Incorporating UVARs into the Vitoria Gasteiz SUMP

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https://civitas-reveal.eu/
A compact, pedestrian scale city until recent growth and latest urban developments.

- 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.

Pedestrianisation process 1976-2010

- Oden street, before being pedestrianised.
- The pedestrianisation of a section of Oden street, in 1980, was a milestone in traffic calming policies in the city.
- General Lema square, in 1990 before its redevelopment and in 2017.
Towards a successful Plan through citizen engagement.

- **October 2006**
  1\(^{st}\) participatory workshop.
  Mobility and sustainability in Vitoria-Gasteiz Report

- **November 2006**
  2\(^{nd}\) participatory workshop.
  Mobility in Vitoria-Gasteiz in 2010???

- **January 2007**
  3\(^{rd}\) participatory workshop
  Citizens’ Pact for Sustainable Mobility

- Citizens’ Pact for Sustainable Mobility Signature. April 2007
- Local Parliamoent 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).

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.
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:

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.
The main objective of this measure:

- According to the superblocks 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.
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

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<tr>
<th>YEAR</th>
<th>POPULATION</th>
<th>TOTAL TRAVELLERS</th>
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<td>1998</td>
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<td>2019</td>
<td>252,674</td>
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</table>

1. In early 2005, the first neighbors of Zubizuri and Aduriz are completed.
2. December 2006: The tram service enters operation.

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 favor of the most sustainable and to the detriment of the private vehicle.

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

![Modal share evolution chart]

- **2006**
- **2019**

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