



Cycling safety in 30 kmh zones

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Background



- Reduction of speed limits in urban areas is one of the first measure to help increase cycling safety. This measure is proposed and/or included in many strategy documents. Some times, they are not specific about cycling intregation. They can also be very diverse in terms of regulation, signalisation and design.
 - References for support:
 - [5th ETSC PIN Report](#) (ETSC, 2011)
 - [Raising the bar. Review of Cycling Safety Policies in the European Union](#) (ETSC, 2012)
 - [Pedestrian and cyclists safety and mobility in Europe](#) (U.S. Department of Transport, 2010).
 - [Cycling, Health and Safety](#) (ITF/OECD, 2013)

Questions



- How to implement traffic calming solutions so that they are optimal for cycling safety?
- Which solutions are more effective?
- Can we propose a methodology to homogenize cycling in 30 kmh zones in this region?
 - Reference for support:
 - Presto cycling fact sheet [“Traffic calming and cycling”](#) (EC, 2011).

Target groups



- **Administrations**
 - Regional
 - Local
 - Others?
- **Street users:** namely cyclists and motorists, but also pedestrians, especially residents.

Objectives



- A. Increase (technical) knowledge** (for decision-making and policy-making):
 - Which solutions are more effective?
 - What do Spanish regulations say about this situations (30 kmh zones)?
 - Take into account the risk perception of the users – include before and after questionnaires/surveys to street users
 - Provide checklist for evaluation
- B. Change behaviour:** sharing public space safely by different types of vehicles.

Instruments



	Objectives	Target groups	Instruments
A	Increase knowledge for policy making	Administrations	Infrastructure assessment report: 1. Built environment 2. Assessment of risk perception
B	Change behaviour	Street users: •Motorised vehicles •Bicycles •Pedestrians	Awareness rising and information campaign on how to share 30kmph streets safely

Ideas - measures

	Objectives	Target groups	Instruments
A	Increase knowledge for policy making	Administrations	Infrastructure assessment report: 1. Built environment 2. Assessment of risk perception

Before and after intervention in Granollers (Study area)



Ideas - measures



1. Built environment

Report/publication for the administration. **Report** about main aspects to take into account in order to ensure and enhance cycling safety in traffic calming zones.

It will include:

- Regulative framework
- Infrastructure assessment of existing solutions in the documented case studies of the area:
 - Signalisation
 - Street design
- Good practice compilation
- measures to increase cycling safety in 30 kmph zones
- Methodology of assessment:
 - Checklist to check reported aspects
 - Questionnaire structure for street users
- Consider the transferability of the assessment methodology to the whole field of study and the national and european levels.

Ideas - measures



- Regulative framework

Reglamento general de circulación

Ley de tráfico

Ideas - measures



- Regulative framework
- Infrastructure assessment of existing solutions in the documented case studies of the area:
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Ideas - measures



2. Risk perception

- Design of a survey to check risk perception and behaviour of all users: motorists, cyclists, pedestrians. Making a difference between residents and non-residents.
- This survey should be applied before and after the implementation of a 30 kmph zone, to see its impact.

Ideas - measures

	Objectives	Target groups	Instruments
B	Change behaviour	Street users: • Motorised vehicles • Bicycles • Pedestrians	Awareness rising and information campaign on how to share 30kmph streets safely

New implementation and campaign in Vitoria-Gasteiz



Si circulas en bicicleta por Vitoria-Gasteiz, tienes zonas especialmente habilitadas para ti, para que puedas circular con seguridad y comodidad; son las nuevas ZONAS 30.

ZONA 30

- Existen carriles en la calzada señalizados para la circulación de bicicletas. En algunos casos son exclusivos para ciclistas y en otros, son compartidos con los vehículos.

NO ERES UN INTRUSO/A, LA CALZADA TE PERTENECE

- La velocidad a la que pueden circular los vehículos está limitada a 30km/h y si se encuentran una bicicleta delante deben acomodar su velocidad a la de la bici.

LOS AUTOMÓVILES QUE NO CUMPLAN CON EL LÍMITE DE VELOCIDAD DE 30 KM/H SERÁN SANCIONADOS

ZONA SEGURA

- Éstas no son calles de paso para los coches. Al circular más lentamente, los/as conductores/as tienen más tiempo para reaccionar.
- Todos y todas sabemos que se trata de espacios compartidos en los que ciclistas y automóviles conviven en la calzada.



ZONAS 30 SEGURAS

PRUEBA A CIRCULAR POR LA CALZADA

En las ZONAS 30, bájate de la acera y evita molestar a los/as peatones/as.

Te darás cuenta de que tu desplazamiento en bicicleta es más rápido, más cómodo y menos peligroso, sin riesgo de chocar con los/as viandantes, ni con los vehículos que salen de los garajes. Además, en las intersecciones, serás más visible para los coches.

** La circulación por las aceras más estrechas de tres metros (sin contar mobiliario urbano) sólo estará permitida para menores de 14 años.*

Si aún te quedan dudas:
Decídetee participando en un curso.
Pide más información en el CEA (945 16 26 96)

¿Cómo llegar a tu destino SIN UTILIZAR LAS ACERAS?

Circular con bicicleta por la calzada nos exige pensar recorridos diferentes a los que utilizábamos hasta ahora.

El Ayuntamiento de Vitoria-Gasteiz te ofrece un planificador de rutas que te ayudará a elegir el trayecto más seguro para llegar a tu destino:

www.vitoria-gasteiz.org/geovitoria/ria/gasteiz

ZONAS 30 ZONAS SEGURAS

¡Decídetee!



Ideas - measures



Awareness rising and information campaign on how to share 30kmph streets safely

- **Key messages:**
 - **Cyclists,**
 - » you are not intruder, the roadway is your place – regulations allow you to that.
 - If you don't know how to do it and still feel unsafe, try these recommendations or a course
 - » You may use full lane – circulate in the middle of the lane for more safety.
 - **Cars,**
 - » Respect cyclists, they have the same right as you to use the road.
 - » Dance to the 30's rythm. You cannot overcome cyclists, just adjust your speed to theirs.
 - » Respect pedestrian crossings, this street has been designed to prioritise them.
 - » Comply with speed limits, they will allow you to share the space in safety with vulnerable users.
 - **Pedestrians,**
 - » The street has been calmed, enjoy it. You can cross safely, vehicles on the road must respect your priority. Stablish eye contact for a assurance. **Can they cross at any point?**

Site

Candidate municipalities for pilot cases. Examples from Montcada and Barcelona



Site

Diversity in the implementation of traffic calming and shared road space with bicycles. The example of Ciclocalles (ES) – Bicicarrers (CA). Examples from El Prat (Barcelona) and other (Almería in the picture. Also in Valencia, Reus, Madrid,...)



Partners



- Administrations
 - Diputació de Barcelona – province administration **Contacted! Meeting 22nd April**
 - Local administration (case study) **to be defined with Diputació de Barcelona**
 - Servei Català del Trànsit – Road Safety Regional Agency **Contact pending.**
- Academy
 - Professor specialized in Road Safety: **Alfons Perona (UAB)**. He organised the **meeting with Diputació.**
 - Professor specialized in Mobility of vulnerable users (Dept. Geography): **Àngel Cebollada (UAB)**
- Associations
 - Pat (A)Pat
 - Cycling associations of the area: locals (depending on case study selection) and regionals ones (BACC, Amics de la bici).

Evaluation



- Speed measurements. Depending on partner collaboration.
- Traffic flow measurements. Depending on partner collaboration.
- Cycling accounts.
- Residents perception – before and after

Potential barriers



- Partners with no resources to make measurements.
 - Possible solution: use existing data.
- Too much material.
 - Possible solution: choose only one case study as a pilot and use existing documents to assess other case studies.
- Choosing the case study
 - Possible solution: listen to the partners' suggestions and try to close it as soon as possible.
- Before and after measurements should be done in same conditions.
 - Possible solution: record basic conditions (methorology, day of the week, hours, etc.) observed in the “before” case and document it with graphic material.



Thank you!!

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