



CiViTAS
Cleaner and better transport in cities

Sustainable Mobility Highlights 2002-2012

CIVITAS is a European Initiative involving more than 200 cities across Europe in the testing and sharing of new technologies and innovative concepts to achieve sustainable and integrated strategies for urban transport.

SAFETY AND SECURITY

Car-free and carefree

An urban transport system needs road infrastructure and means of transport that are safe and secure for all users. CIVITAS looks into new ways to ensure the safety of urban travellers, including pedestrians and cyclists, in order to make sustainable transport options feasible and attractive.

In the field of safety and security, CIVITAS cities worked on enhancing passenger security and on safer roads, bike and foot paths. This highlight offers insights on the latter sub-category.

The measures to achieve safer roads, bike and foot paths are varied and include innovations in road surface materials, better road and pavement markings, improved signage, safer crossings and junctions and improved illumination. Vulnerable road users can be further protected through reduced speed zones and intelligent speed adaptation (ISA), as well as through training and awareness raising activities. Special attention is often devoted to the vicinity of schools. Traffic surveillance, which may be undertaken by accident monitoring centres, can form the basis for safety and accident-prevention plans.

In order to reduce accidents and protect those using sustainable transport modes, the CIVITAS Initiative has realised 13 measures on safer roads, bike and foot paths in 12 different cities since 2002. This highlight features some of the most successful and eye-catching among these to inspire other EU cities.

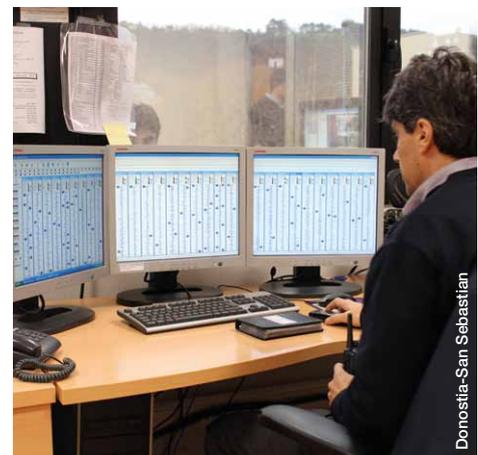


Ljubljana © Vita Kohnic

Traffic surveillance and monitoring centres

Donostia-San Sebastian, Spain, has involved 30 associations in the development of its Road Safety Pact, which includes solutions like awareness-raising campaigns; post-accident support; an observatory for monitoring the evolution of road safety and coordination of traffic safety data from all stakeholders. The city has also implemented nine radar systems on main roads to sanction speeding motorists. Evaluation has revealed that perceived security increased after the implementation of this measure. **Brescia**, Italy, set up a monitoring centre with a road accident database covering 1991 to 2008 with geographic localisation using global positioning system (GPS) and geographic information system (GIS) technology. A survey and the monitoring and mapping of accidents helped define the road safety index and priority investments in safety measures.

Other inspiring cities are Krakow and Szczecinek (Poland).



Donostia-San Sebastian



Reduced speed zones

Ljubljana, Slovenia, wanted to make road traffic safer by introducing and enforcing speed limits and reducing motorised traffic. The city introduced new pedestrian zones that restricted street parking to only residents and had several one-way streets, reduced speed zones and a higher speed regime for the main avenues. The reduced speed limit also contributes to less transit traffic through the city centre. The city of **Donostia-San Sebastian**, Spain, implemented 30 kilometre zones for three neighbourhoods including the city centre. These areas were chosen because the traffic density was very high, both for cars and bicycles.

Other inspiring cities are Aalborg (Denmark); Bologna (Italy); Burgos (Spain); Perugia (Italy); and Graz (Austria).

Cycling infrastructure

Gdansk, Poland, worked on safety improvements for cyclists on a seaside cycling path. This involved the modernisation of existing infrastructure with special attention to intersections between the bicycle path and footpaths and the introduction of a proper path marking system.

Ghent, Belgium, introduced the innovative concept of a cycle street, where cyclists have priority and cars are only guests. The city also closed the gaps in their cycle routes. **Aalborg**, Denmark, designed a high-quality commuter cycling route, called a “cycle highway”, between the city centre and the university. The concept devotes specific attention to traffic safety, but also on free flow conditions, visibility and service.

Other inspiring cities in this field are Bath and Brighton & Hove (United Kingdom); and Tallinn (Estonia).



Safe routes to school

Innovative activities to enhance safety for school children were implemented in **Bologna**, Italy. They made bike paths safer by separating them from car traffic. The city also introduced traffic calming measures and set up a so-called pedi-bus where groups of children accompanied by a few parents walk along fixed routes with several “stops”. In order to make the routes to schools safer, **Szczecinek**, Poland, installed dialogue displays at pedestrian crossings. The city also introduced signalling and illumination of pedestrian crossings close to schools. In the city of **Utrecht**, Netherlands, 62 primary schools that proactively addressed road safety issues applied to receive the city’s Road Safety Label. Key elements that schools needed to embrace were traffic safety education, the participation of parents and commitment to the establishment of a safe environment.

CIVITAS also supported Ljubljana (Slovenia) in its attempt to make school routes safer.

Learn more at www.civitas.eu/safety-security/safer-roads

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