Otra manera de crecer: Planificando la ciudad a escala humana

Juan Carlos Escudero. Centro de Estudios Ambientales Ayuntamiento de Vitoria-Gasteiz
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.
The impacts of the city's growth on urban mobility

One of the main consequences of the city's urban growth was an increase in distances, and with it, an increase in travel and use of private vehicles.

Until the residential developments of the late twentieth century, Vitoria-Gasteiz had been a pedestrian-scaled city.
A commitment by opportunity...

Distances to the city centre

- 500 meters: 26,072 people (10.8%)
- 1,000 meters: 71,516 people (29.6%)
- 2,000 meters: 187,720 people (77.8%)
- 3,000 meters: 234,736 people (97.3%)
- Total: 241,236 people (100%)

Population distribution by distance to the city centre.
A commitment by opportunity...

Adequate accessibility
- Width > 2.5 m and Slope < 5%
- Moving walkway

Inadequate accessibility
- Width < 2.5 m and Slope > 5%
- Slope > 5%
- Width < 2.5 m

Accessibility map.
Source: Sustainable Mobility and Public Space Plan of Vitoria-Gasteiz
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 1999 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

- Data street, before being pedestrianised.
- The pedestrianisation of a section of Data street, in 1980, was a milestone in traffic calming policies in the city.
- General Loma square. In 1990 (before its redevelopment) and in 2017.
A commitment by tradition...

Nowadays the pedestrian zones reach up to 500,000 square meters.
Primer fueron los magnolios y despues vinieron las jardineras y los bancos. Quien iba a pensar una cosa semejante en la mismisima calle de Dato. Pues ahí estan, algo pachucos los árboles pero con esperanzas de mejor vida en opinión de los técnicos. Todo ello, más parecido decorado en Postas, cohesiona una zona peatonal que sido preocupación esencial de esta Corporación y que abarca ya desde la Virgen Blanca hasta la de los Fueros por un lado y Dato por otro desde su arranque hasta la calle de San Prudencio. Discutida por los comerciantes tramo a tramo, el primero, hasta General Alava, puede considerarse ya aceptado. Es muy previsible que acabe pasando igual con el segundo. Los ciudadanos ya han dado su veredicto ocupando el espacio en todos sus rincones.
La calle Dato da marcha atrás 38 años

Como arranque de la Semana de la Movilidad, 15 coches clásicos visualizaron cómo era la vía antes de ser peatonal.

VITORIA GASTEIZ green capital

https://youtu.be/wqoE5RG8yfI
La oposición critica a Cuerda por su anuncio de peatonalizar el entorno de la Virgen Blanca

Consideran que puede generar graves problemas de tráfico en la ciudad

P. JUZ. DE VINASPE

VITORIA.—El anunció por parte del alcalde de la propuesta para peatonalizar distintas zonas del casco antiguo de Vitoria ha provocado una oleada de críticas y de protestas por parte de la oposición municipal.

El Ayuntamiento de Vitoria ha anunciado su intención de eliminar el tráfico dentro de la zona centro, donde se situarán nuevas zonas peatonales. La oposición, liderada por José Ignacio Casado, se muestra contraria a esta medida, argumentando que puede generar graves problemas de tráfico en la ciudad.

La oposición ha señalado que el Gobierno ha tomado esta decisión sin consultar previamente a los ciudadanos y sin considerar los posibles impactos negativos. La oposición ha pedido que se realicen estudios más exhaustivos antes de tomar esta decisión.

La propuesta de peatonalización de la zona centro de Vitoria ha sido criticada por diferentes sectores de la ciudad. Los comerciantes, por ejemplo, han expresado su preocupación por la posible desaparición de algunos puntos de venta.

La oposición ha señalado que el Gobierno debería considerar otras alternativas para mejorar el tráfico en la ciudad sin perjudicar a los ciudadanos. La oposición ha propuesto la creación de zonas peatonales en otras áreas de la ciudad, donde la población esté más concentrada.

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En este sentido, Cuerda ha señalado que la suspensión de la propuesta es un paso importante para respetar los intereses de los ciudadanos. La oposición ha apoyado esta decisión y ha pedido que se realicen estudios más exhaustivos antes de tomar esta decisión.

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Changes in the population of Vitoria-Gasteiz 1900 - 2019

Throughout the 60s, Vitoria-Gasteiz had the highest population growth of any city in the Spanish State, with annual growth of more than 8.57%. From the 90s to the present day, the population has grown at around 1% (data from the Spanish National Institute of Statistics).

Urban expansion of Vitoria-Gasteiz between 1967 and 2004

Trends in the vehicle pool in connection with changes in population

In the 14 years between 1986 and 2000, the number of vehicles in the city has quadrupled, well above the increase in population. While the population in Vitoria-Gasteiz had increased by approximately 20,000 residents, there were 85,000 new vehicles on its roads.

Data source: Tax on Vehicles of Mechanical Traction.
In 25 years, the vehicle fleet had quadrupled, while the population had increased by 60,000 inhabitants and 85,000 new cars were circulating in its streets.
A commitment by convenience...

Modal Split trend. Changes in urban scale forces a quick motorisation in the daily mobility.

<table>
<thead>
<tr>
<th>Year</th>
<th>Car</th>
<th>P. T.</th>
<th>Motorized</th>
<th>Other</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>37%</td>
<td>8%</td>
<td>6%</td>
<td>50%</td>
<td>8%</td>
</tr>
<tr>
<td>2002</td>
<td>31%</td>
<td>8%</td>
<td>6%</td>
<td>55%</td>
<td>8%</td>
</tr>
<tr>
<td>1996</td>
<td>29%</td>
<td>8%</td>
<td>7%</td>
<td>56%</td>
<td>8%</td>
</tr>
<tr>
<td>1982</td>
<td>34%</td>
<td></td>
<td></td>
<td>66%</td>
<td></td>
</tr>
</tbody>
</table>
Current Master Plan programmed a major urban development in the short to medium term. In the last 8 years have been built about 16,000 homes, expanding the city in another 9 million square meters.
A commitment by convenience …

Hot to become a Carbon Neutral City by 2050?

Private transport:
29% of CO$_2$ Emissions in 2006
The social consensus ...

Towards a successful Plan through citizen engagement...

- **October 2006**
  1st participatory workshop.
  Mobility and sustainability in Vitoria-Gasteiz Report

- **November 2006**
  2nd participatory workshop.
  Mobility in Vitoria-Gasteiz in 2010???

- **January 2007**
  3rd participatory workshop
  Citizens’ Pact for Sustainable Mobility

- Citizens’ Pact for Sustainable Mobility
- Signature. April 2007
- Plenary approval. September 2007
- Social Council approval. July 2008
A Sustainable Mobility Plan for and by the people

Against this background, in 2007 after a process of public consultation – which resulted in the signing of a Citizens’ Pact for Sustainable Mobility – the Sustainable Mobility and Public Space Plan (SUMPS) of Vitoria-Gasteiz was drawn up. This plan defined a set of strategies and actions for the development of a new comprehensive model of mobility and public space in the city in accordance with the scenario that had been determined through the public consultation.

The main objectives of the plan were:

01 To reverse the trend of modal share, reducing the use of private cars in favour of sustainable modes of mobility.

02 To reduce space allocated to the car to increase the space for people.
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.
Pedestrian mobility

Vitoria-Gasteiz is a city where people walk a lot. In fact, in 2006, despite the strong presence of the car, more than 50% of urban journeys were still on foot. In 2020, despite the urban expansion over these years, the percentage has been maintained.

This good performance is due to several factors: distances are not too great, there are a high number of pedestrian zones – as a result of the pedestrianisation process initiated in the 1970s – and a long track record of accessibility and removal of architectural barriers.

Since the launch of the SUMPSP in 2006, and within the designed superblock model, numerous interventions have been carried out on public roads which have contributed to maintaining good levels of pedestrian movement in the city.
Reform of the surroundings of the Santa Bárbara square

The reform included reorganizing the accesses to the square, with the pedestrianization of the adjacent streets sections, the elimination of architectural barriers, and many other actions aimed at promoting greater activity and public use in this central urban space.

Creation of a network of urban paths

To incentivise walking, as well as pedestrianising streets and implementing traffic-calming, we are working on a network of urban paths for everyday use and leisure walking; here the pedestrian has priority.

The objective is to guarantee a satisfactory level of accessibility to daily services and activities, reducing dependence on motorised transport.

It is also intended to promote travel on foot to urban and peri-urban green spaces as a way to promote physical exercise and health.
The network designed is organised as a series of safe, accessible pedestrian paths with high environmental quality, forming routes that connect places of interest such as squares, parks, community facilities, educational centres and other centres of activity.

Ideally, the paths correspond to the internal streets of superblocks, although in some cases they also run along main roads.

At present, several road axes function as urban footpaths, linking spaces and weaving this pedestrian network.

La Senda Path, an example of a green leisure route, between the central forest park and the suburban park of Armouria in the Green Belt.
Accessibility Improvement Interventions

During these years, and in line with the 2005 Vitoria-Gasteiz accessibility Plan, the characteristics of the roads and squares of Vitoria-Gasteiz have substantially improved.

Wide pavements, single platforms, slopes down from pavements at intersections, "ear" extensions, etc., have improved accessibility and pedestrian safety in most parts of the city.
An improved bicycle network
Expansion and Improvement of the cycle network

Over these years, the cycle network has been extended, going from 55 km in 2006 to more than 150 km in 2020 and new types of cycle paths have been implemented, which have improved the connectivity of roads and sections and the whole of the cycle network.

Although they were previously considered as segregated lanes on the pavement or the road, following the superblocks scheme, they are now adapted to the structure of each street, whether or not they are segregated.

Vitoria-Gasteiz cycling network

The main network of cycle lanes, which runs along the main roads of the superblocks, connects the city's neighborhoods with the center and with the industrial estates. The green belt and local villages. The secondary network, largely in a rehabilitation regime, which runs through the inner streets, allows access to educational, social and cultural facilities, as well as work centers, shops, recreation areas, etc.

Currently, the Vitoria-Gasteiz cycle network has 102.7 km of main network and 55 km of secondary network, formed by exclusive routes, shared spaces and pedestrian streets with a schedule of times when cycling is allowed.

29% of the population lives at less than 100 m from the network and 77% at less than 200 m.
Measures to promote cycling

The promotion of cyclist mobility has been accompanied by an increased number of bike racks, the incorporation of mechanisms to limit bike theft, training and awareness campaigns and an adaptation of local regulations to improve pedestrian-cyclist co-existence.

As a consequence of these actions, between 2006 and 2019, cyclist mobility went from 3% to 8.5%, which represents an increase of 183% in modal share and 21% in journeys by bicycle.
In some of these streets urban furniture was incorporated (planters, trees, permeable pavements and other elements) that is helping to improve the environmental quality and user experience, increase the permeability of the soil and green the city.
Area 30 Pilot scheme in the city centre.

The increase in the number of cyclists on sidewalks and pedestrian areas has led to conflicts with pedestrians, so has been designed a traffic calming campaign in 47 streets of downtown with 3 objectives:

- Improving road safety for pedestrian and cyclists
- Reduce emissions of pollutants
- Reclaim the space for pedestrians

The measure does not end here but extends to all city.
Improved permeability for cyclists
Improved permeability for cyclists
Improved permeability for cyclists
Reduction in the noise levels in the pilot area after the implementation of the measure
A new public transport network

In 2009 Vitoria-Gasteiz created a new bus and tram network.

The old one, based on 18 bus lines, was replaced by a totally new integrated grid (2 tram lines and 9 bus lines).

Such a new topology offers better frequencies (10 min.), better use of resources and access to any point of the city with one sole transfer.
Part of a “Push & Pull” strategy because the very same day Vitoria-Gasteiz nearly tripled parking tariffs in the city centre (plus increased by ~30% the regulated area extension in the city centre).
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 favour of the most sustainable and to the detriment of the private vehicle.

**Evolution of public transport in Vitoria-Gasteiz**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>POPULATION</th>
<th>TOTAL TRAVELLERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>217,628</td>
<td>11,440,653</td>
</tr>
<tr>
<td>1999</td>
<td>218,774</td>
<td>11,523,504</td>
</tr>
<tr>
<td>2000</td>
<td>218,950</td>
<td>11,383,474</td>
</tr>
<tr>
<td>2001</td>
<td>220,254</td>
<td>11,474,560</td>
</tr>
<tr>
<td>2002</td>
<td>222,329</td>
<td>11,560,716</td>
</tr>
<tr>
<td>2003</td>
<td>224,586</td>
<td>11,717,806</td>
</tr>
<tr>
<td>2004</td>
<td>224,965</td>
<td>11,482,471</td>
</tr>
<tr>
<td>2005</td>
<td>227,194</td>
<td>11,218,597</td>
</tr>
<tr>
<td>2006</td>
<td>229,080</td>
<td>10,582,940</td>
</tr>
<tr>
<td>2007</td>
<td>230,585</td>
<td>12,043,305</td>
</tr>
<tr>
<td>2008</td>
<td>233,399</td>
<td>12,642,508</td>
</tr>
<tr>
<td>2009</td>
<td>236,525</td>
<td>10,544,413</td>
</tr>
<tr>
<td>2010</td>
<td>239,361</td>
<td>11,090,678</td>
</tr>
<tr>
<td>2011</td>
<td>240,580</td>
<td>11,381,373</td>
</tr>
<tr>
<td>2012</td>
<td>243,298</td>
<td>12,184,810</td>
</tr>
<tr>
<td>2013</td>
<td>242,147</td>
<td>12,781,545</td>
</tr>
<tr>
<td>2014</td>
<td>242,924</td>
<td>12,084,289</td>
</tr>
<tr>
<td>2015</td>
<td>245,036</td>
<td>13,706,138</td>
</tr>
<tr>
<td>2016</td>
<td>246,042</td>
<td>14,523,984</td>
</tr>
<tr>
<td>2017</td>
<td>247,820</td>
<td>15,182,194</td>
</tr>
<tr>
<td>2018</td>
<td>250,051</td>
<td>16,759,827</td>
</tr>
<tr>
<td>2019</td>
<td>252,574</td>
<td>18,208,138</td>
</tr>
</tbody>
</table>

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

1. In early 2006: the first neighbours of Zabalgana and Sohiluna are completed.
2. December 2008: the tram service enters operation.

△ In the last 12 years, the number of journeys by bus and tram has doubled.
La futura red de transporte público de Vitoria

**TRANVÍA**
- Ramal
- Final actual (A partir de aquí futuro trazado a Zabalgaña, Universidad y Arkaïate)

**SUPERMANZANAS**
- Anillo interior
- Resto del casco urbano

**'BUS EXPRES'**

**AUTOBÚS**
- Líneas de autobús

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**Gráfico J.M.B.**
Towards new high capacity corridors.
A new on-street parking policy
En los últimos años, se han realizado diversas actuaciones de pacificación y también de reforma del espacio público bajo los criterios del modelo de ordenación de Supermanzanas. A continuación, se proponen actuaciones que refuerzen y consoliden las ya realizadas de nueva ejecución.

**Reformas en el espacio público**

- **A** Supermanzana Central
- **B/C** Reformas en Barrio Zaramaga
- **D** Parque del Norte
- **E** Barrio Coronación
- **F** Barrio Lovaina (Sancho el Sabio)
- **G/H** Barrio Judimendi: Plaza Sta Bárbara;
- **I** Pl de Toros
- **J/K/L** Barrio Txagorritxu
- **K** Pacificación + sección única de calles

**Áreas con pacificación de tráfico**
Green Infrastructure interventions and Nature-based Solutions: new designs for new functions

During these years multiple interventions have been carried out in parks, streets, squares, plots, streams and other places that act as nodes, connectors, core spaces and auxiliary elements of the System. Over a hundred performances are planned. The map on page 128 shows the projects that have been carried out and those that will be carried out in the future.

These actions are fundamentally aimed at increasing the biodiversity and ecological connectivity of green areas, improving water management, greening buildings, squares and unique spaces, creating micro-landscapes and bringing nature closer to citizens... in short, increasing ecosystem services.

They include tree-planting of streets and squares to improve climate comfort and increase CO₂ capture; installation of urban allotments and forests on unused plots of land, creation of lagoons in peri-urban parks to prevent flooding, application of sustainable gardening techniques to increase biodiversity and reduce consumptions, etc.

In 2015 the PLAN FOR NATURALIZATION OF GREEN AREAS AND VACANT PLOTS in the Lakua neighbourhood was launched to respond to the particular problems of this neighbourhood through actions of Green Infrastructure and NBS.

The district of Lakua, and specifically the green spaces and vacant plots, were selected as pilot areas on which to test some of the interventions that have subsequently been extended to other similar spaces.
From a private car oriented public space ...
... to a people and nature oriented one
Interventions for structural reform of public space

Comprehensive urban reform of Gasteiz Avenue

In 2015, the comprehensive renovation works were completed on Gasteiz Avenue. These works included interventions to rationalise mobility in favour of sustainable modes, increasing the number of trees, installing sustainable drainage systems to improve water management, daylighting part of Abandoibar creek, etc.

The mobility improvements implemented consisted of pedestrianising the sole service lane between Linato Tomas de Zumarraga and dome streets, eliminating the lanes reserved for parking, and implementing a 5-metre wide urban path and a bicycle lane.

The reallocation of Gasteiz Avenue facilitated sustainable mobility and increased the public space available for people.

Before

After

Representation of the scenario where different methods of transport coexist in Gasteiz Avenue.
**Vitoria más peatonal y social**

Urtaran aceleran algunos planes para adaptar la ciudad a la pandemia.

**NUEVAS MEDIDAS**

**Generalidad**
- Vitoria pone en marcha el plan para peatones, que implica definitivos de peatones, entre los que se incluyen la proclama de la situación de excepción, la instalación de carriles para peatones, la creación de nuevas zonas peatonales y la mejora de la accesibilidad.
- A través de la línea 6 del metro, se establecerán nuevas líneas para conectar áreas de peatones con otras zonas de la ciudad.
- El edificio de siete pisos en la línea 6 del metro se convertirá en un espacio destinado a la movilidad peatonal.

**Las supermanzanas**
- Por la línea 6 del metro, se establecerán nuevas líneas para conectar áreas de peatones con otras zonas de la ciudad.
- La línea 6 del metro se convertirá en un espacio destinado a la movilidad peatonal.

**Transvía y BICI**
- El metro será reforzado con nuevas líneas para conectar áreas de peatones con otras zonas de la ciudad.
- La línea 6 del metro se convertirá en un espacio destinado a la movilidad peatonal.

**ESTADO DE ALARMA HASTA EL 24 DE MAYO**

**Sánchez salva la prórroga de la alarma**

Con el apoyo de Cs y PNV, mientras el PP se abandona y hace visible la forja para cualquier acuerdo.

El presidente de la región, Pedro Sánchez, se pronuncia en contra de la prórroga de la alarma, mientras que las oposiciones se pronuncian a favor de la prolongación de la situación de excepción.

**PRÓRROGA DE 15 DÍAS**

**EDITORIAL**

La prórroga de 15 días en la situación de excepción es una medida que se aprueba en los debates parlamentarios para prolongar la situación de excepción.

**LAS PRUEBAS DEL ALCAZAR**

El murmullo de la inmunidad. Hay en el murmullo una historia de vida y muerte.

**PRÓRROGA DE 15 DÍAS**

**EDITORIAL**

La prórroga de 15 días en la situación de excepción es una medida que se aprueba en los debates parlamentarios para prolongar la situación de excepción.

**TITULAR**

Universo en el murmullo de la inmunidad. Hay en el murmullo una historia de vida y muerte.

**APARTADO ECONÓMICO**

¿Qué necesidad de la inmunidad? Hay en el murmullo una historia de vida y muerte.

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**APARTADO ECONÓMICO**

¿Qué necesidad de la inmunidad? Hay en el murmullo una historia de vida y muerte.
We keep “walking” ....
The new mobility challenges in Vitoria-Gasteiz

In 2020, the SUMPSP was revised, with the aim of updating it and adapting the strategies and actions to meet the new social, urban, economic and mobility situation of Vitoria-Gasteiz.

New challenges, such as mobility to work and school, the electrification of mobility, urban distribution of goods..., and projects such as the Intelligent Electric Bus (BEI) and the tram extension to new neighbourhoods will influence the new mobility scheme for the future.

These actions will favour the decarbonisation of urban mobility. The Smart Electric Bus, for example, will avoid the emission of 1,520 tons of CO₂ each year.

Objectives of the Sustainable Urban Mobility and Public Space Plan 2020–2030

01 Consolidate an urban and public space model for sustainable mobility that offers more space for people and guarantees universal accessibility.

02 Promote mobility which is more comfortable, safe and inclusive, accessible to everyone.

03 Towards efficient and universal public transport.

04 A safe and comfortable city for travel by bicycle.

05 Works and infrastructure for more efficient mobility.

06 Rationalise the use of private cars.

07 Mobility as a service: more sustainable mobility services for travel to work, to school and for the distribution of goods.

08 Commitment to action on climate change and to improving the environment, promoting mobility alternatives which don’t consume fossil fuels.

09 Increased citizen awareness and a governance committed to sustainable mobility and the improvement of public space.
VITORIA-GASTEIZ GREEN CAPITAL:
a human-scale city

https://www.vitoria-gasteiz.org/humanscalecity
https://www.vitoria-gasteiz.org/ciudadaescalahumana
Muchas gracias @eskubi