

# 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 intregration. They can also be very diverse in terms of regulation, signalisation and design.
  - References for support:
    - <u>5th ETSC PIN Report</u> (ETSC, 2011)
    - Raising the bar. Review of Cycling Safety Policies in the European Union (ETSC, 2012)
    - <u>Pedestrian and cyclists safety and mobility in Europe</u> (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 <u>"Traffic calming and cycling"</u> (EC, 2011).

## **Target groups**

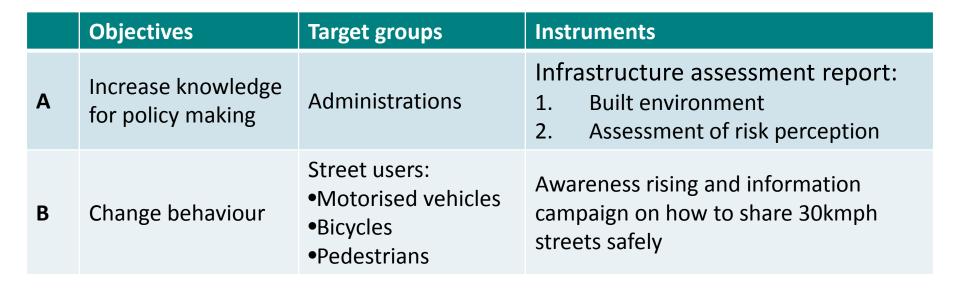


- Administrations
  - Regional
  - Local
  - Others?
- **Street users**: namely cyclists and motorists, but also pedestrians, especially residents.

## **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
Α	Increase knowledge for policy making	Administrations	<ol> <li>Infrastructure assessment report:</li> <li>Built environment</li> <li>Assessment of risk perception</li> </ol>

Before and after intervention in Granollers (Study area)





### 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.

Regulative framework

Reglamento general de circulación

Ley de tráfico

- Regulative framework
- Infrastructure assessment of existing solutions in the documented case studies of the area:
  - Signalisation
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- Methodology of assessment:
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### 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 nonresidents.
- This survey should be applied before and after the implementation of a 30 kmph zone, to see its impact.

	Objectives	Target groups	Instruments
В	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.



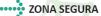


Existen carriles en la calzada señalizados para la circulación de bicicletas. En algunos casos son exclusivos para ciclistas y en otros, son compartidos con los vehículos.

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



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.

#### 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: Decidete 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/geovitoriagasteiz



**ZONAS 30 ZONAS SEGURAS** 

¡Decídete!





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.
- » <u>Dance to the 30's rythm</u>. 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): Angel 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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