized streets registered up to 25,400 vehicles a day before to free them from the cars.

A commitment by tradition...



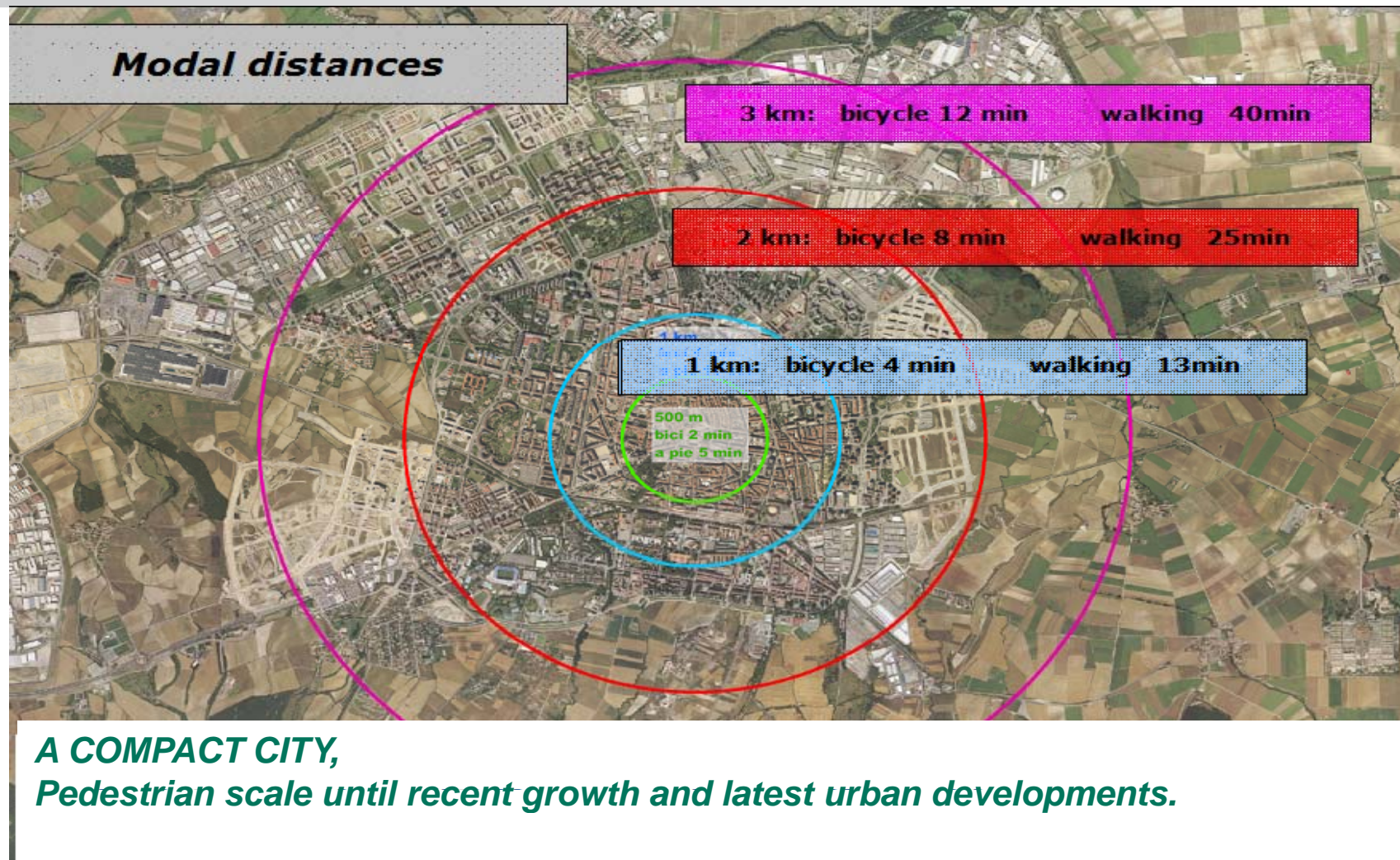
A shopping street in the heart of the medieval quarter.

Renovation of the Plaza de la Virgen Blanca, the real heart of the city, has made it a paradise for pedestrians.

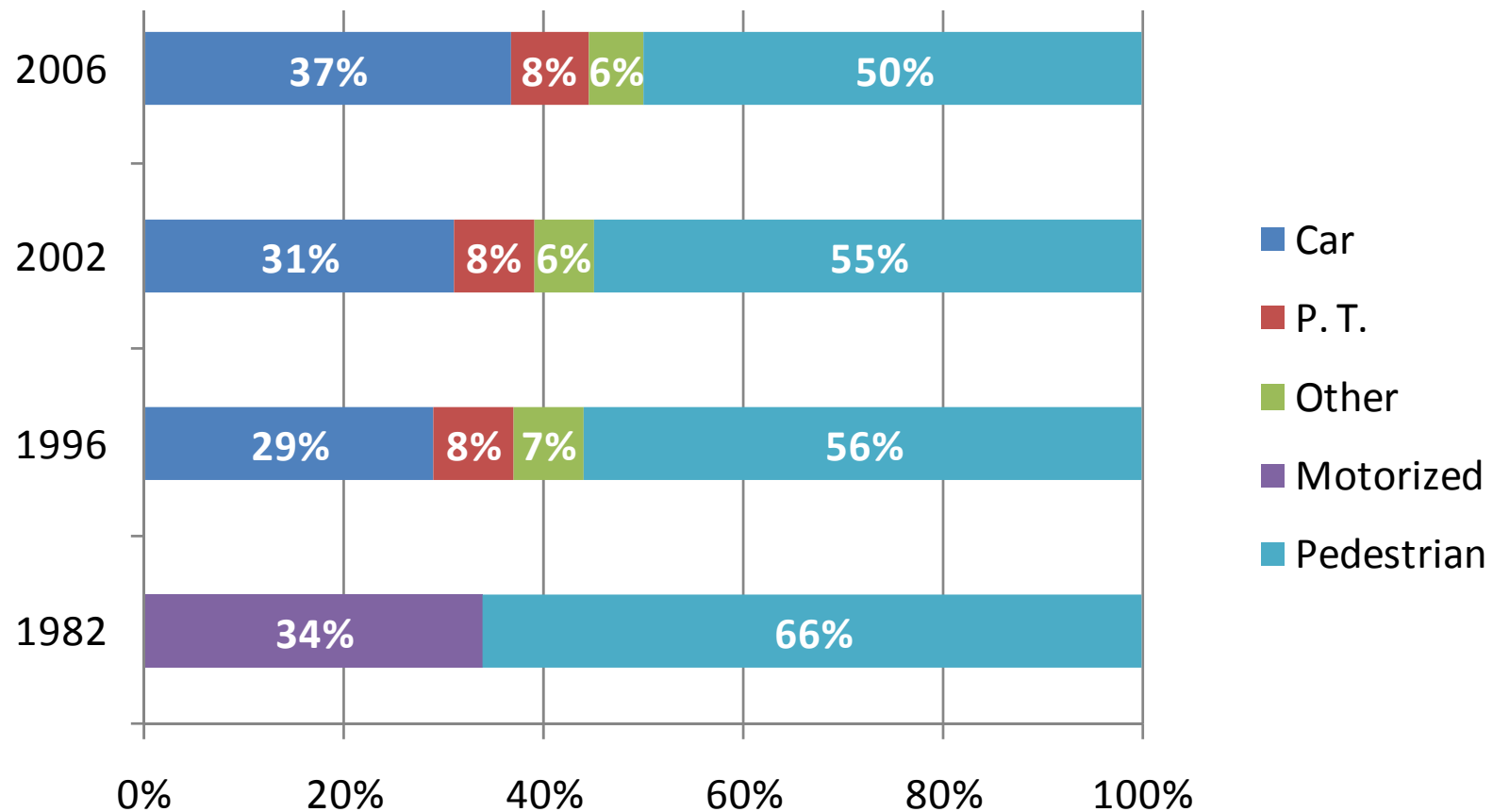


Nowadays the pedestrian zones reach up to 500,000 square meters.

A commitment by opportunity...



A commitment by convenience ...



A commitment by convenience ...



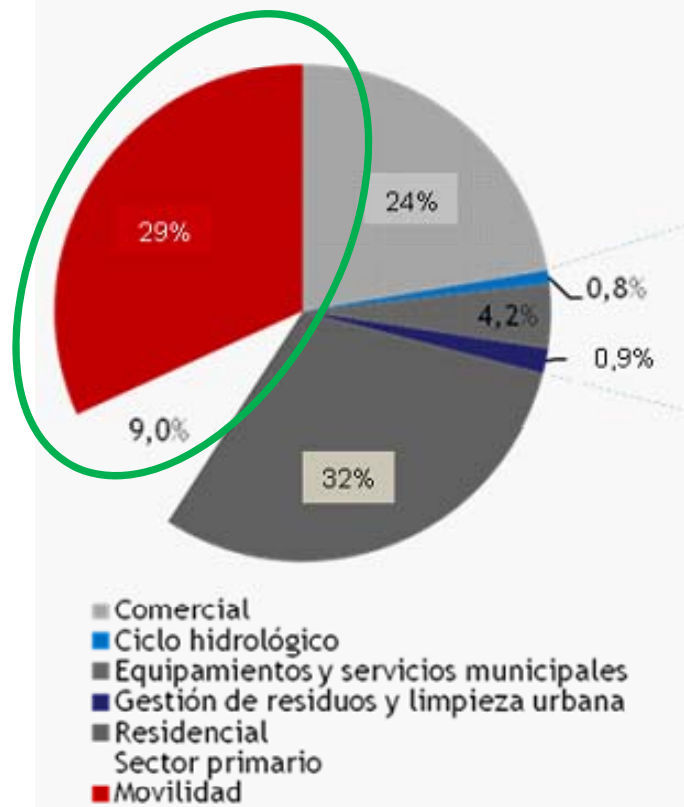
Current Master Plan programmed a major urban development in the short to medium term.

***In the last 7 years have been built about 16,000 homes
City expansion in another 9 million square meters.***

A commitment by convenience ...



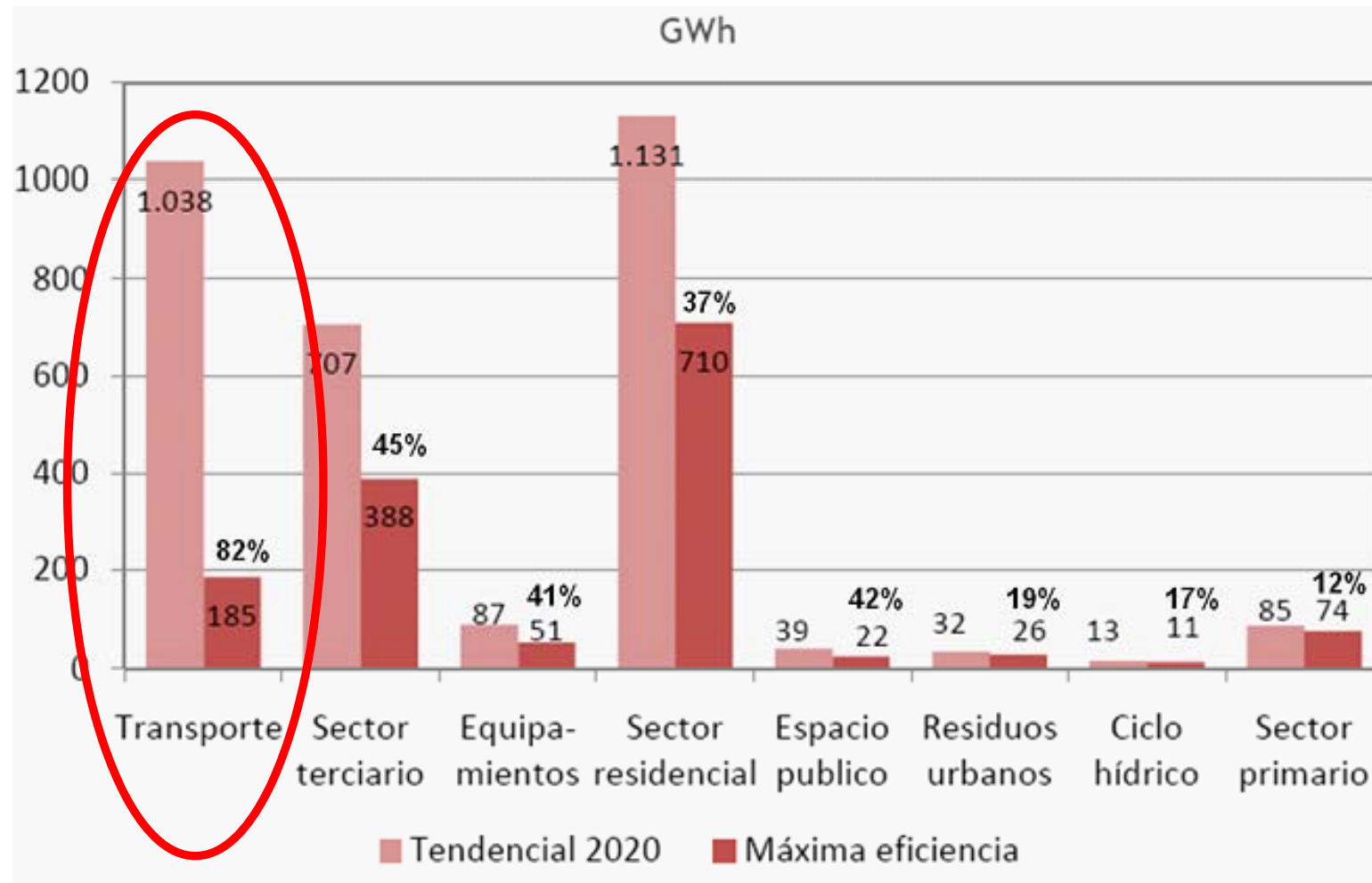
Municipio (841.710 t CO₂)



29% of CO₂ Emissions in 2006

How to become a Carbon Neutral City by 2050?

Reducing transport energy consumption up to 82%



Sustainable Mobility and Public Space Plan (SUMP)

Main challenges and goals:



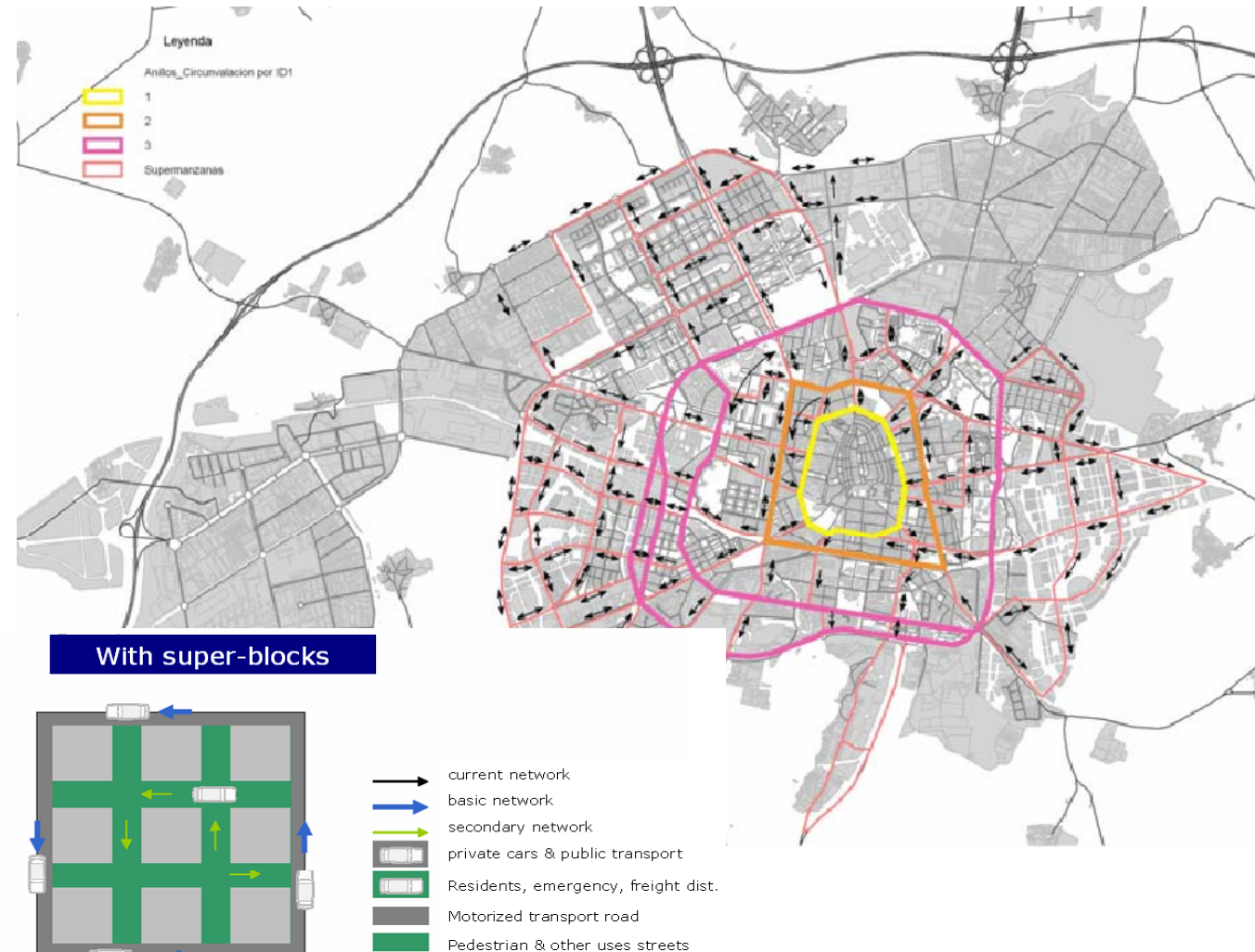
- *To reverse the upward trend in the use of the private car.*
- *To transfer car users to public transport and the bicycle.*
- *To increase the quality of public space in terms of accessibility by way of car traffic reduction.*
- *To consolidate and extend the network of pedestrian and cycling reserved paths.*
- *To redefine the overall PT network in order to improve the efficiency of the system in terms of accessibility and coverage.*
- *To set up a new traffic control system giving priority to PT.*
- *To test a new regulation scheme for freight distribution.*

Our vision is to solve, in an integrated way, urban mobility for different modes but giving always priority to the active ones.

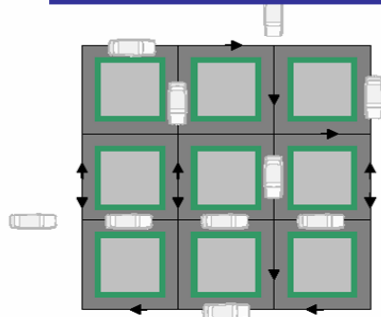


A new urban cell

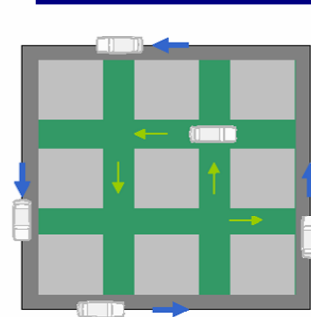
BASIC ROADS AND SUPER-BLOCKS



Without super-blocks



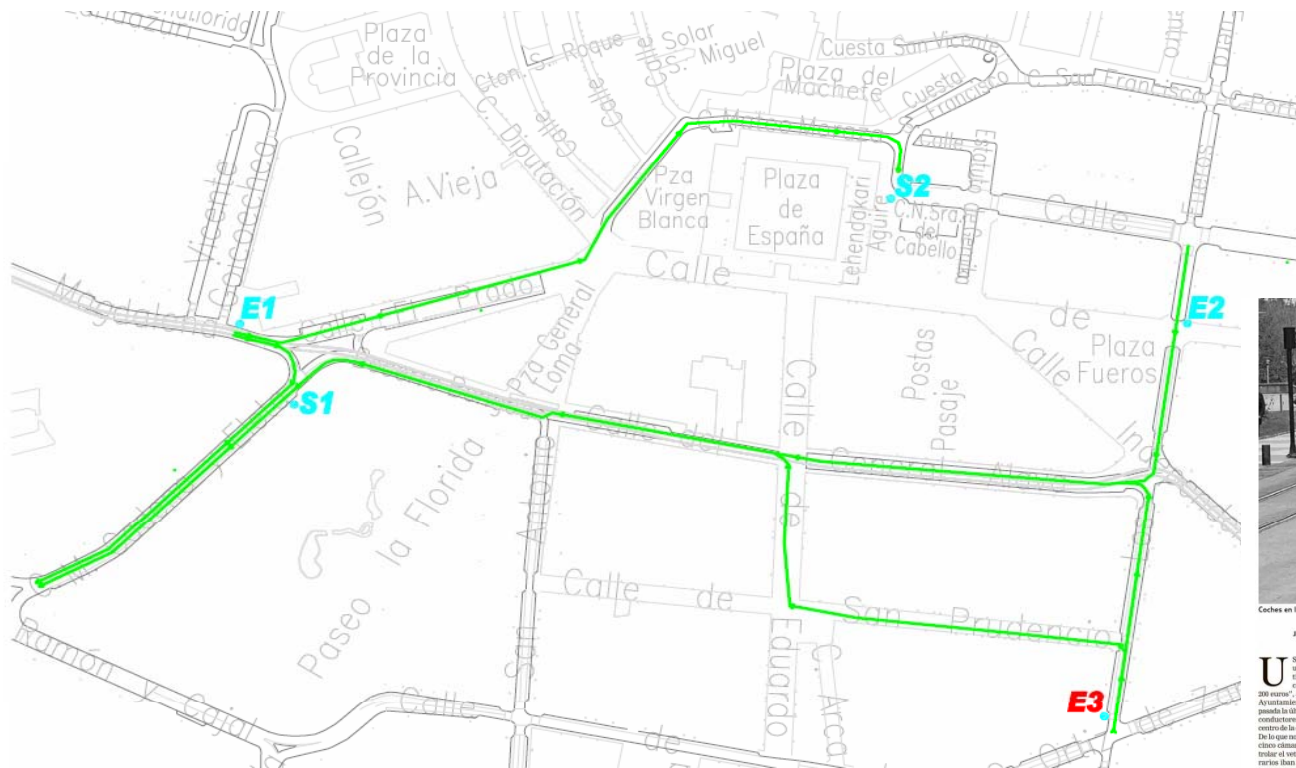
With super-blocks



Through traffic limitation automatic control



Based on the control of through traffic using the transit time between two points (input / output) controlling four routes:



Coches en la calle Magdalena, a la altura de la cámara que controla el acceso al centro de Vitoria. (FOTO: AGN JARETTE)

JARDINE SANZ
VITORIA

U STEID está cometiendo una infracción que a partir de ahora se va a sancionar con una multa de 200 euros", advierte la carta que el Ayuntamiento guipuzkoarra envió pasada la última Semana Santa a los conductores que circulan por el centro de la ciudad sin autorización. De lo que no se trata es de cambiar esas cinco cámaras instaladas para controlar el flujo de tráfico en dos itinerarios (San Francisco y San Prudencio) por la falta de cámaras; intentando así que los infractores no se aproximen hasta el último segundo de la oportunidad de atajar. Pero llamo al momento, en su momento.

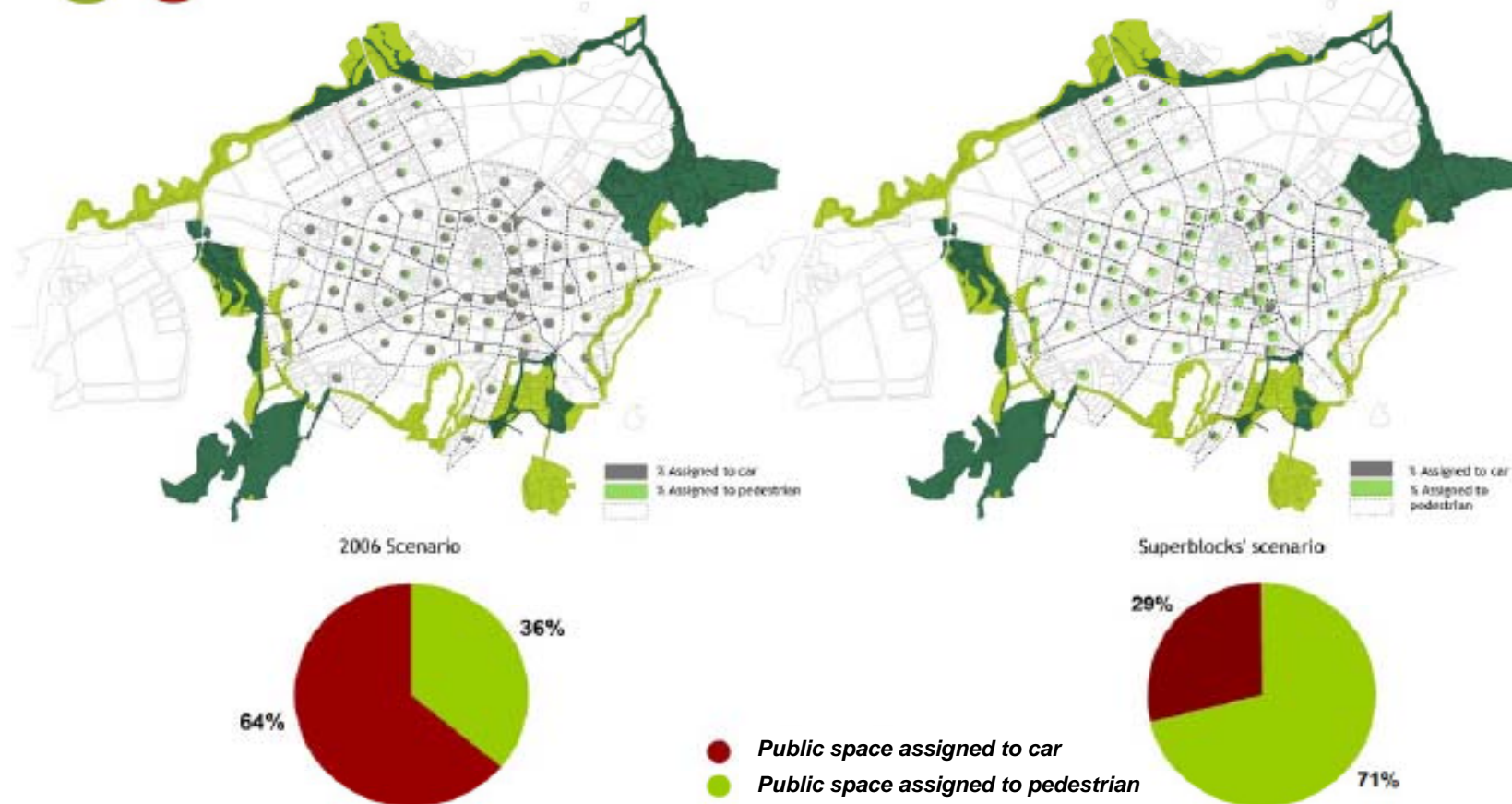
Contra los atajos, sanción

BAJAN DE 400 A 10 LOS VEHÍCULOS DIARIOS QUE CRUZAN LAS CALLES VETADAS DEL CENTRO DE VITORIA DESDE QUE LAS CÁMeras MULTAN

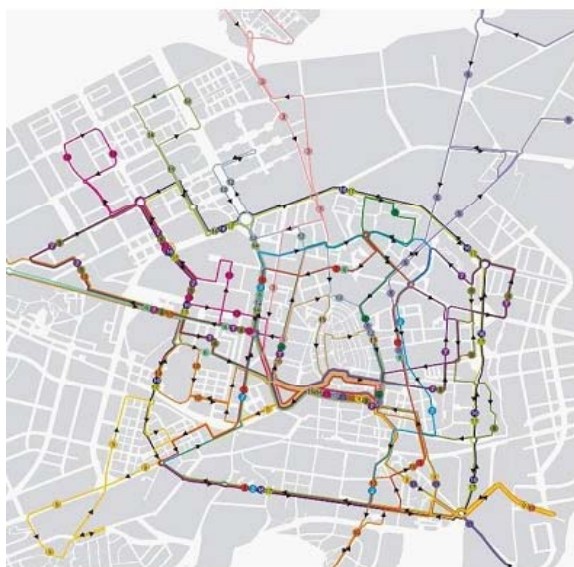
El primero de los trapeos controlados por las cámaras discurre entre Plaza Virgen Blanca, Museo Marzano y Chapitel. Los usuarios de los peajes no deben recurrir a las vías por la calle Diputación a la altura de la calle de las Ánimas Genuinas, y tampoco pueden acceder desde Magdalena a Calles y Etxe. El otro es el que se sitúa en sentido contrario, por el centro, desde Puente Santa Catalina y Etxe pasando por General. Ahora es, para aquellos que vienen del sur, por la calle San Prudencio. La iniciativa forma parte del Plan de Movilidad Sostenible en el que Vitoria se embarcó en el año 2008 para pasar de ser una ciudad de tránsito a una ciudad de destino, el primer objetivo de la iniciativa es la movilidad sostenible.

Giving back the public space to citizen ...

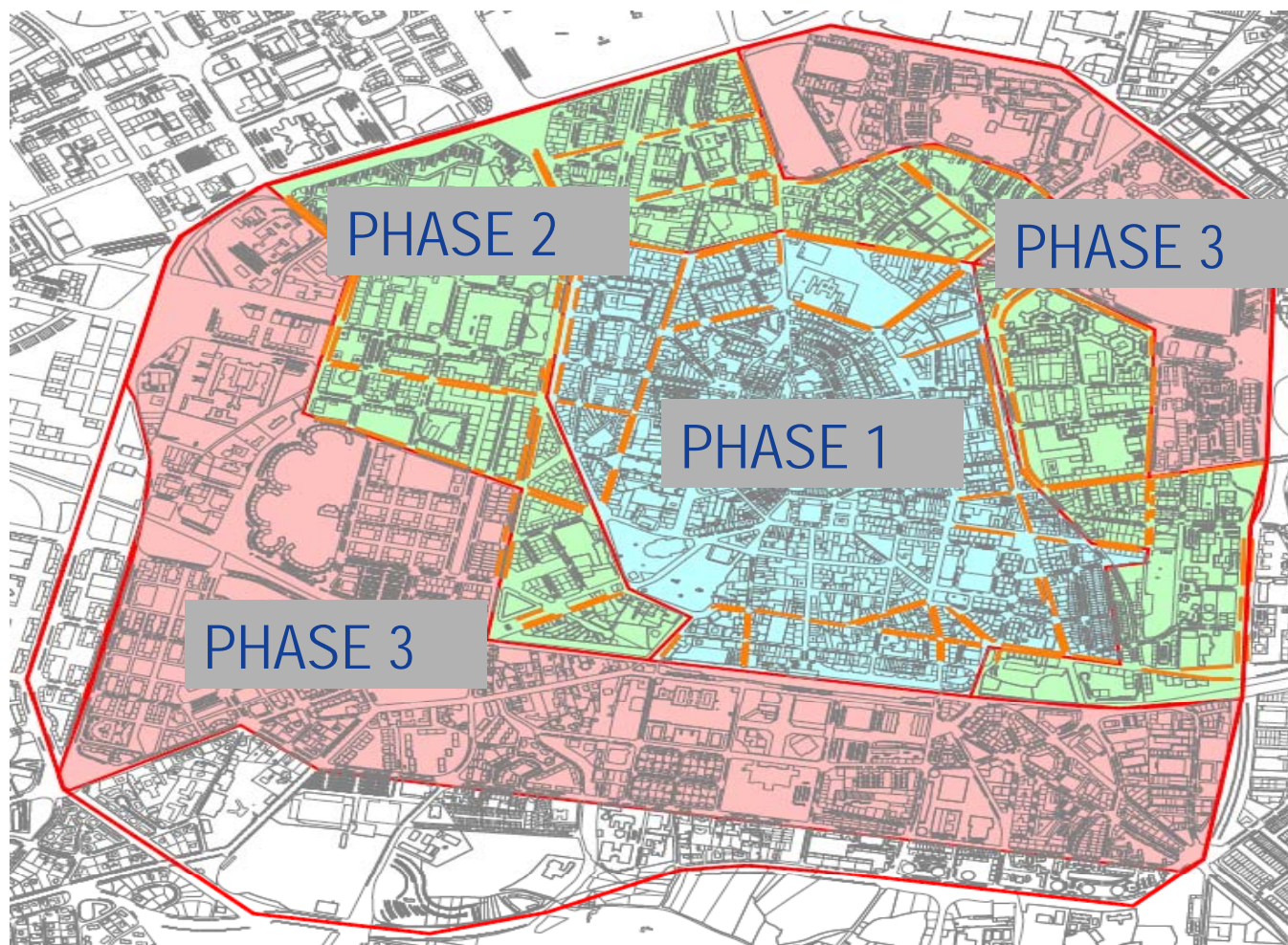
Allocation of public space



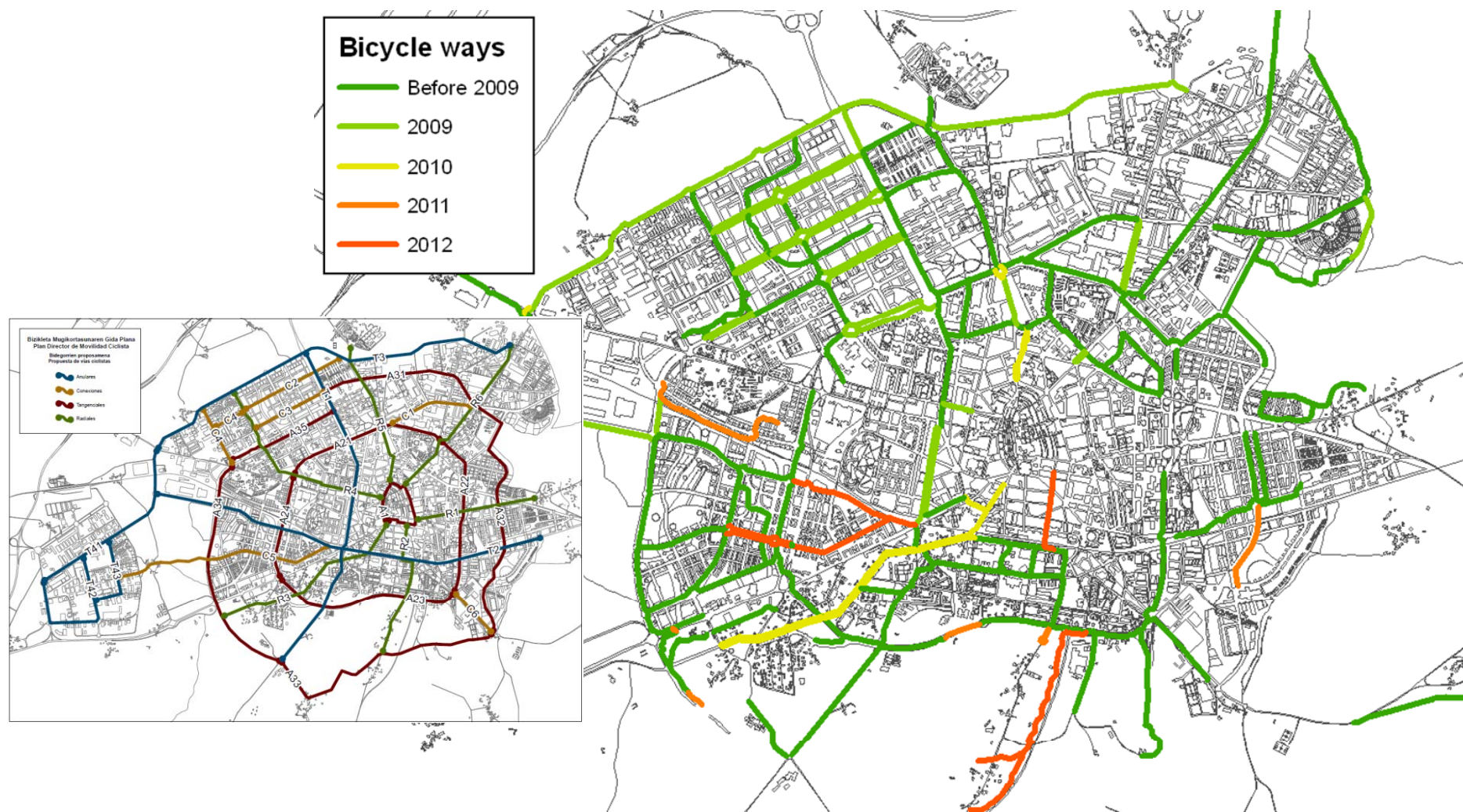
An efficient and attractive Public Transport Network



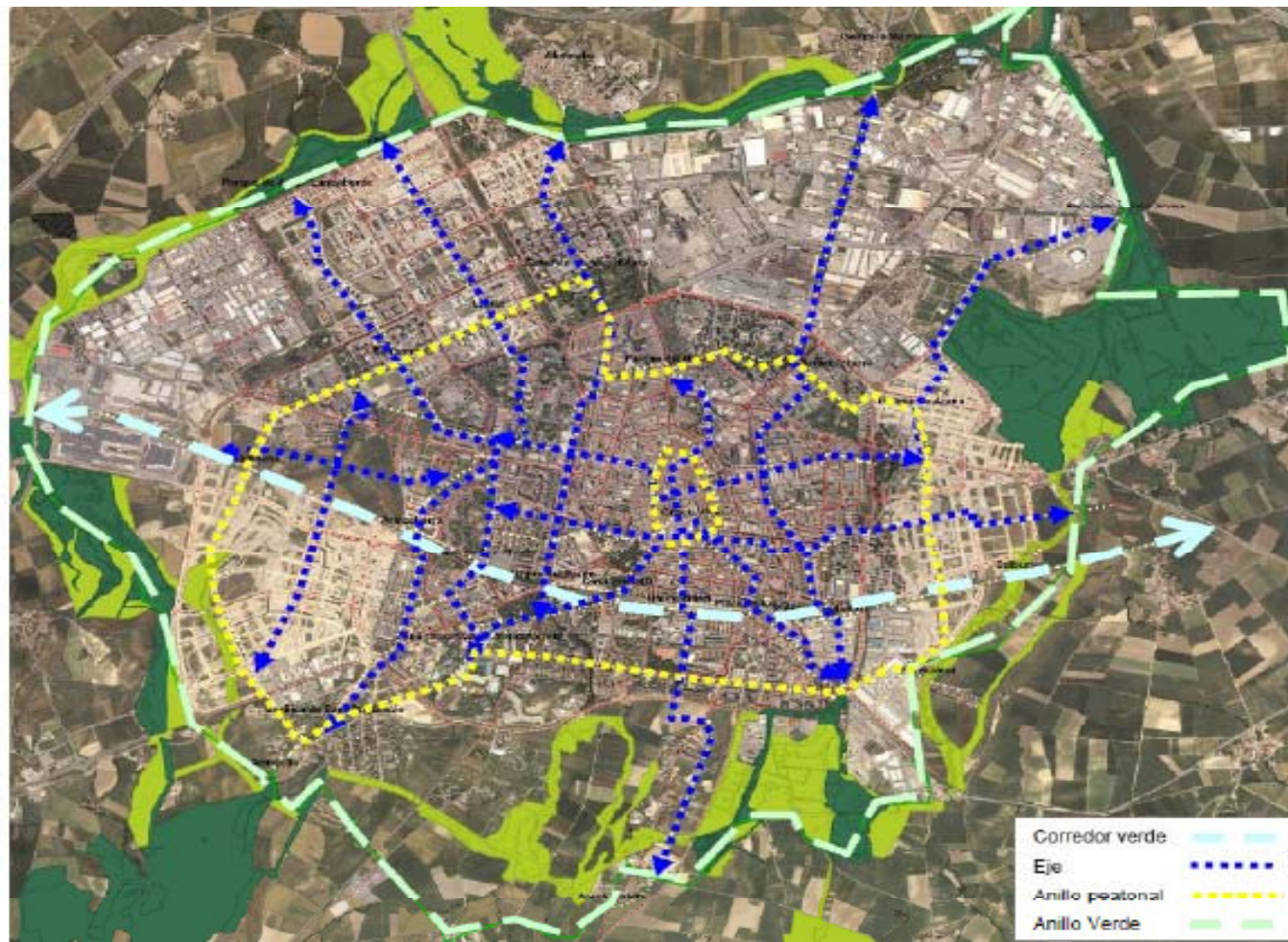
New on-street parking policy



An efficient and functional Main Bicycle Network



An improved and attractive Pedestrian Network

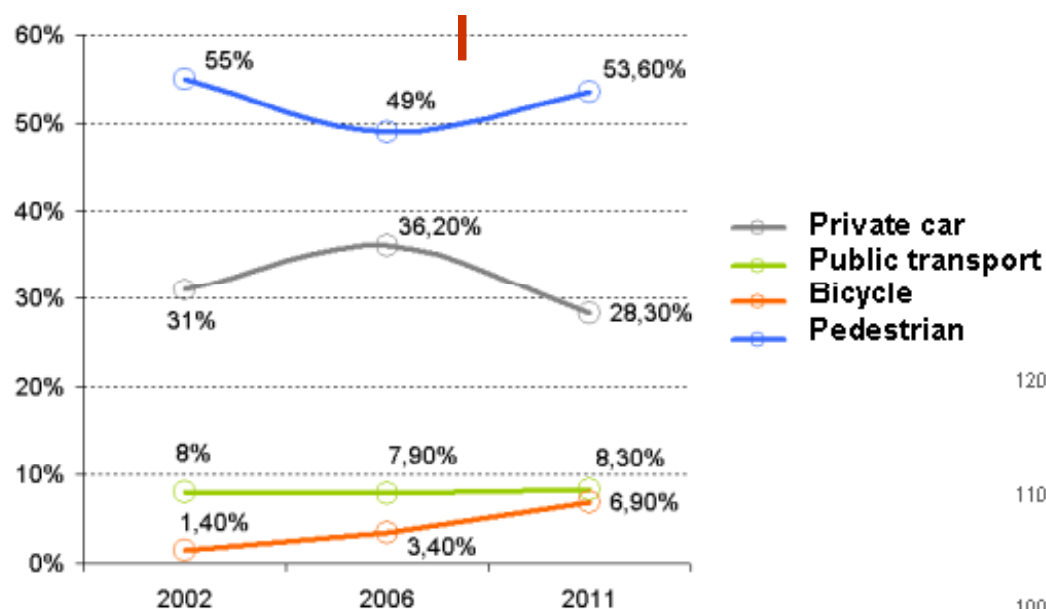


Proposed new network of pedestrian itineraries of the SM&PSP

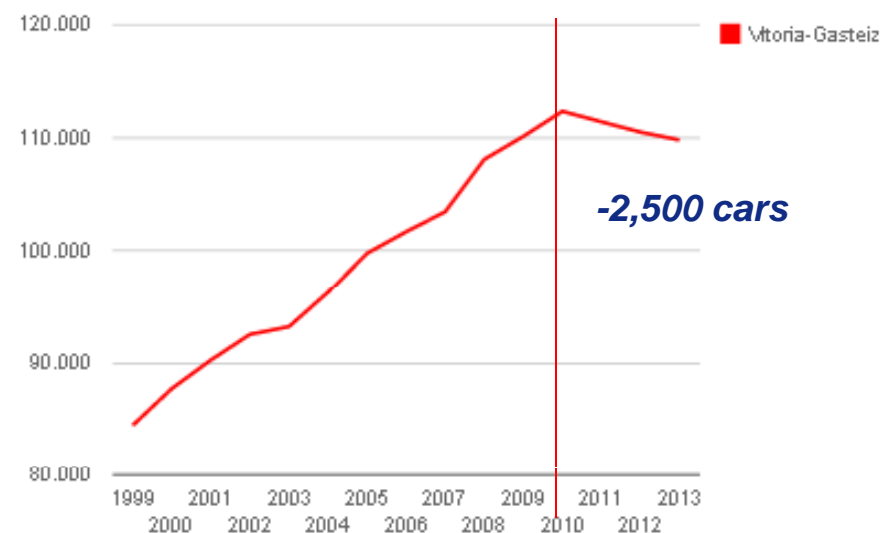
Main figures after 5 years of SUMP



We have succeeded in reversing the rising trend in private car use, raising the pedestrian share to 2002 levels and increasing the use of bicycle.



Trend in number of Cars registered



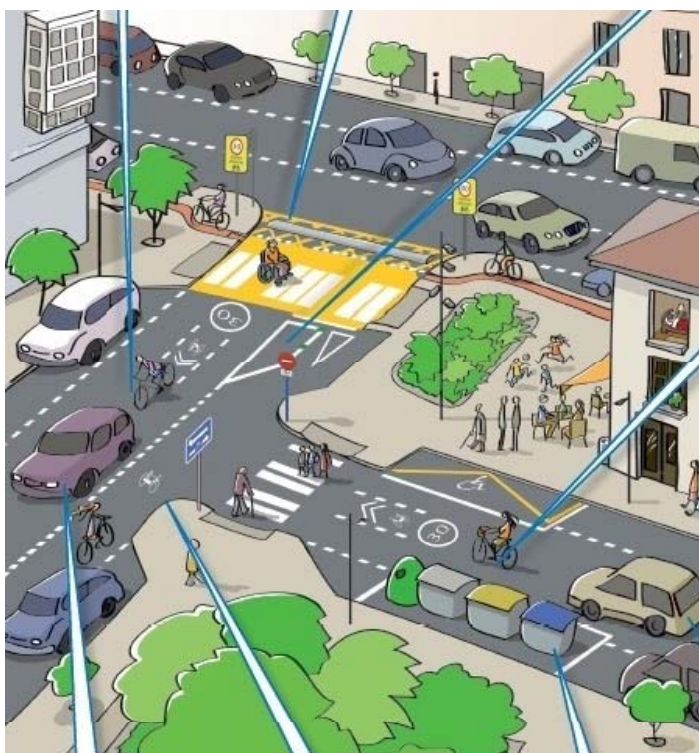
Active mobility in the focus: A value to preserve.



- 68% of cyclists are using, at least in part, pedestrian spaces.
- 37% of citizens are planning to start using the bike for commuting.
- 12% of pedestrians, 18% of drivers and 25% of public transport users has tested and plan to use the bike for commuting.

***We have a problem
on the
sidewalks!!!!***



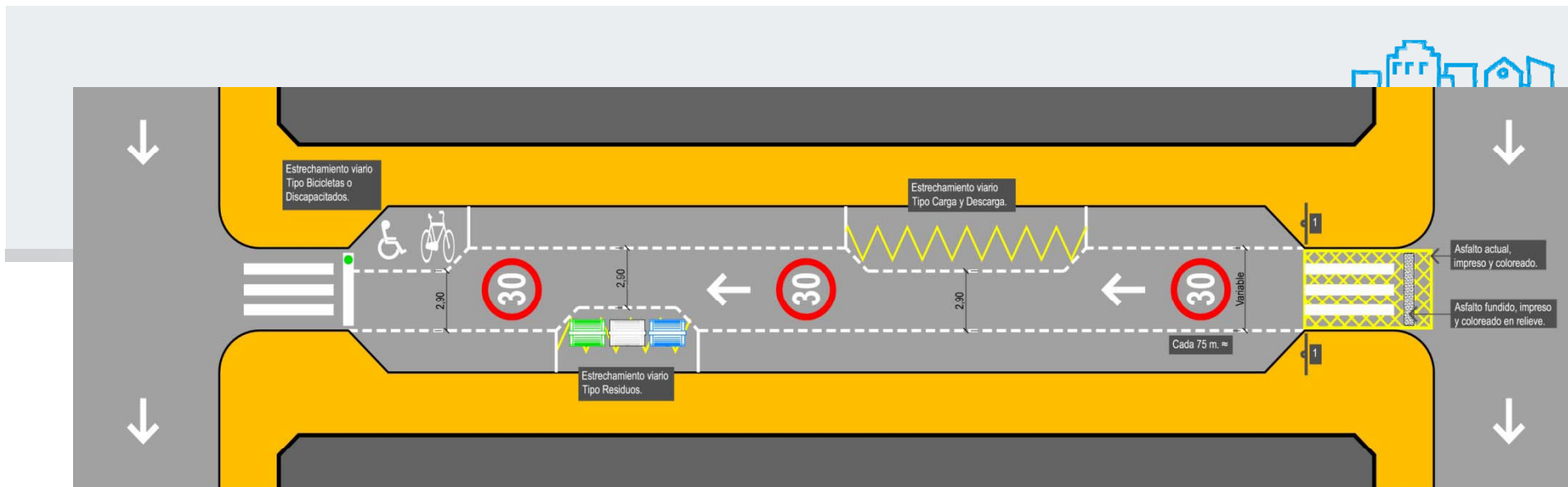


The measure does not end here but extends to all city.

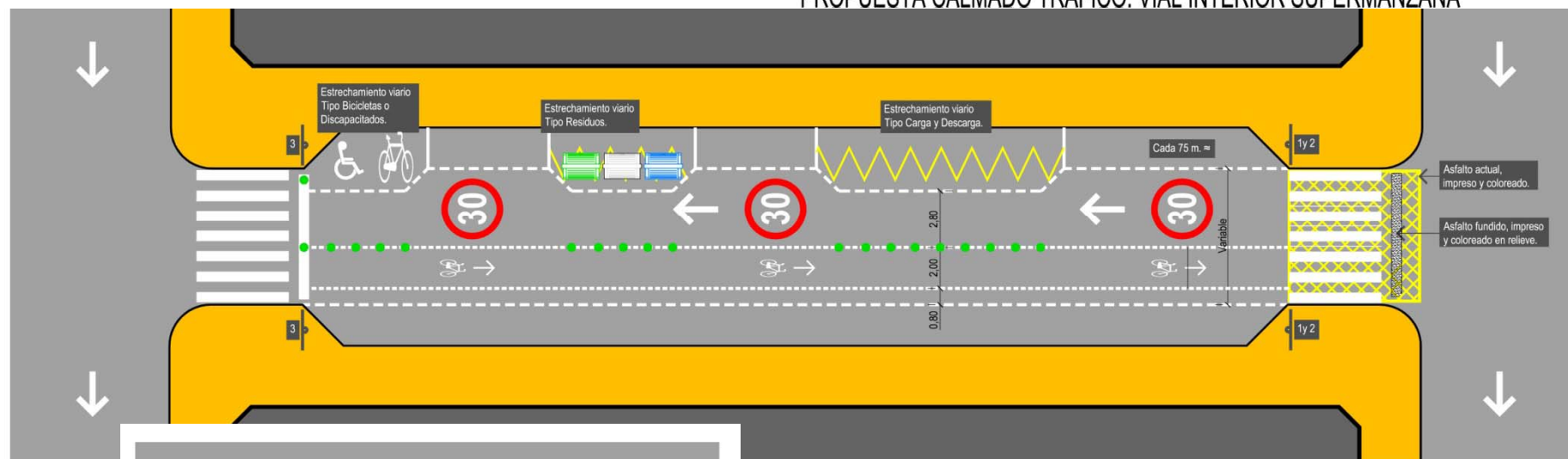
The increase in the number of cyclists on sidewalks and pedestrian areas has led to conflicts with pedestrians, so has been designed a traffic calming campaign in 47 streets of downtown with 3 objectives

- Improving road safety for pedestrian and cyclists
- Reduce emissions of pollutants
- Reclaim the space for pedestrians





PROPUESTA CALMADO TRAFICO. VIAL INTERIOR SUPERMANZANA



VIAL INTERIOR SUPERMANZANA. Con carril contrasentido.



Reorient cycling mobility towards non-conflicting itineraries with pedestrian



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER



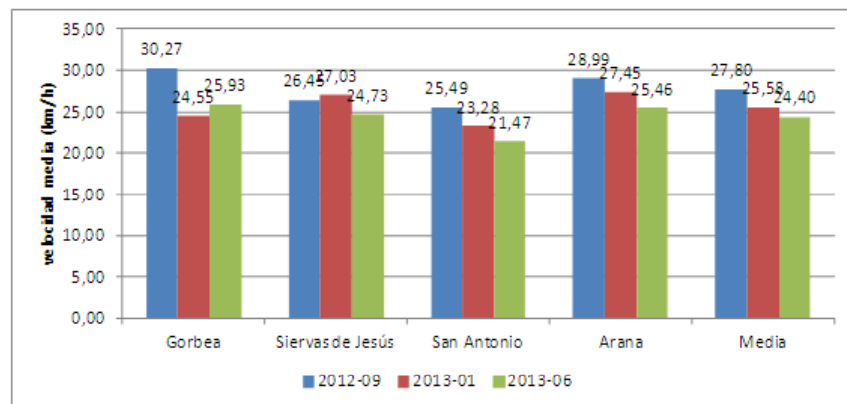
BEFORE



AFTER



Calle	2012-09	2013-01	2013-06	Variación 2012-09 2013-01	Variación 2013-01 2013-06	Variación 2012-09 2013-06
Gorbea	30,27	24,55	25,93	-18,9%	5,6%	-14,4%
Siervas de Jesús	26,45	27,03	24,73	2,2%	-8,5%	-6,5%
San Antonio	25,49	23,28	21,47	-8,7%	-7,8%	-15,8%
Arana	28,99	27,45	25,46	-5,3%	-7,2%	-12,2%
Media	27,80	25,58	24,40	-8,0%	-4,6%	-12,2%

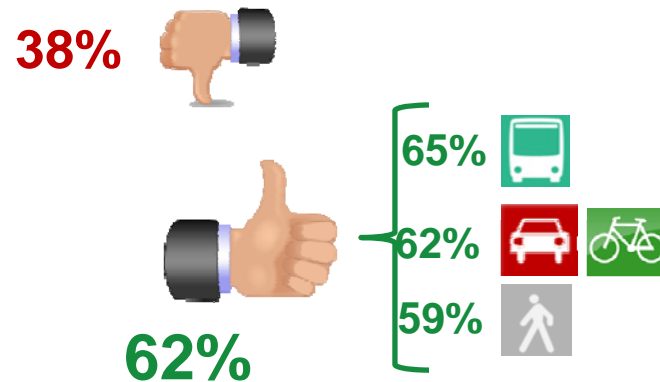


You can tell the speed of the cars has lowered very much!

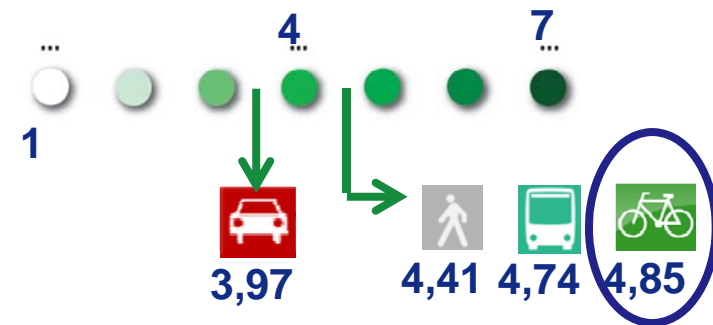


Traffic calming assessment

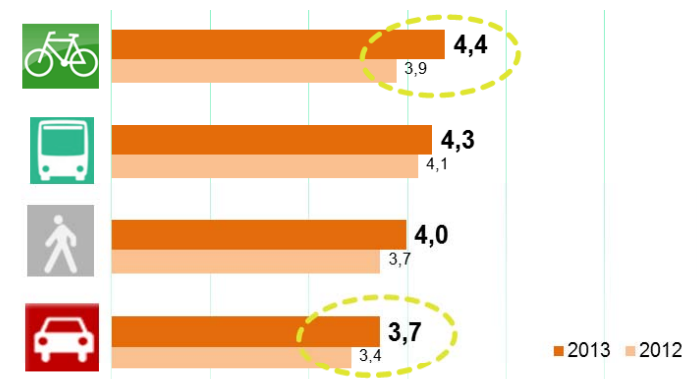
Have you noticed the traffic calming in 47 streets in the city center?

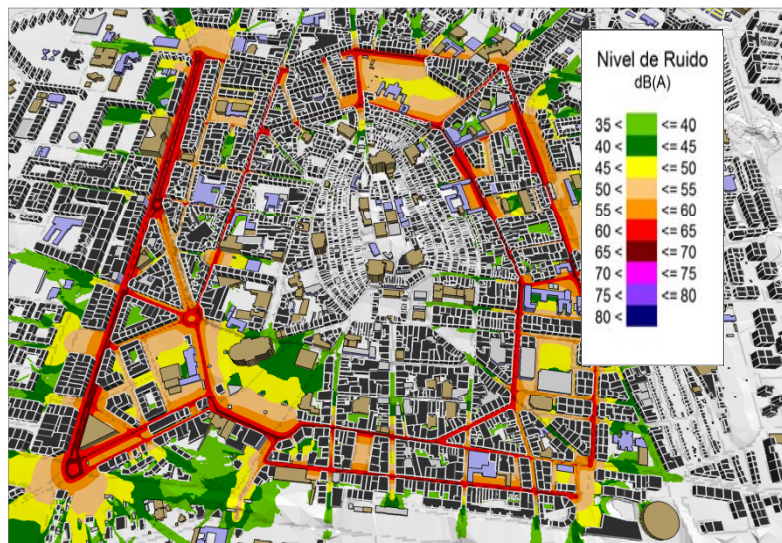


Utility of the measure ...

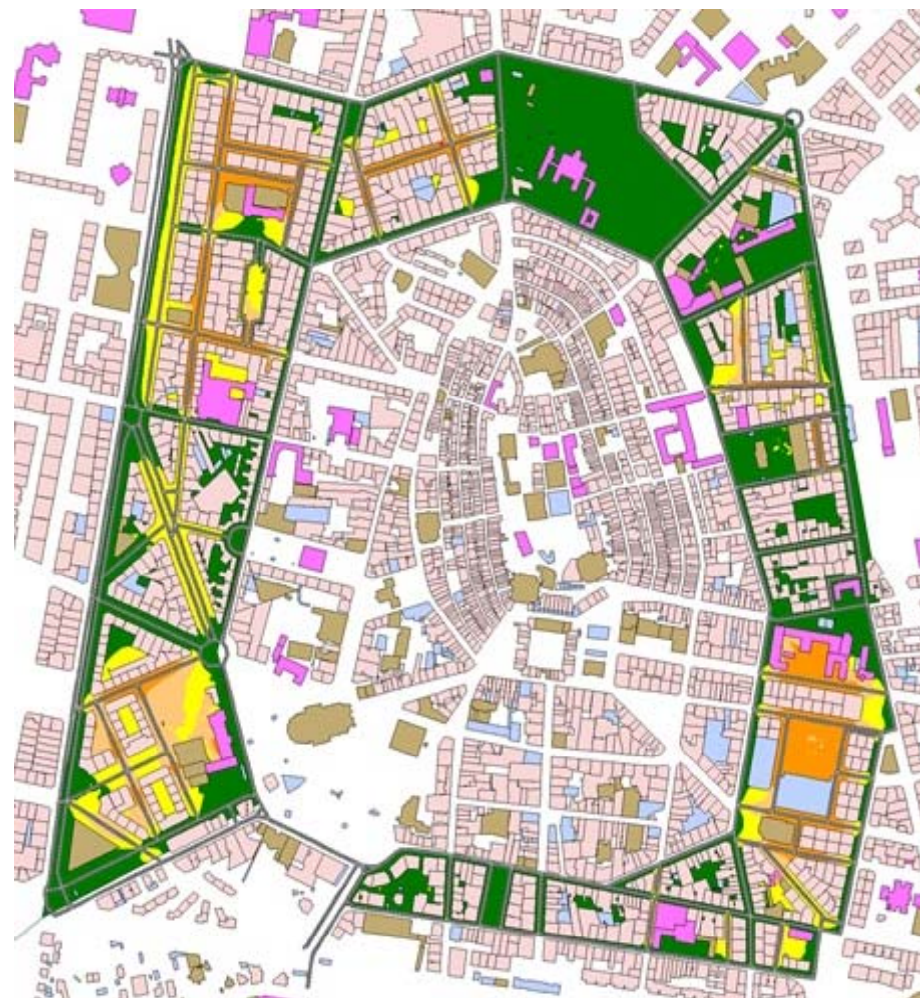
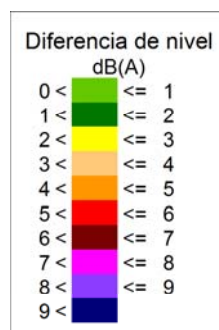


The traffic along my journey to the place of work/study allows me ride the bicycle on the road with cars





***Reduction in the noise levels
in the pilot area after the
implementation of the
measure***



Main figures after 5 years of SUMP



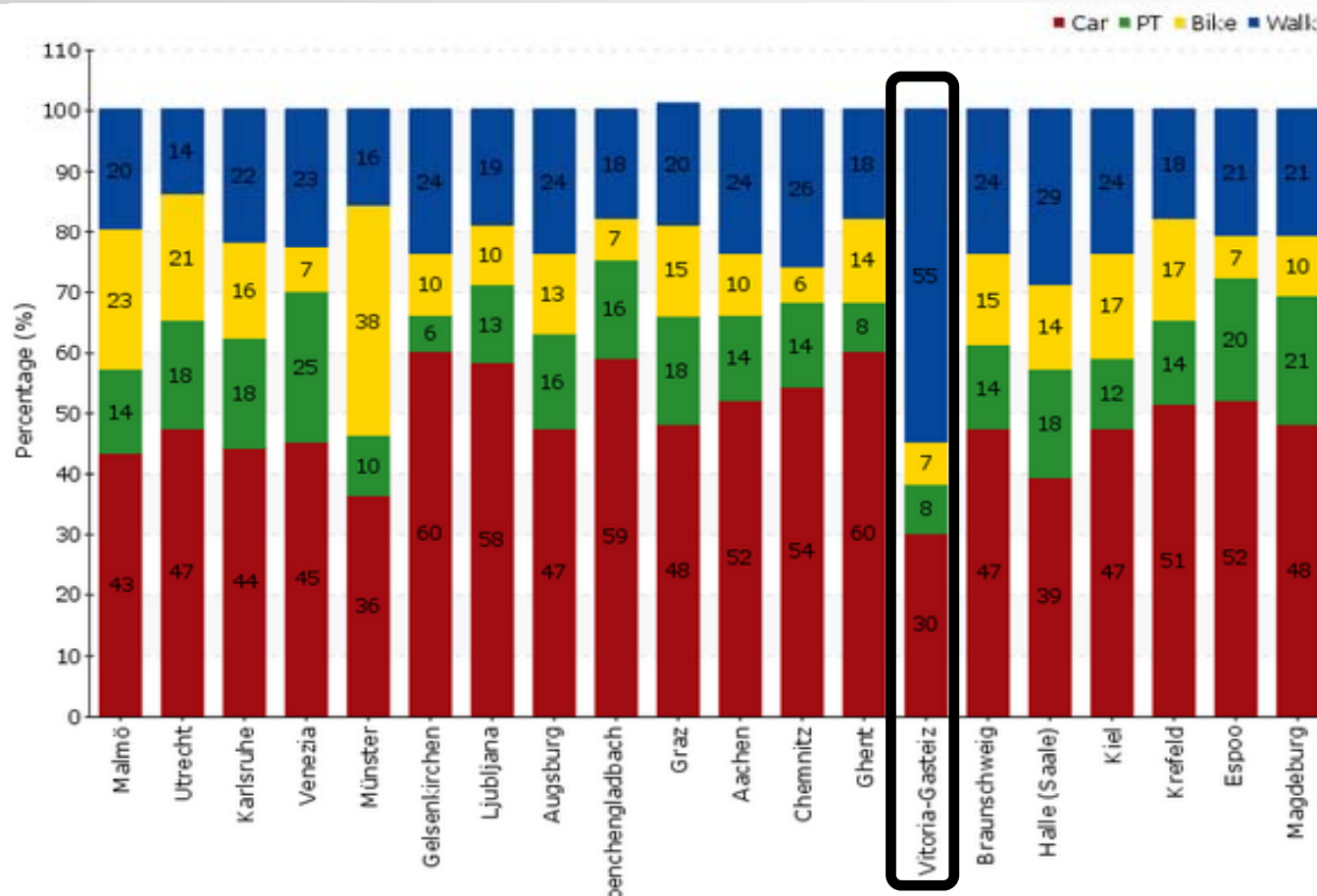
The joint efforts of SMPSP and the Plan Against Climate Change are achieving a significant reduction in emissions, commitment assumed by signing the European Covenant of Mayors.

Evolution of emissions of greenhouse gases in Vitoria-Gasteiz

GHGs emissions	2006	2011	Δ 2011/2006	2006	2011	Δ 2011/2006
Municipality	t CO2e		%	t CO2e/inhab		%
Domestic sector	269.927	254.632	-5,67	1,17	1,05	-10,60
Services	202.227	179.713	-11,13	0,88	0,74	-15,78
Mobility	243.971	219.722	-9,94	1,06	0,9	-14,65
Primary sector	79.422	78.551	-1,10	0,34	0,32	-6,26
City council	45.771	43.023	-6,00	0,20	0,18	-10,92
TOTAL	841.318	775.641	-7,81	3,65	3,19	-12,60

Plan Against Climate Change Target in 2020: -25 %

Active mobility in the focus: A value to preserve.

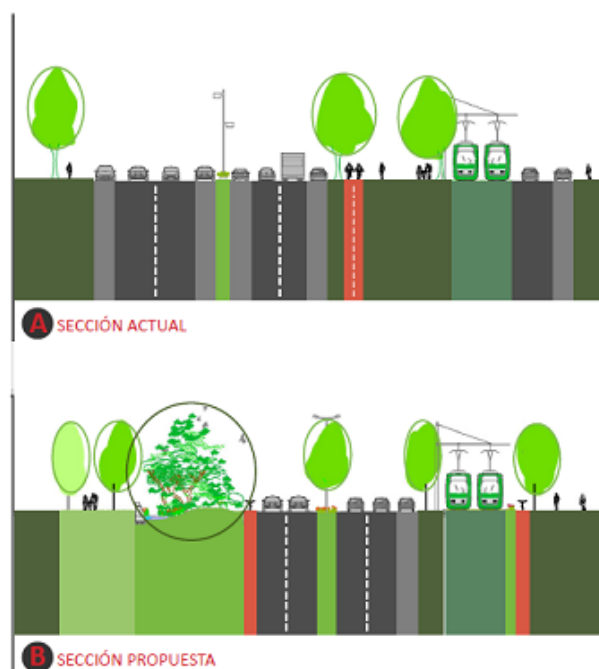


Comparative of modal split in medium-sized European cities

Source: TEMS - The EPOMM Modal Split Tool







Thank you!

Juan Carlos Escudero

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<http://cea.vitoria-gasteiz.org>

