

Incorporating UVARs into the Vitoria Gasteiz SUMP

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VITORIA GASTEIZ !



donde **el verde** es capital
bertan **berdea** nagusi
where **the green** is capital



A compact, pedestrian scale city until recent growth and latest urban developments.

3 Km.

An aerial photograph of a city, likely Pamplona in the Basque Country, showing a dense urban core. A yellow arrow points from the center of the city towards the top of the frame, with the text '3 Km.' written along the arrow. The city is surrounded by green fields and a river.

- *Administrative Capital of the Basque Country*
- *255,042 inhabitants*
- *276.81 km.*
- *46 homes/ha.*
- *101.51 inhabitant/ha. (residential areas)*
- *A city where everything is at hand, accessible on foot and by bicycle.*

Initial measures for sustainable mobility

In order to slow the use of the car and improve the environmental and living conditions of public spaces, a number of initial measures were adopted, such as a ban on travel by car in some city-centre streets during the weekend.

In 1976, work began to pedestrianize the city's urban centre; in 1983 the Medieval Quarter was pedestrianised and in 1993 the pedestrianisation was expanded to include more than 20 streets and an area of 40,000 m².

Coinciding with the pedestrianisation of the Medieval Quarter, the OTA parking scheme was put in place to limit on-street parking and discourage car use in the city.

- 1976
- 1980 - 1982
- 1983
- 1988 - 1990
- 1993 - 1995
- 1999

▼ Pedestrianisation process 1976-2010



▲ Duro street, before being pedestrianised.



▲ The pedestrianisation of a section of Duro street, in 1980, was a milestone in traffic calming policies in the city.



▼ General Lasa square, in 1990 (before its redevelopment) and in 2017.



The social consensus ...

Towards a successful Plan through citizen engagement.

October 2006

1st participatory workshop.

Mobility and sustainability in Vitoria-Gasteiz Report

November 2006

2nd participatory workshop.

Mobility in Vitoria-Gasteiz in 2010???

January 2007

3rd participatory workshop

Citizens' Pact for Sustainable Mobility



- Citizens' Pact for Sustainable Mobility Signature. April 2007
- Local Parlamento approval. September 2007
- Social Council approval. July 2008

Superblocks, a key concept for a new mobility and public space policy

As a general criterion, the aim was to address **mobility and public space together**. The result of this approach was to establish the superblock as the basic urban unit in the city's future plan for mobility and public space.



Implementation of the pilot superblock: Sancho el Sabio street

Between 2009 and 2010, the city's first superblock was implemented as a "pilot", in a central area with high population density and with a variety of uses and activities (commercial, services, etc.).

Sancho el Sabio street was changed from four lanes of bi-directional traffic (two in each traffic direction) to a single lane, and the adjacent streets were pedestrianised, including four parking lanes (two in each traffic direction).

▼ Transformation of Sancho el Sabio street, after the implementation of the first superblock in Vitoria-Gasteiz.



The positive impact
of the Sancho el
Sabio superblock pilot

THE PEDESTRIAN
AREA WAS
INCREASED BY 64%



Pedestrians, bicycles and public transport became the priority modes of mobility in this axis and in the whole superblock.

This first superblock greatly reduced motor traffic in the area, with the consequent decrease in noise levels and air pollution and increase in road safety.

At the same time, the pedestrian space was increased and there was a boost in commercial and leisure activity.

8%

THE NOISE
LEVELS WERE
REDUCED BY
8%

40%

POLLUTANT
GAS EMISSIONS
DECREASED BY
40%

63%

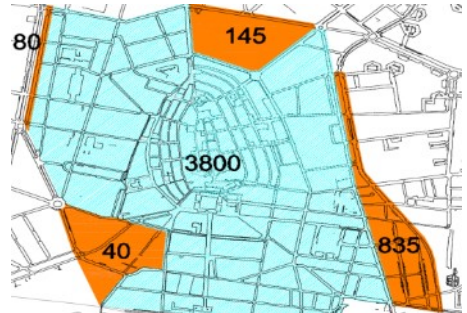
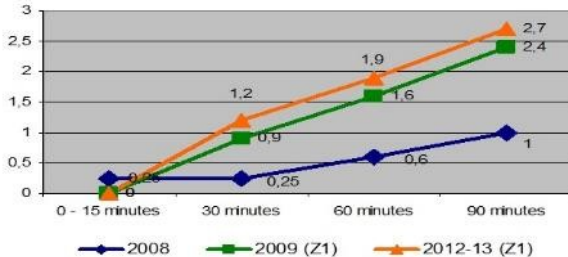
CAR USE REDUCED
BY 63%

A new on-street parking policy

Part of a “Push & Pull” strategy together with the new Public Transport network because the very same day Vitoria-Gasteiz nearly tripled parking tariffs in the city centre (plus increased by ~30% the regulated area in the city centre).

Higher prices:

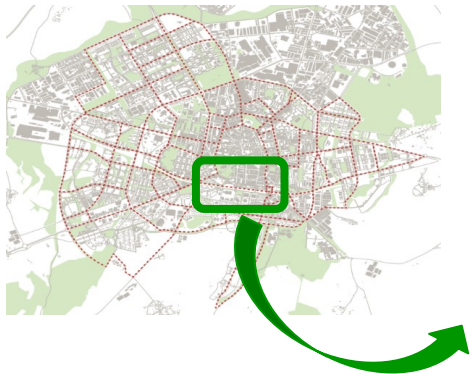
new parking policy (€/hour)



Extended area: 29%

UVAR camera automatic control

Based on the control of through traffic using the transit time between two points (entrance / exit) controlling four routes.



UVAR camera automatic control



The main objective of this measure :

- *According to the superblocs approach, to give priority to socialization over the crossing traffic.*
- *To control the access to the city centre by a filter method compatible with the passing of the tramway (not traditional automatic bollards previously used) that would restrict crossing traffic, allowing entrance to the residents, commercial loading-unloading and services.*
- *To improve the air and public space quality.*

UVAR information campaign

VITORIA GASTEIZ

BIDEKAMERAZ KONTROLATUKO DITUZTE ERDIGUNERA SARTZEN DIREN IBILGAILUAK

CONTROL DE ACCESO DE VEHÍCULOS AL CENTRO A TRAVÉS DE VIDEOCÁMARAS

Debekatuta dago hainek ez duten ibilgailu motordunak adierazitako ibilbideetatik igarotzea

Prohibido el paso a vehículos de motor no autorizados por los itinerarios indicados

Información gehiago: 010000
Más información en el 010
www.vitoria-gasteiz.org/controldeaccesocentro/

Pertsonentzako leku gehiago
Más espacio para las personas

CIVITAS
Ayuntamiento de Vitoria-Gasteiz
Gobierno Vasco

- *To strengthen the existing road signs warning that access to the area is monitored by video cameras placed at all entrances.*
- *Creation of a website informing about the measure with FAQs and publication of an informative brochure that was distributed in shops and businesses based in the affected area*
- *Placement of informative posters in all garages in the area.*
- *A personalized letter to the drivers of all unauthorized vehicles circulating in the area (their car plate number was acquired by the system which was operating in a test-mode during this information phase). The letter was accompanying by the informative brochure.*
- *Set up of a telephone service for further information.*
- *Presentation of the measure in a school close to the area.*
- *Presentation of the measure and the communication campaign at a press conference*

Barriers were related to:

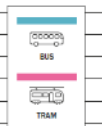
- *Cultural factors: impending cultural circumstances and life style patterns. The huge challenge of changing very settled and naturalised patterns in much of the population..*
- *Political agenda dealing with local elections.*

Drivers were:

- *Political, strategic – Commitment of key actors based on political and strategic reasons, presence of sustainable development agenda or vision, coalition between key stakeholders due to shared vision after a strong participative process .*
- *Institutional – Administrative structures, procedures and routines, laws, rules, regulations and their application, structure of organizations and programs, were improved to provide a better environment to ease the development of the measure.*
- *Financial – Availability of public funds (including CIVITAS funding).*
- *Positional - The superblocks are a key instrument of the SUMP and a tool towards the implementation of an integrated urban sustainable vision for our public space and mobility new paradigm.*

▼ Evolution of public transport in Vitoria-Gasteiz

YEAR	POPULATION	TOTAL TRAVELLERS		
1998	217.628	11.440.653		
1999	218.774	11.523.504		
2000	218.950	11.383.474		
2001	220.254	11.474.560		
2002	222.329	11.560.716		
2003	224.586	11.717.606		
2004	224.965	11.482.471		
2005 ¹	227.194	11.218.597		
2006	229.080	10.582.940		
2007	230.585	12.043.305		
2008 ²	233.399	12.642.646	111.190 →	12.753.828
2009 ³	236.525	10.544.413	4.689.262	15.233.695
2010	239.361	11.090.678	6.977.841	18.068.519
2011	240.580	11.881.973	7.425.640	19.256.709
2012 ⁴	243.298	12.564.950	7.275.905	19.440.875
2013	242.147	12.761.545	7.279.298	20.040.845
2014	242.924	13.084.298	7.296.723	20.381.021
2015	245.036	13.766.138	7.699.814	21.465.952
2016	246.042	14.522.984	7.723.445	22.246.429
2017	247.820	15.362.164	8.137.054	23.299.618
2018	250.051	15.759.827	8.304.395	24.064.222
2019	252.574	16.208.128	8.338.025	24.546.153



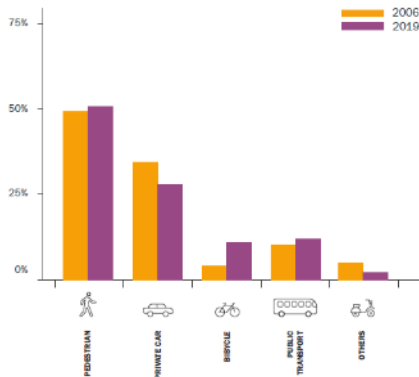
¹In early 2005: The first neighbours of Zabalgana and Salburua are completed
²December 2008: The tram service enters operation
³July 2009: The extension of the Abetxuko tram branch enters operation
⁴October 2009: Reorganisation of bus network
⁵November 2009: The OTA expands and triples its prices
⁶September 2012: The tram arrives in the centre of Abetxuko neighbourhood

▲ In the last 12 years, the number of journeys by bus and tram has doubled.

Through all the actions and measures implemented to promote the most sustainable modes of mobility in the city, in the last decade, the percentages

of use of the different modes of travel have been reversed, in favour of the most sustainable and to the detriment of the private vehicle.

▼ Modal share evolution in Vitoria-Gasteiz between 2006 and 2019





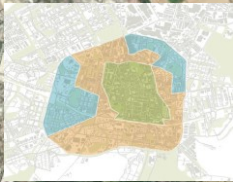
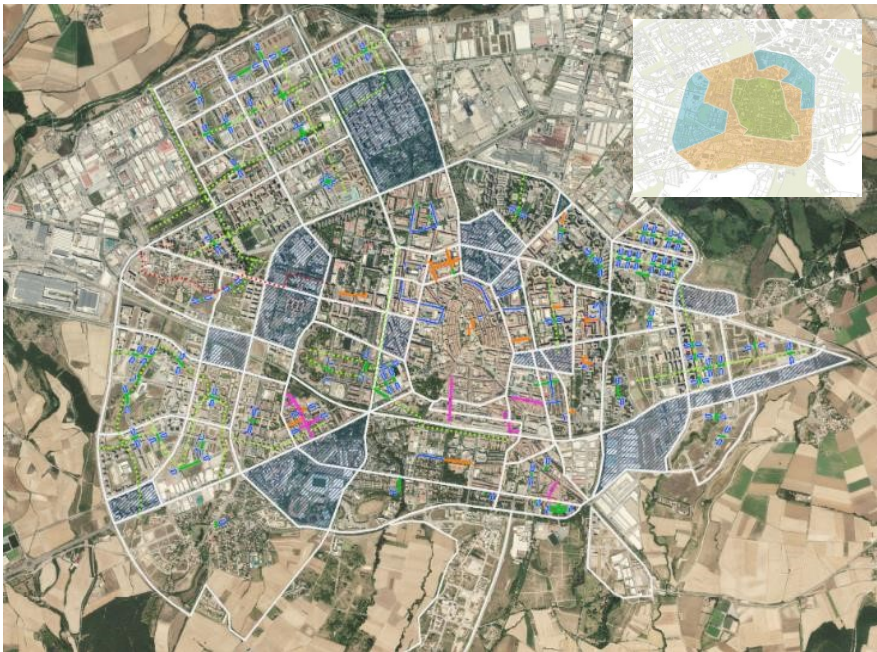
EXCEPTO

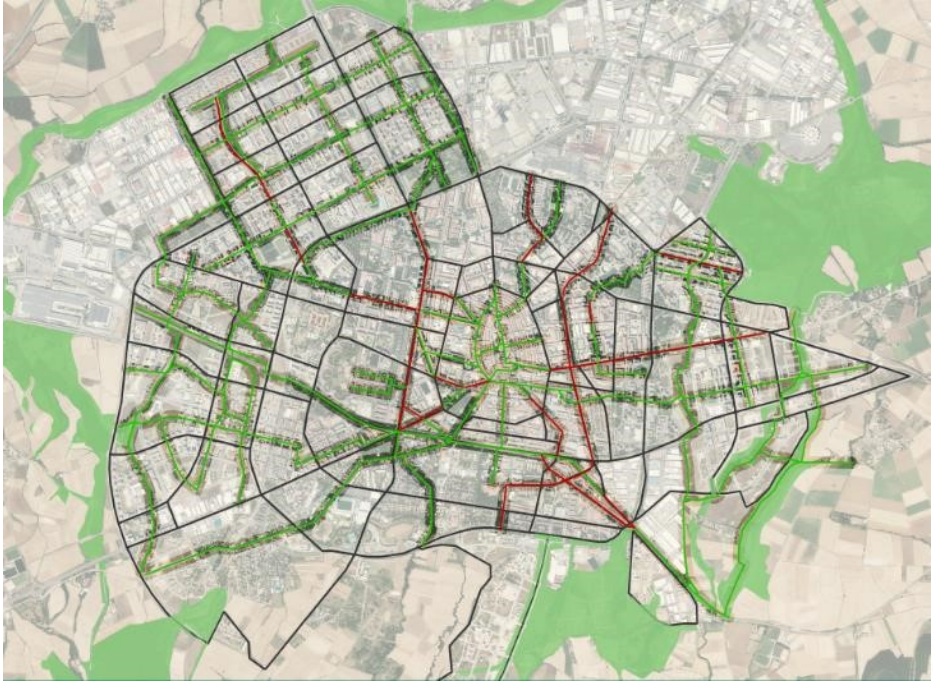


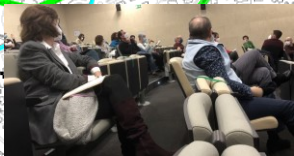
SENTRABO
7 SALOAS

5 CENTRO
5 CAJAS
2 CAMERA

VE







Thank you!
@eskubi

ReVeAL 
<https://civitas-reveal.eu/>