

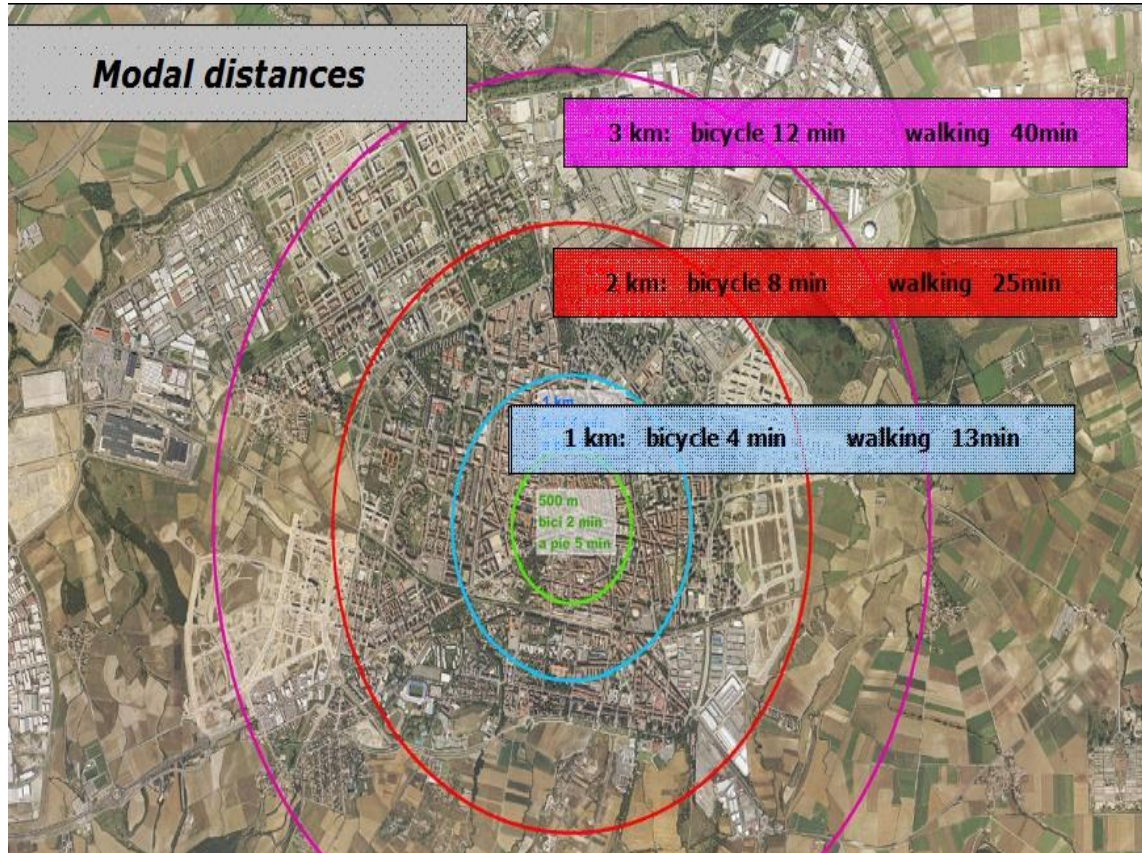


The Sustainable Mobility and Public Space Plan of Vitoria-Gasteiz

A commitment towards active and sustainable mobility.

***Juan Carlos Escudero
Environmental Studies Centre
Vitoria-Gasteiz City Council***

A compact, diverse and medium-sized city.

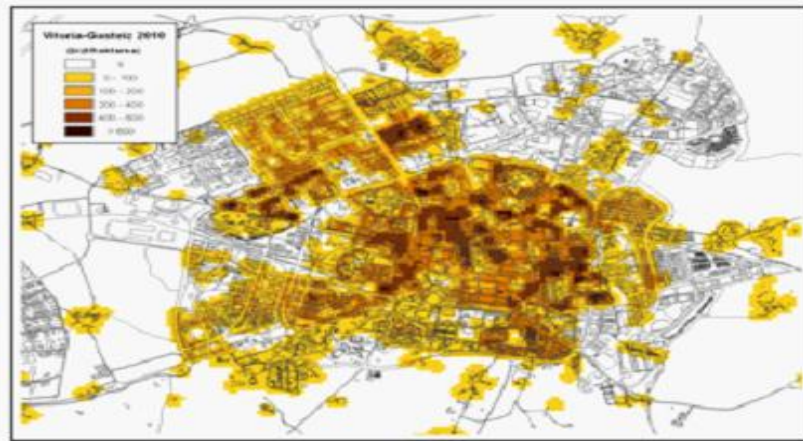
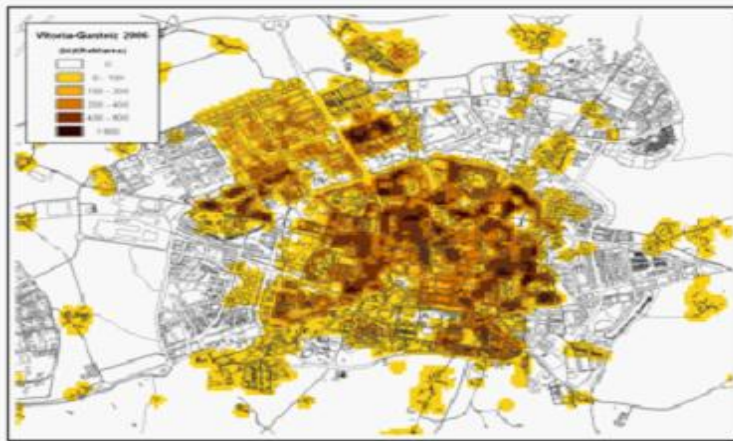


**A COMPACT CITY,
Pedestrian scale until recent growth and latest urban
developments.**

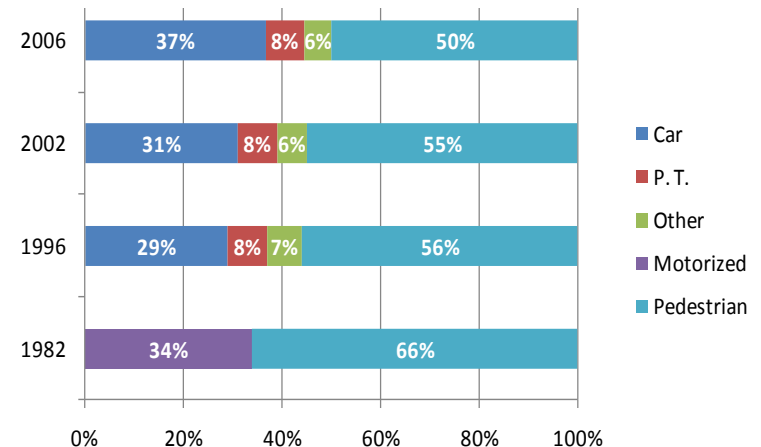
- **240,580 inhabitants.**
- **276.81 km².**
- **46 homes/ha (residential areas)**
- **101.51 inhabitant/ha (residential areas)**
- **A city where everything is at hand, accessible on foot and by bicycle.**



A commitment by convenience ...



- **Current Master Plan programmed a major urban development in the short to medium term.**
- **In the last 8 years have been built about 16,000 homes**
- **City expansion in another 9 million square meters.**



How to become a Carbon Neutral City by 2050?

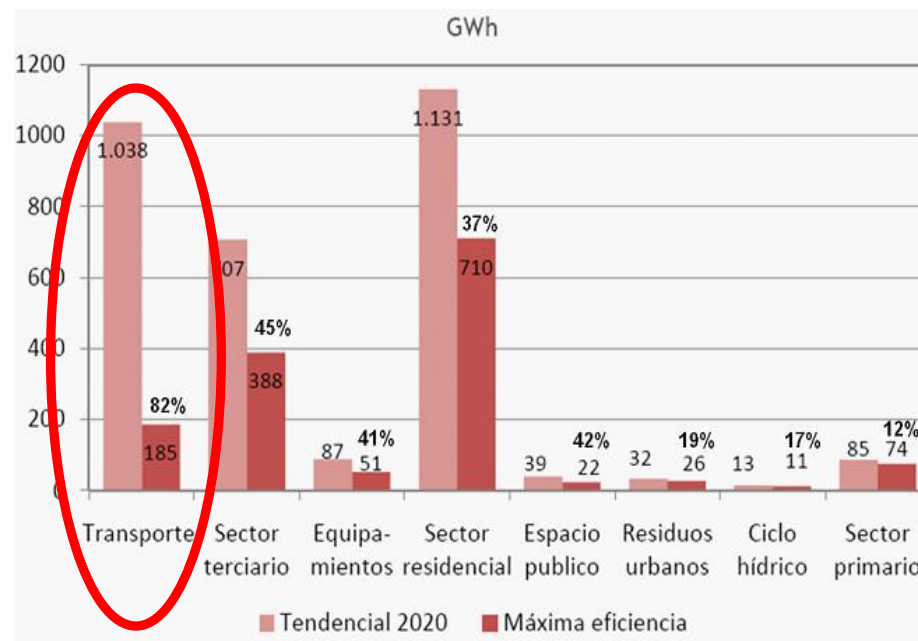
Reducing transport energy consumption up to 82%

Municipio (841.710 t CO₂)



MOBILITY

29% of CO₂ Emissions in 2006



Sustainable Mobility and Public Space Plan (SUMP)

Main challenges and goals:

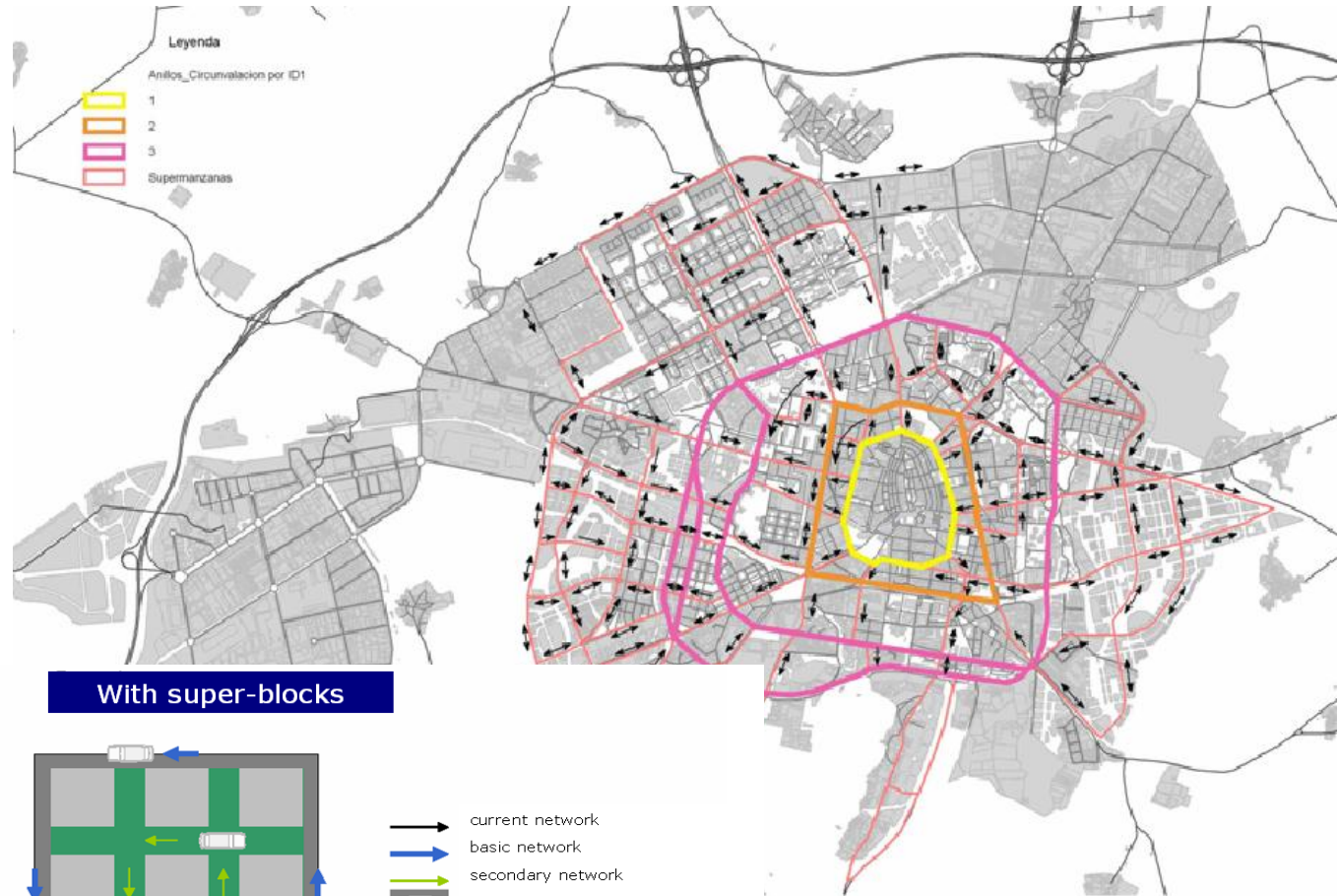
- *To reverse the upward trend in the use of the private car.*
- *To transfer car users to public transport and the bicycle.*
- *To increase the quality of public space in terms of accessibility by way of car traffic reduction.*
- *To consolidate and extend the network of pedestrian and cycling reserved 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.

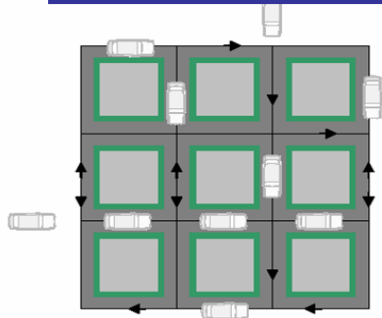
 **Yo me subo** *merece la pena!*
Plan de Movilidad y Espacio Público de Vitoria-Gasteiz

A new urban cell

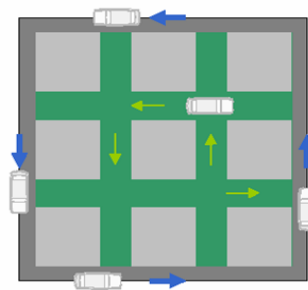
BASIC ROADS AND SUPER-BLOCKS



Without super-blocks



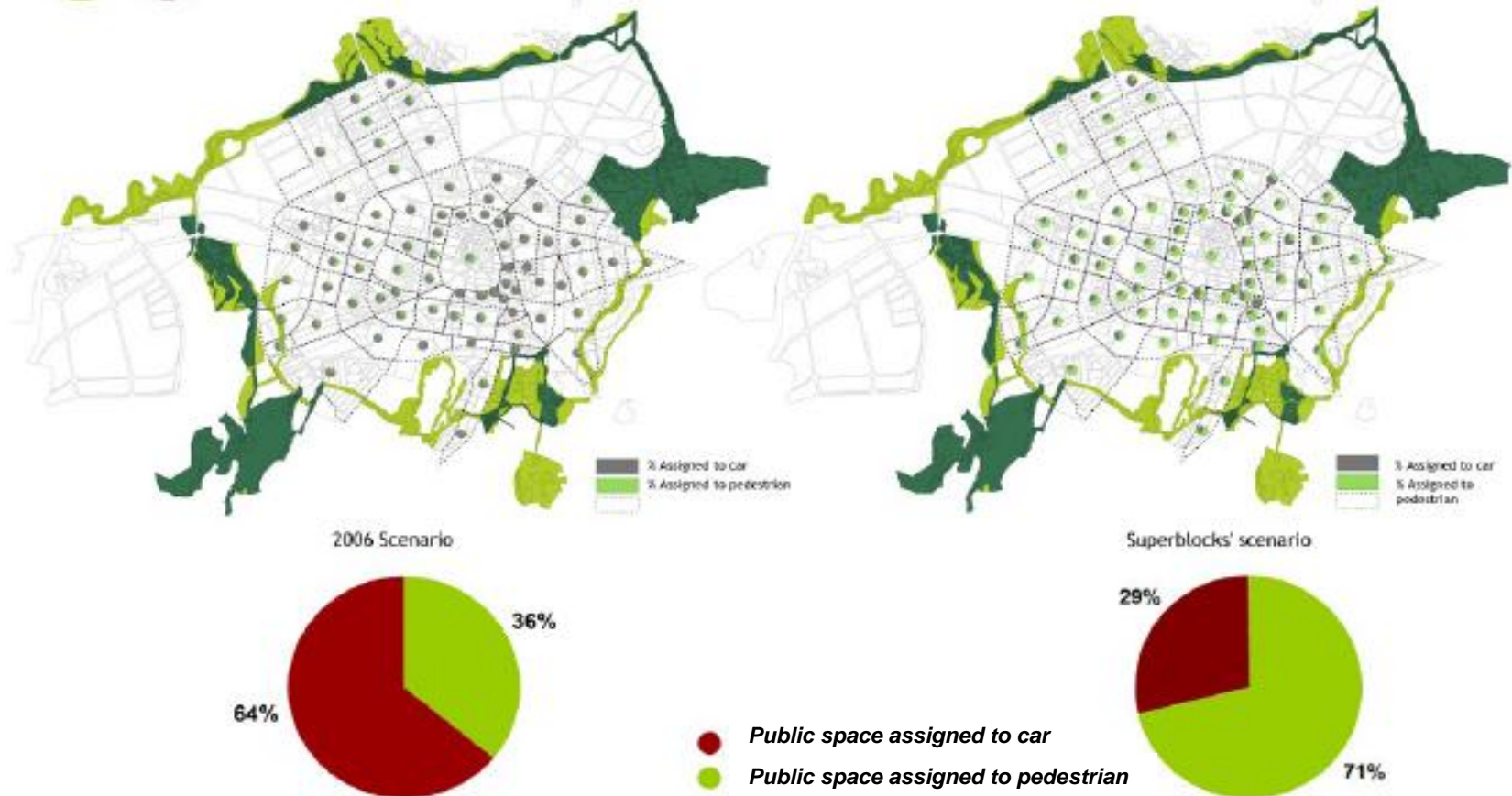
With super-blocks



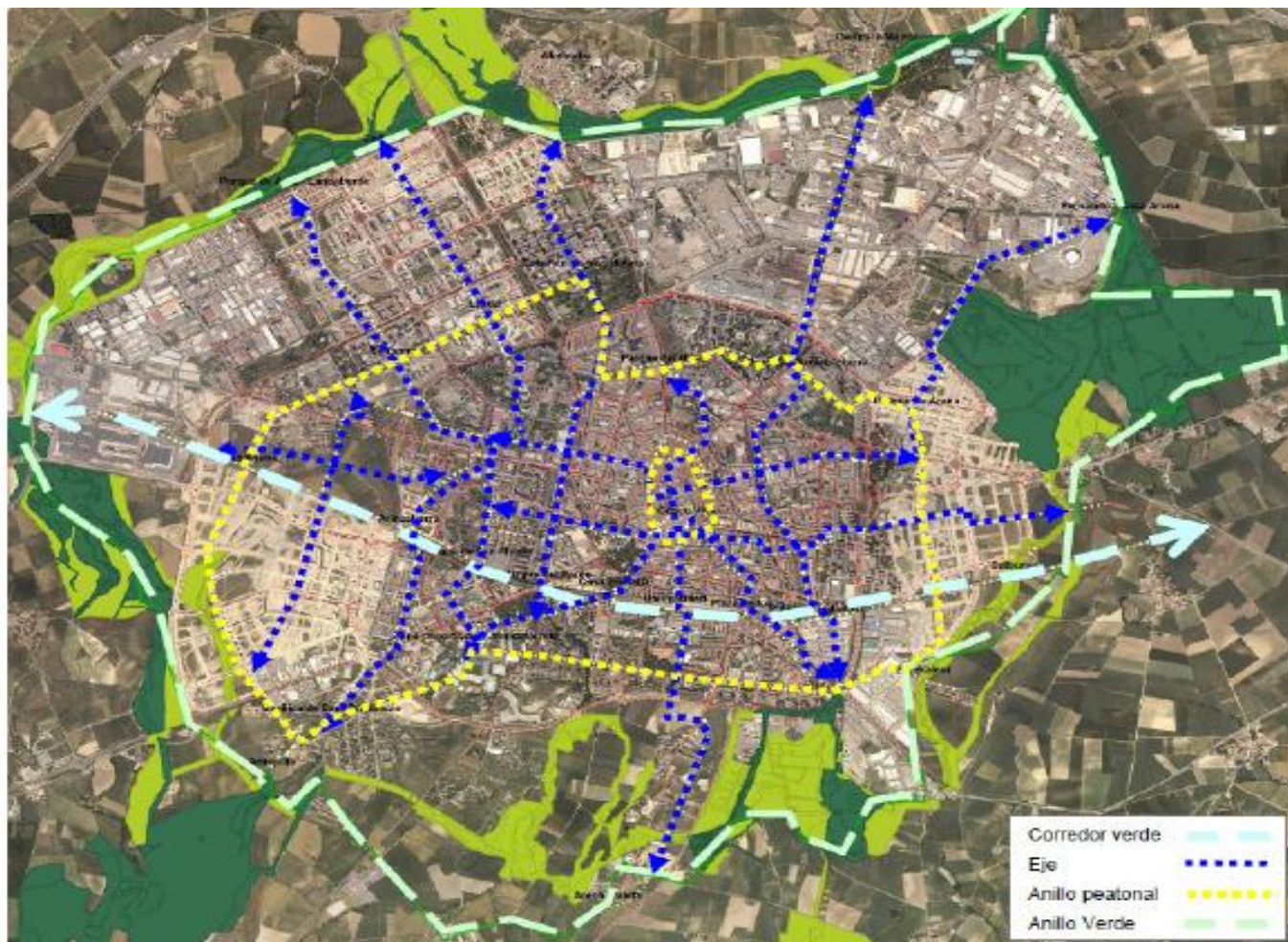
- current network
- basic network
- secondary network
- private cars & public transport
- Residents, emergency, freight dist.
- Motorized transport road
- Pedestrian & other uses streets

Giving back the public space to citizen ...

Allocation of public space

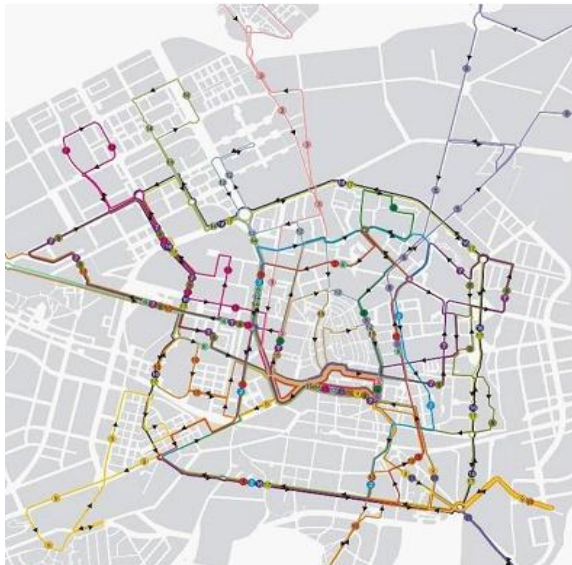


An improved and attractive Pedestrian Network



Proposed new network of pedestrian itineraries of the SM&PSP

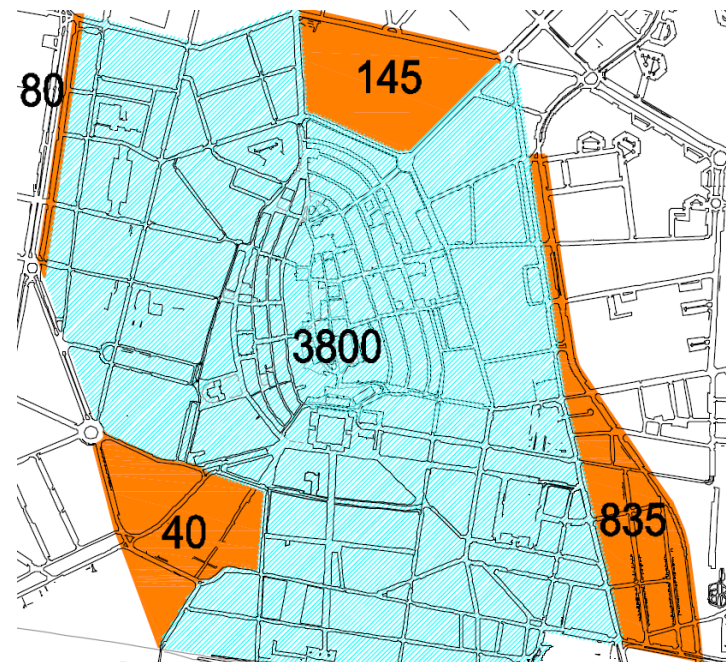
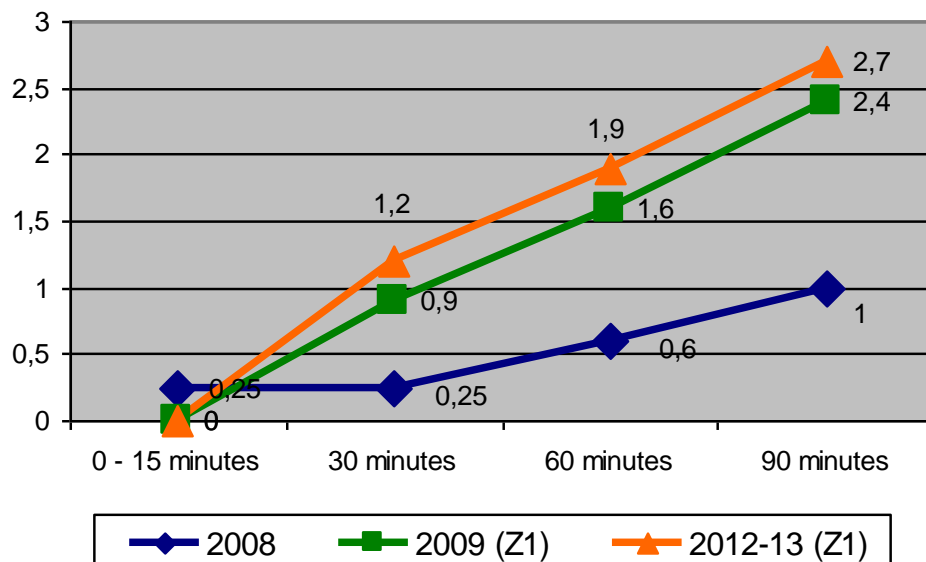
An efficient and attractive Public Transport Network



New on-street parking policy

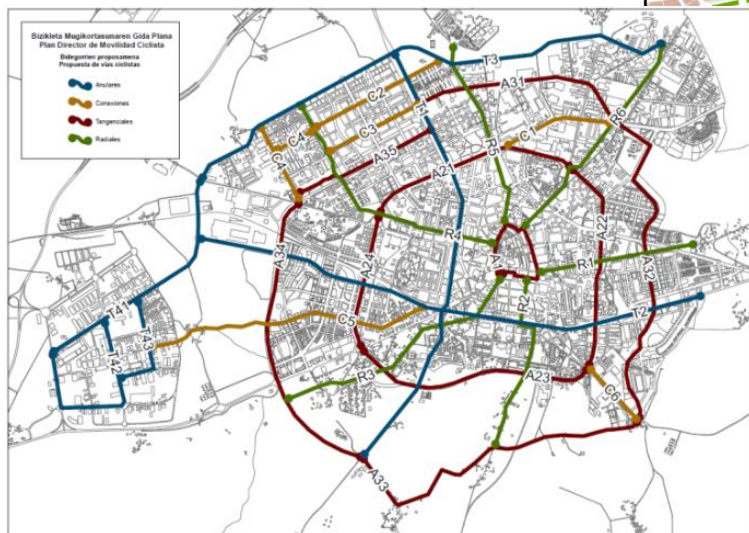
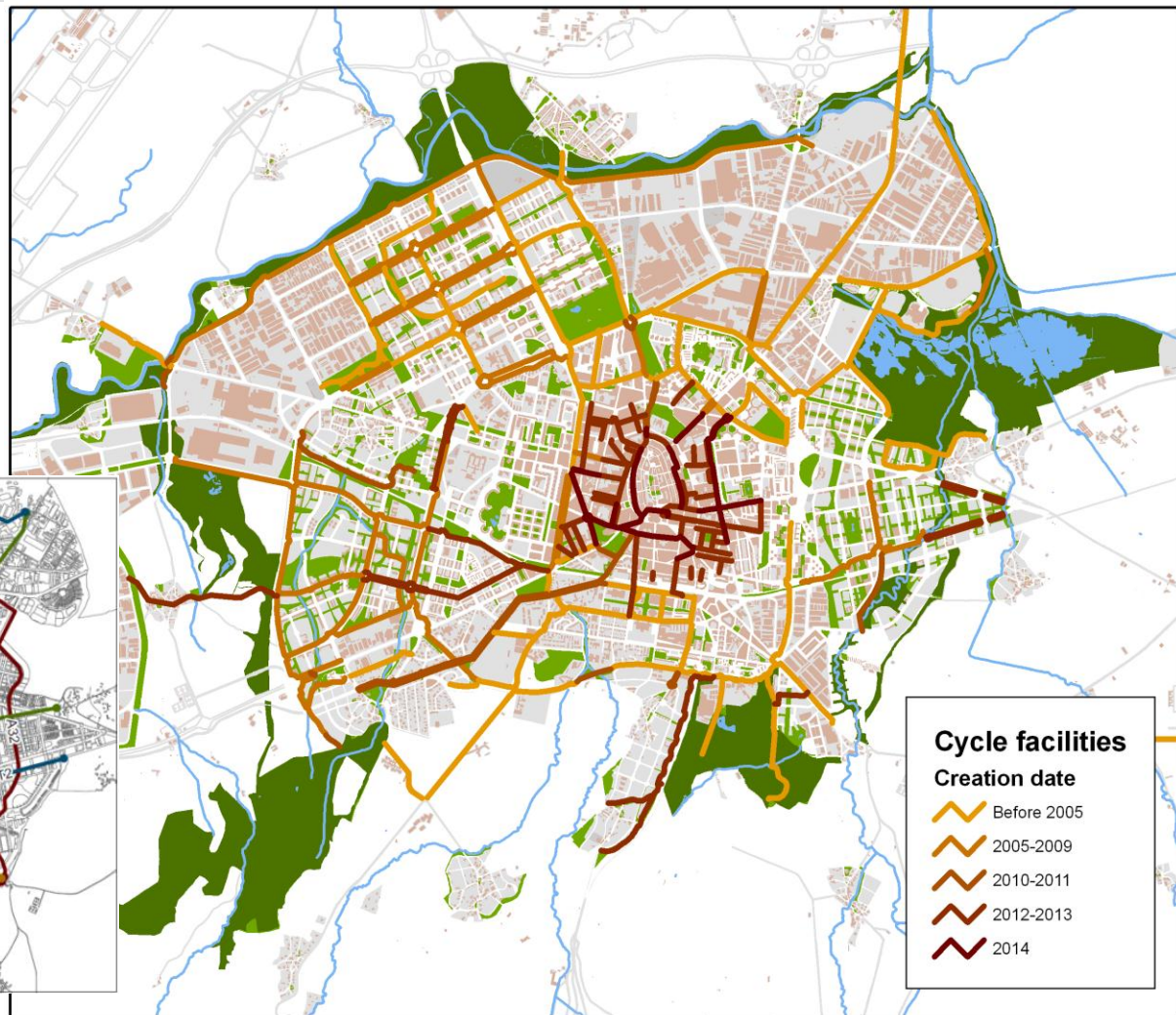
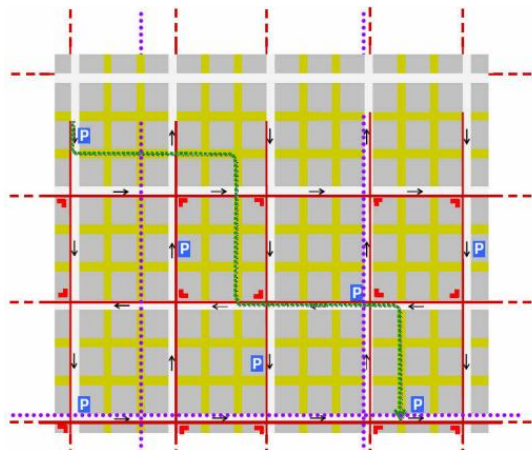
Higher prices:

new parking policy (€/hour)



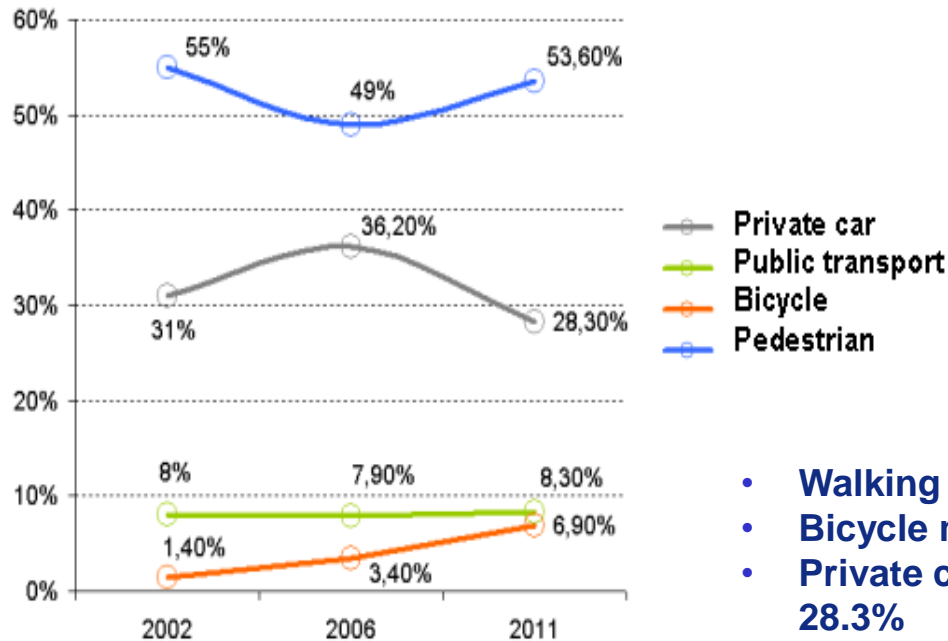
Extended area: 29%

An efficient and functional Main Bicycle Network

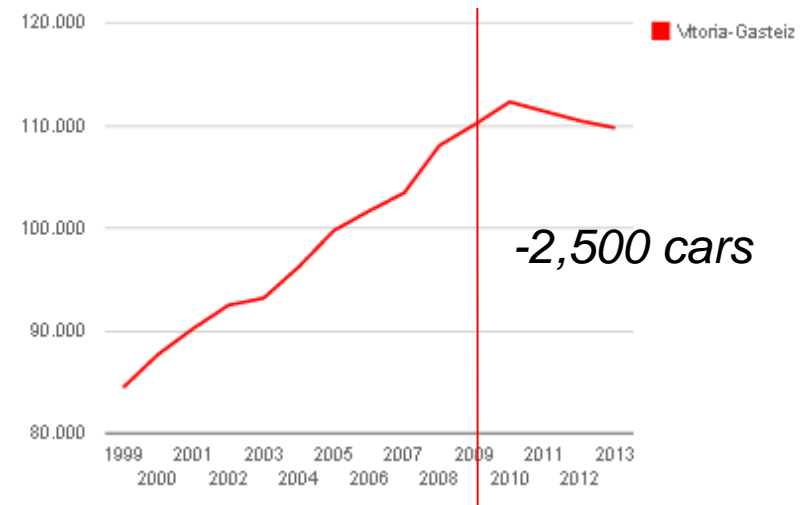


Main figures after 5 years of SUMP

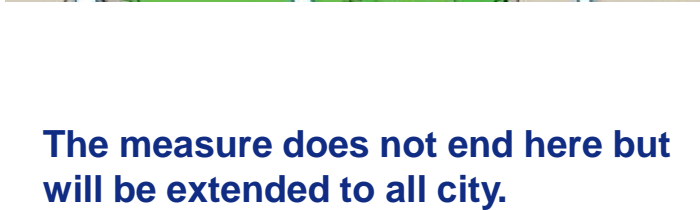
We have succeeded in reversing the rising trend in private car use, raising the pedestrian share to 2002 levels and increasing the use of bicycle.



Number of Cars registered



- Walking modal split has increased from 49.9 to 53.6%
- Bicycle modal split has increased from 3.4 to 6.9%
- Private cars modal split has decreased from 36.6% to 28.3%



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



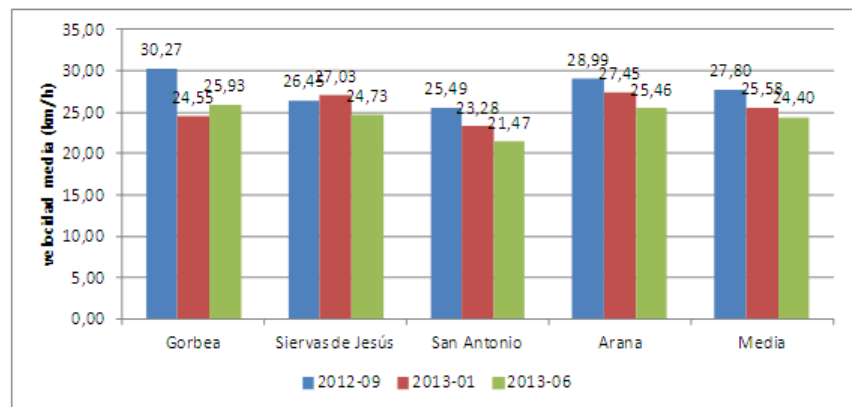
Reorient cycling mobility towards non-conflicting itineraries with pedestrian







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%

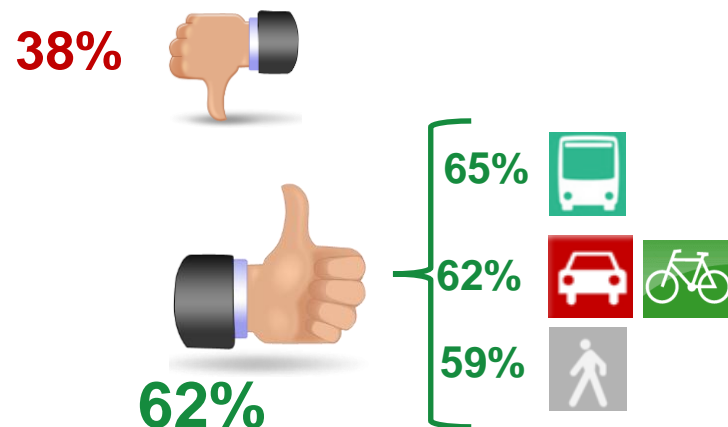


You can tell the speed of the cars has lowered very much!

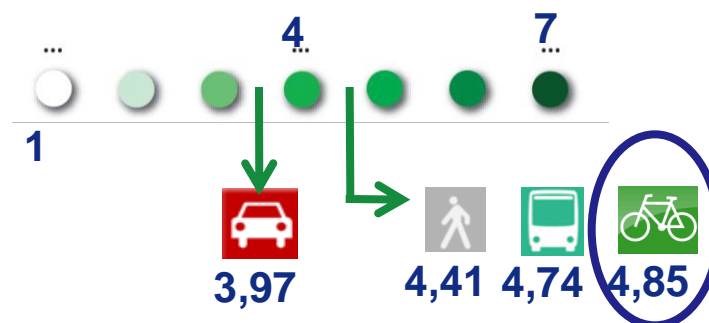


Traffic calming assessment

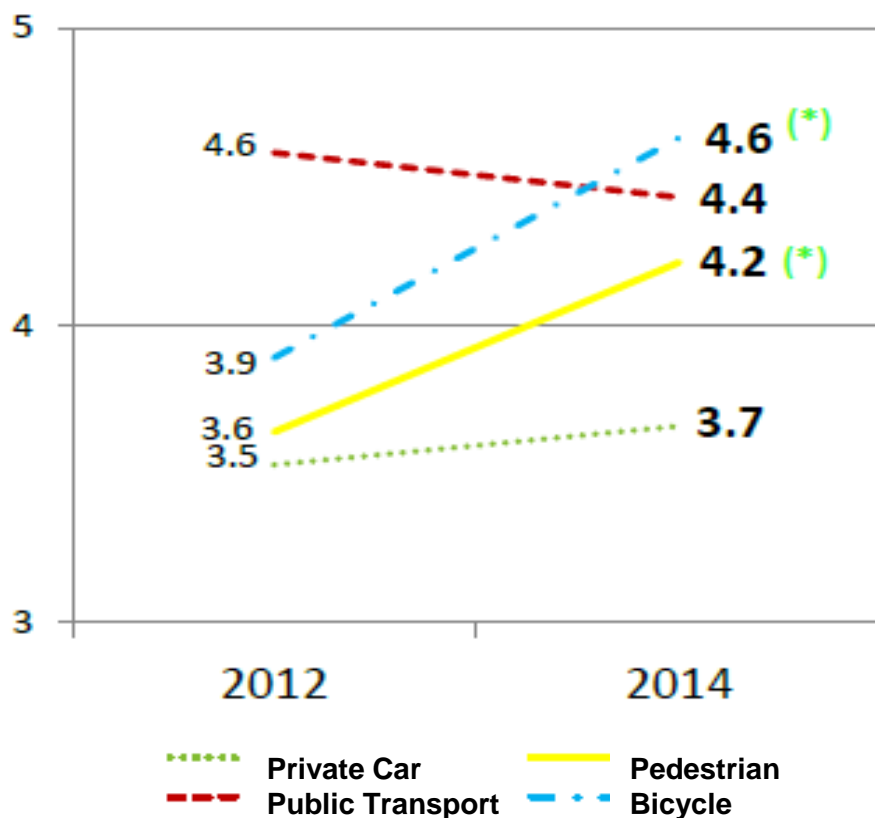
Have you noticed the traffic calming in 47 streets in the city center?



Utility of the measure ...



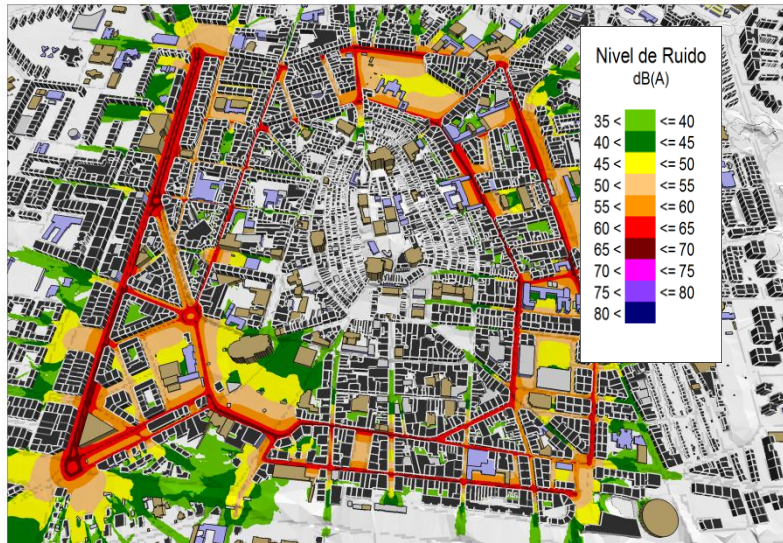
Traffic calming assessment



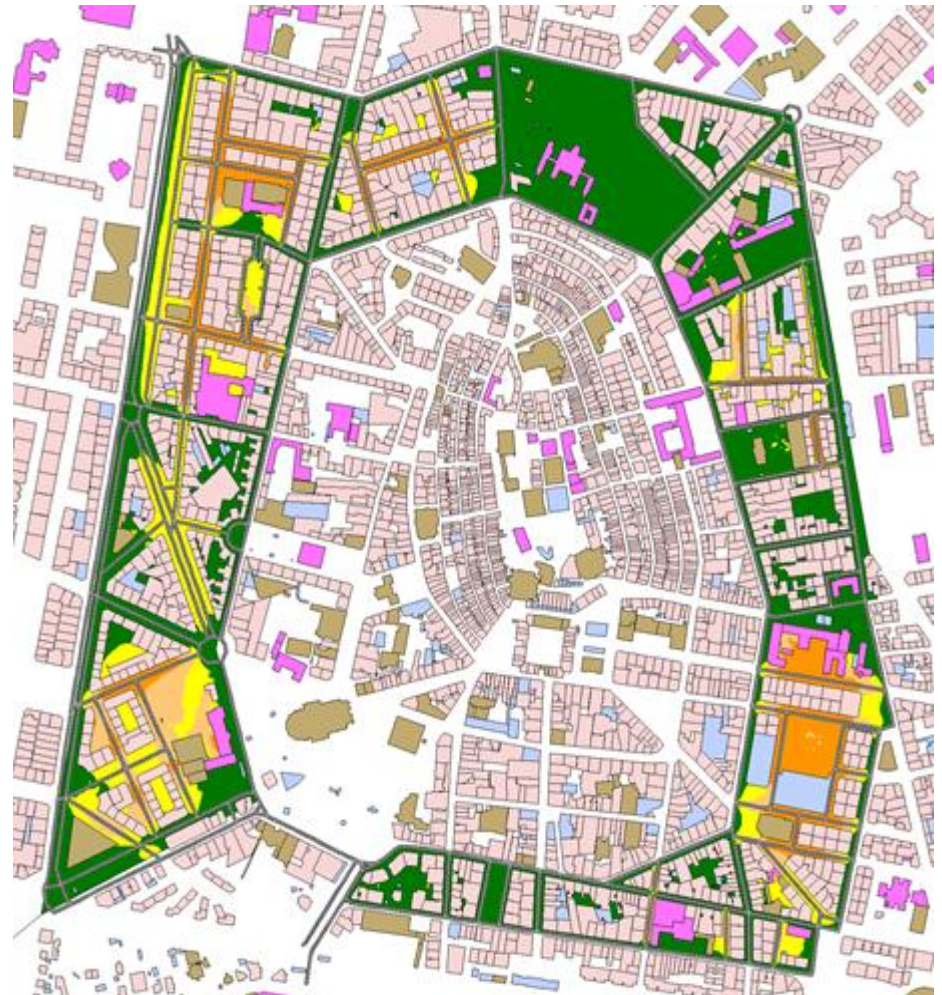
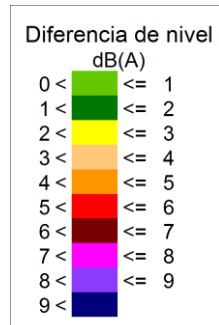
“The traffic along my journey to the place of work/study allows me ride the bicycle on the road with cars”

Strongly Disagree Fully Agree

1 4 7



- **Reduction (2-3 db) in the noise levels in the pilot area after the implementation of the measure.**
- **50% of the previous affected population achieved quality target.**



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 CO ₂ e		%	t CO ₂ e/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 %

Main figures after 5 years of SUMP

1st Phase SMPSP: Total Investment 26,000,000 €

- Road Noise Savings (HEATCO): 1,300,000 €/yr*
- Road Accidents Evolution Savings (HEATCO): 4,700,000 €*
- Travel time savings Public Transport (HEATCO): 10,450,000 €/yr*
- Financial savings walking trend (HEAT): 56,262,000 €/yr*
- Financial savings cycling trend (HEAT): 5,768,000 €/yr*

... a process spanning more than 8 years.....

- Political agreement.
- Technical promotion.
- Citizen participation.



**VITORIA
GASTEIZ !**

VITORIA-GASTEIZ
winner 2012

EUROPEAN
GREEN CAPITAL

Thank you!

Juan Carlos Escudero

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