

# The Spanish experience in improving pedestrian and cyclist safety

**“PIN Talk” in Luxembourg**  
**Walking and cycling safety**  
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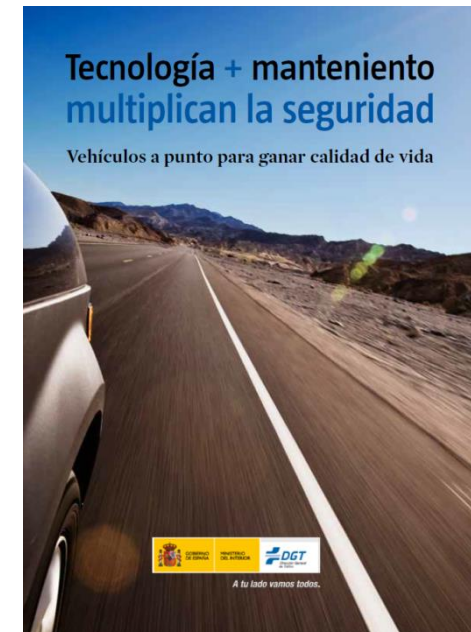
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## Directorate General for Traffic – Ministry of Interior

### LEAD AGENCY IN ROAD SAFETY

- Chairs the National Road Safety Council.
- Elaborates Road Safety Strategies and Plans.
- Has direct responsibility for many key road safety related areas.



# Our vision

0

0 Victims

0 Congestion

0 Pollution










0 Public debt+Competitiveness

## Urban road safety management










- Who does what:
  - DGT → general traffic rules, including maximum speed limits.
  - Municipality → enforcement (incl. detracting points), traffic management, specific traffic rules.
- How we work together:
  - National Road Safety Council.
  - Bilateral Road Safety Agreement.
  - Periodic meetings at national and provincial level.
  - National Meeting of Cities (biennial).

## Common accident scenarios

**Fatalities inside urban areas, 2013. Spain**

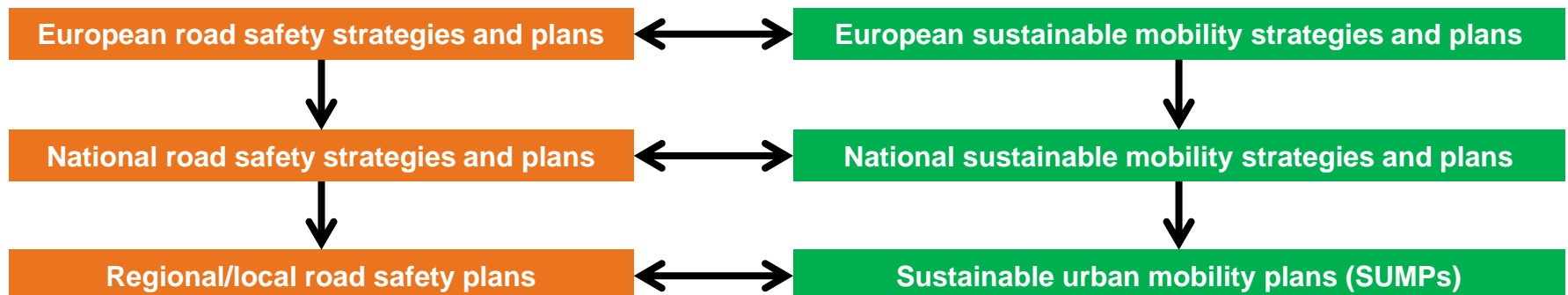
	Victim	Other	%
	Pedestrian	Passenger car	31.1%
	Pedestrian	Other	18.7%
	Passenger car	None	9.6%
	Motorcycle	None	9.1%
	Motorcycle	Passenger car	8.7%
	Motorcycle	Other	4.0%
	Passenger car	Other	3.3%
	Passenger car	Passenger car	3.3%
	Bicycle	Passenger car	2.4%

**Hospitalisations inside urban areas, 2013. Spain**

	Victim	Other	%
	Pedestrian	Passenger car	27.3%
	Motorcycle	Passenger car	16.4%
	Pedestrian	Other	8.9%
	Moped	Passenger car	6.9%
	Passenger car	Passenger car	6.8%
	Motorcycle	None	6.3%
	Motorcycle	Other	5.0%
	Passenger car	None	4.5%
	Bicycle	Passenger car	3.9%

## Relationship between road safety and other domains

- Urban mobility dimensions
  - Road safety.
  - Health.
  - Accessibility.
  - Economic viability.
  - Social equity.
  - Quality of life.
  - Air and noise pollution.
  - Energy consumption and GHG.
  - Urban landscape.
- The need for an integral approach



## Road safety: national framework

### Spanish Road Safety Strategy 2011-2020: Priorities



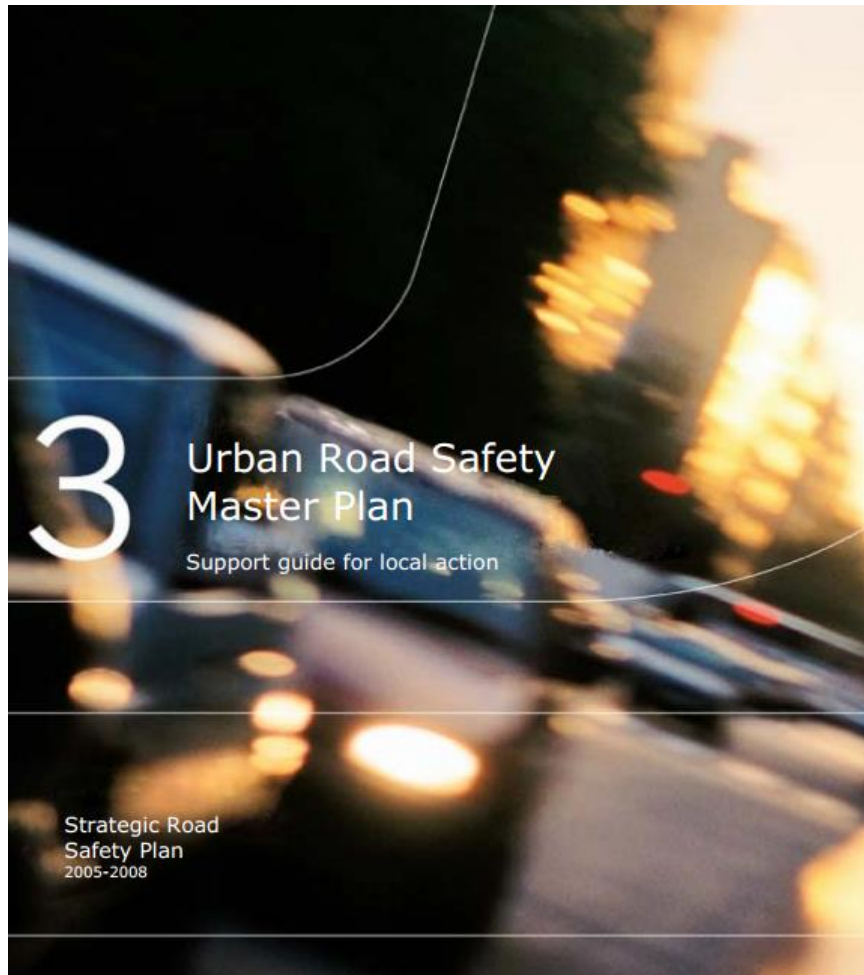
### Action Plan on Urban Mobility

- Data systems: improving the level of reporting.
- Alcohol and drugs: improving enforcement.
- Mobility: quantity, modal split, safety.
- Driving license: getting or renewing a license.
- Safety of disabled people.



## The Urban Road Safety Master Plan

Developed in the framework of the Strategic Road Safety Plan 2005-2008, it provides local authorities with a comprehensive methodology for developing, implementing and evaluating Local Road Safety Plans.



English version:

[http://www.dgt.es/Galerias/seguridad-vial/politicas-viales/urbanos/doc/estrategico\\_2005\\_2008\\_007.pdf](http://www.dgt.es/Galerias/seguridad-vial/politicas-viales/urbanos/doc/estrategico_2005_2008_007.pdf)

## New hierarchy of priority

Pedestrians and persons with limited mobility	Maximum priority ↓ ↓ ↓ ↓ Minimum priority
Public transport	
Cyclists	
Goods vehicles	
Two-wheeled vehicles	
Private automobiles	

## New hierarchy of roadways

	Type	Purpose	ADT (Average Daily Traffic) in each direction	Speed limit
CITY STREETS	Pedestrianized	Access for residents, services and incoming traffic	< 1,000 vehicles per day	10 km/h
	Zone with pedestrian priority	Incoming traffic	< 2,000 vehicles per day	20 km/h
	30 zone	Through and/or incoming traffic	< 5,000 vehicles per day	30 km/h
CONNECTING ROADS	Zone with vehicle priority (basic network)	Connection between zones and with the intercity network	Varies according to location	30-50 km/h

## Sustainable urban mobility plans



### Guidelines

Developing and Implementing  
a Sustainable Urban Mobility Plan

Traditional Transport Planning	Sustainable Urban Mobility Planning
Focus on traffic	→ Focus on people
Primary objectives: Traffic flow capacity and speed	→ Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality
Modal-focussed	→ Balanced development of all relevant transport modes and shift towards cleaner and more sustain- able transport modes
Infrastructure focus	→ Integrated set of actions to achieve cost-effective solutions
Sectorial planning document	→ Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
Short- and medium-term delivery plan	→ Short- and medium-term delivery plan embedded in a long-term vision and strategy
Related to an administrative area	→ Related to a functioning area based on travel-to- work patterns
Domain of traffic engineers	→ Interdisciplinary planning teams
Planning by experts	→ Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	→ Regular monitoring and evaluation of impacts to inform a structured learning and improvement process



## Traffic calming: zones of reduced speed and/or restricted access

### Barcelona



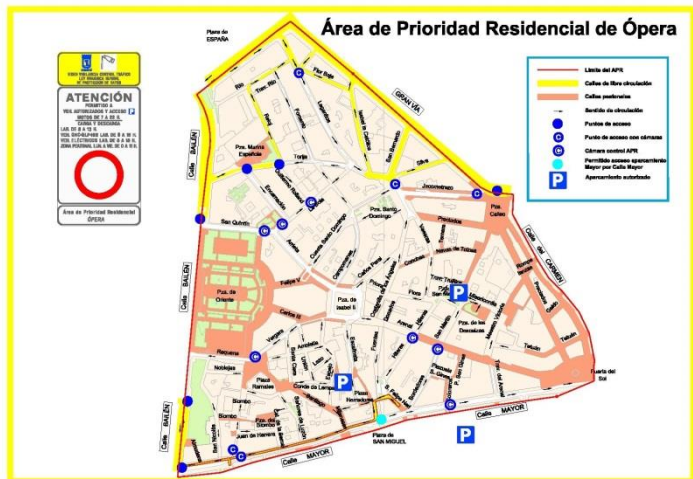
### Vitoria



<http://www.dgt.es/Galerias/la-dgt/centro-de-documentacion/publicaciones/2011/doc/la-movilidad-segura-de-los-colectivos-mas-vulnerables.pdf>

<http://www.upv.es/contenidos/CAMUNISO/info/U0514703.pdf>

### Madrid



### Pontevedra



<https://sede.madrid.es/UnidadesDescentralizadas/UDCMovilidadTransportes/APR/Tr%C3%A1mites/ficheros/Plano%C3%933pera.jpg>

Source: <http://www.dgt.es/Galerias/la-dgt/centro-de-documentacion/publicaciones/2011/doc/la-movilidad-segura-de-los-colectivos-mas-vulnerables.pdf>

## Safe mobility of pedestrians

**Aldaia**



**Pontevedra**



**San Sebastián**



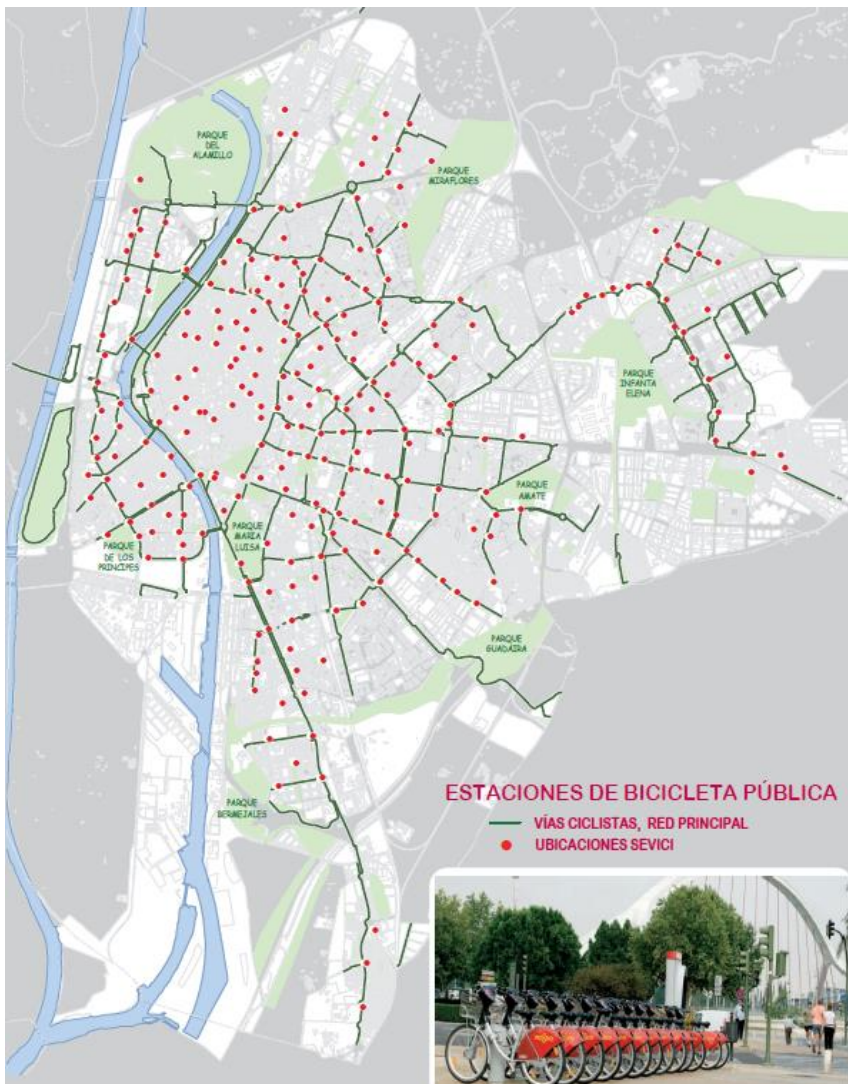
**Ávila**





## Safe mobility of cyclists

### Sevilla



Network = 142km

Average width = 2,5m

Segregated infrastructure

Specific signalling

Voluntary local register

Public system: 2.650 bicycles, 260 stations

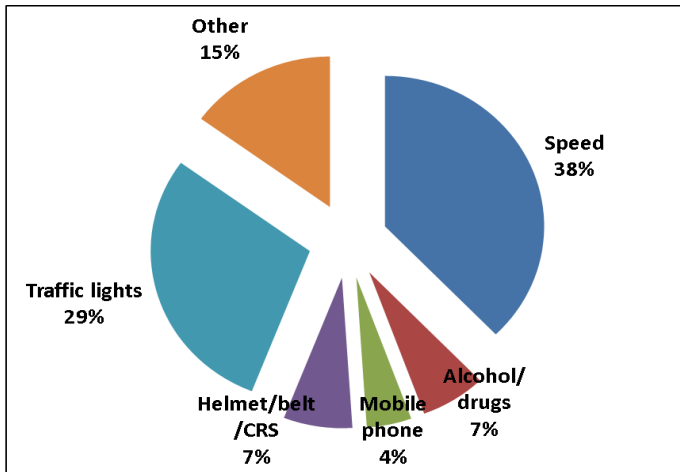
Extensive private activities

Safety: 0 fatalities, 6 hospitalisations (2013)



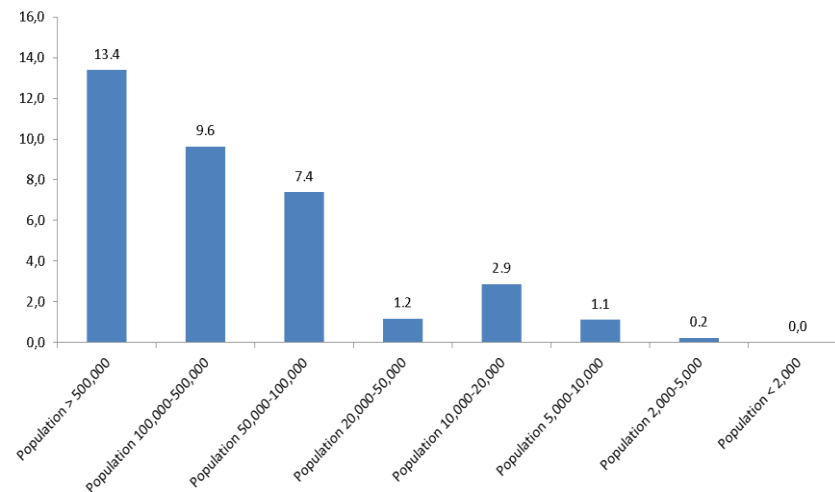
## Traffic enforcement

- Distribution of penalties detracting points, as communicated by municipalities (2013).



SIZE	% SPEED RELATED PENALTIES
Population > 500,000	44%
Population 100,000-500,000	40%
Population 50,000-100,000	38%
Population 20,000-50,000	15%
Population 10,000-20,000	32%
Population 5,000-10,000	23%
Population 2,000-5,000	19%
Population < 2,000	17%

- Distribution of penalties detracting points, as communicated by municipalities (2013).



## Traffic enforcement

- Speed enforcement scheme in Spain (DGT).

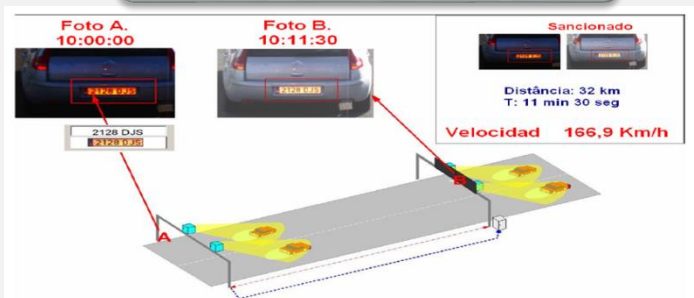
611 fixed control points



335 mobile speed cameras



11 section control



7 helicopter speed cameras



CTDA launching on march 2008

3,363.585 photos/yr

1,915.790 fines /yr

Revenue allocated for road safety policies.



- Urban road safety involves the protection of the most vulnerable road users.
- Urban road safety strategies should be aligned with sustainable mobility plans. Road safety policies may bring benefits in other domains.
- A change of paradigm is emerging: safety, health and liveable cities vs motorised traffic fluidity.
- Many Spanish cities implementing area-wide traffic calming, environmental and pedestrian streets.

**THANK YOU!**  
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