



Vitoria-Gasteiz

From car-centric to nature and people-centric public spaces

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A compact, pedestrian scale city until recent growth and latest urban developments.



- *Administrative Capital of the Basque Country*
- *258,808 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.*

Initial measures for sustainable mobility

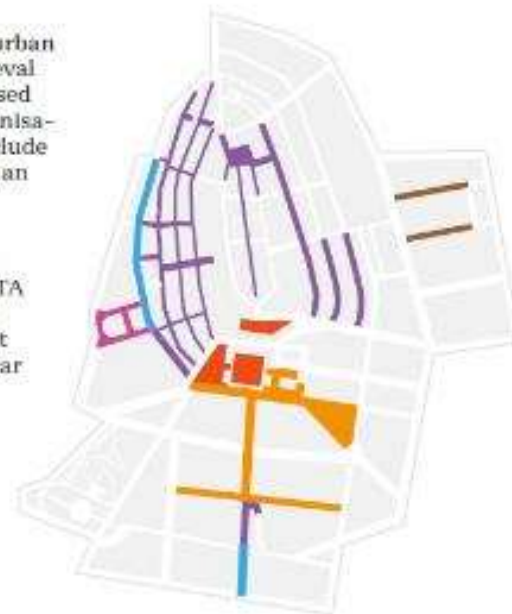
In order to slow the use of the car and improve the environmental and living conditions of public spaces, a number of initial measures were adopted, such as a ban on travel by car in some city-centre streets during the weekend.

In 1976, work began to pedestrianize the city's urban centre; in 1983 the Medieval Quarter was pedestrianised and in 1993 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.

- 1976
- 1980 - 1982
- 1983
- 1988 - 1992
- 1993 - 1995
- 1999

▼ Pedestrianisation process 1976-2010



▲ Gato street, before being pedestrianised



▲ The pedestrianisation of a section of Gato street, in 1980, was a milestone in traffic calming policies in the city

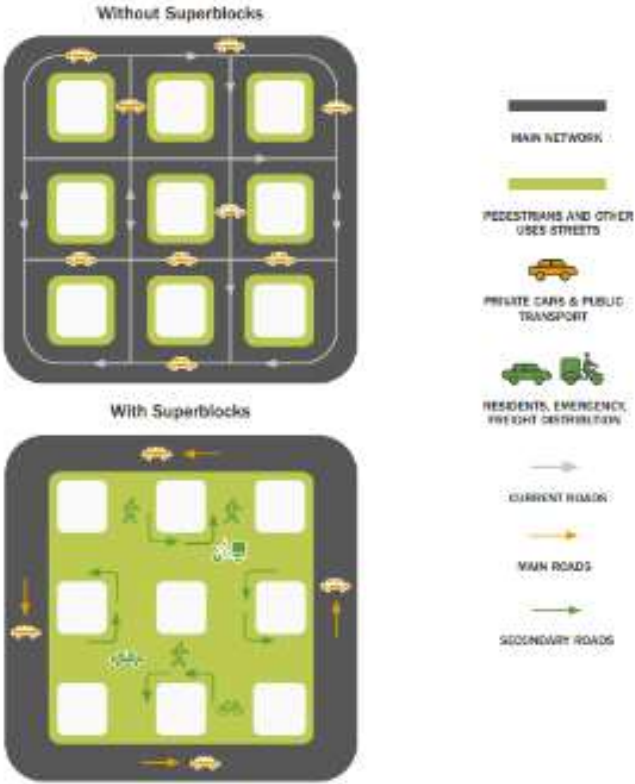
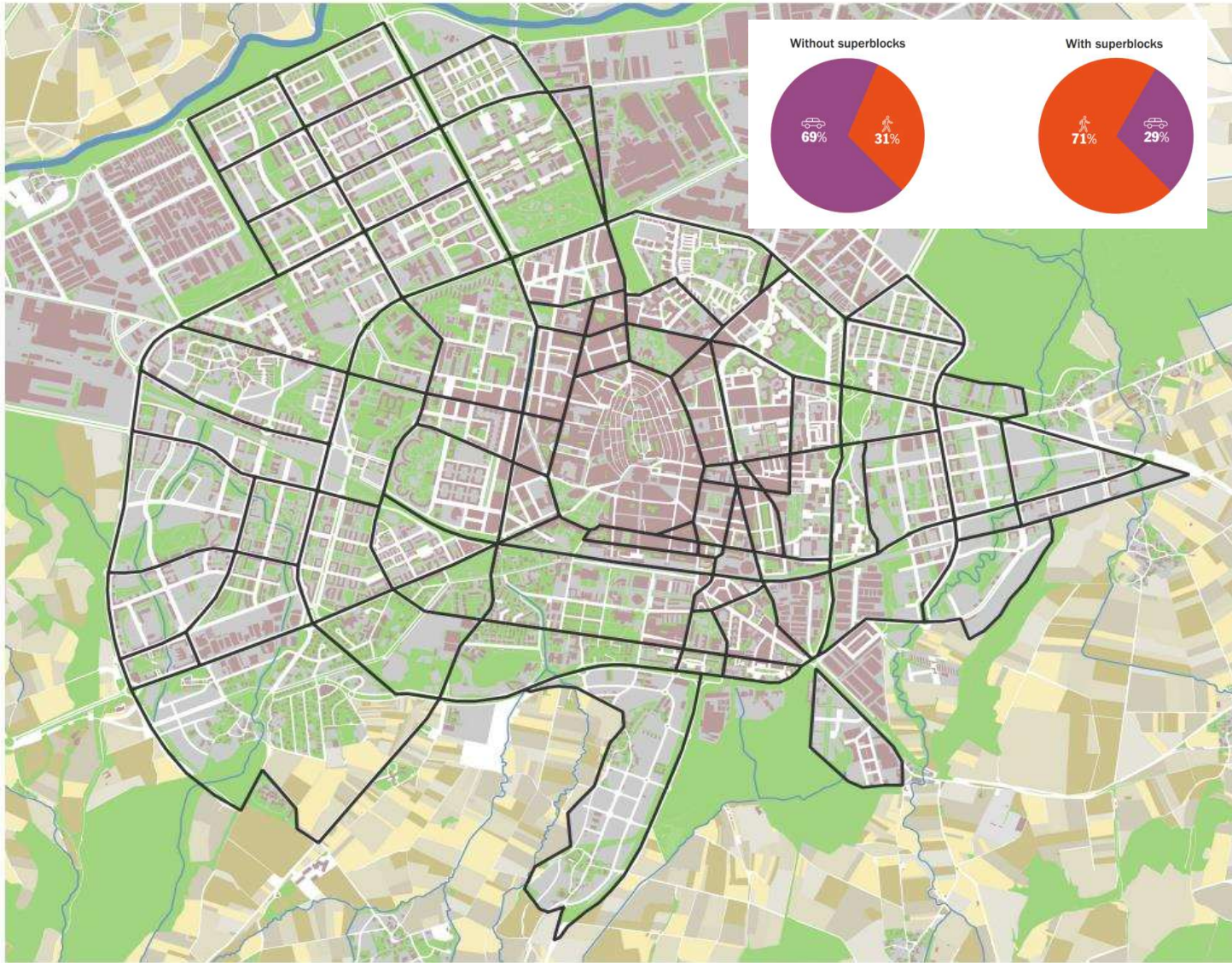


General Lana square, in 1990 (before its redevelopment) and in 2017



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.

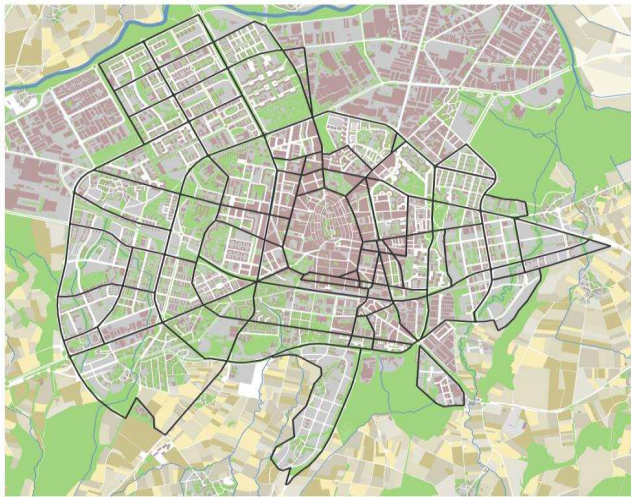


PLAN DE MOVILIDAD SOSTENIBLE Y ESPACIO PÚBLICO.
MUGIKORTASUN IRAILINKORPAREN ETA EREMU PUBLIKOEN PLANA.

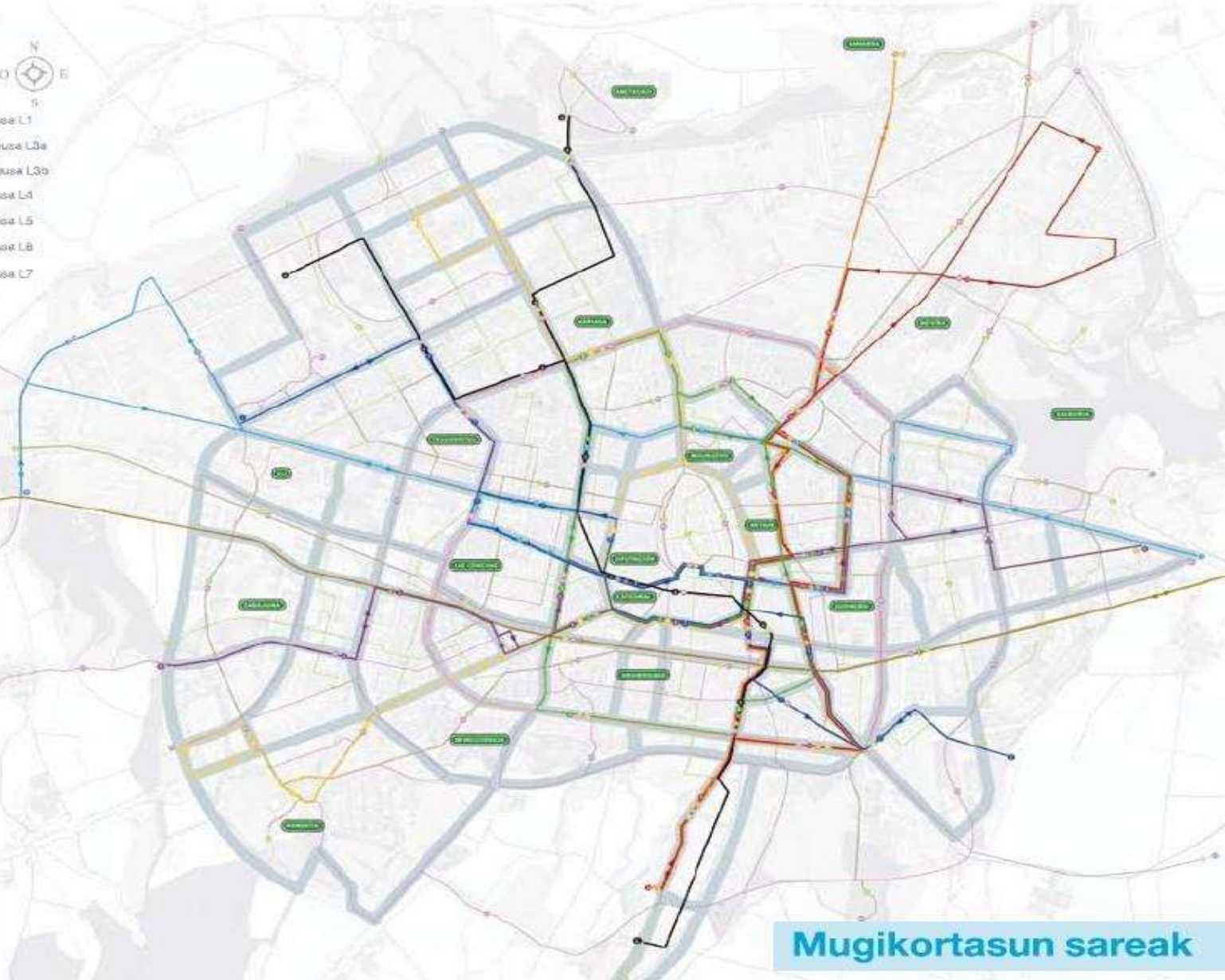


- 1 Red peatonal. Onizkoen sareak
- 2 Red ciclista. Txirrindularien sareak
- 3 Vias básicas. Oinarriko bideak
- 4 Tranvía. Tranbia
- 5 Línea de alta capacidad eje. Kapazitate altuko linea-erlatza
- 6 Línea de alta capacidad L2. Kapazitate altuko linea-L2

- 1 Bus L1, Autobusa L1
- 2 Bus L3a, Autobusa L3a
- 3 Bus L3b, Autobusa L3b
- 4 Bus L4, Autobusa L4
- 5 Bus L5, Autobusa L5
- 6 Bus L6, Autobusa L6
- 7 Bus L7, Autobusa L7



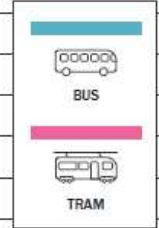
Redes de movilidad



Mugikortasun sareak

▼ Evolution of public transport in Vitoria-Gasteiz

YEAR	POPULATION	TOTAL TRAVELLERS	
1998	217.628		11.440.653
1999	218.774		11.523.504
2000	218.950		11.383.474
2001	220.254		11.474.560
2002	222.329		11.560.716
2003	224.586		11.717.606
2004	224.965		11.482.471
2005 ¹	227.194		11.218.597
2006	229.080		10.582.940
2007	230.585		12.043.305
2008 ²	233.399	12.642.648	111.180 → 12.753.828
2009 ³	236.525	10.544.413	4.689.282 15.233.695
2010	239.361	11.090.678	6.977.841 18.068.519
2011	240.580	11.881.073	7.425.646 19.256.709
2012 ⁴	243.298	12.184.910	7.275.965 19.440.875
2013	242.147	12.761.549	7.279.296 20.040.845
2014	242.924	13.084.298	7.296.723 20.381.021
2015	245.036	13.786.138	7.699.814 21.465.952
2016	246.042	14.522.984	7.723.445 22.246.429
2017	247.820	15.162.164	8.137.654 23.299.818
2018	250.051	15.759.827	8.304.395 24.064.222
2019	252.574	16.208.128	8.338.025 24.546.153



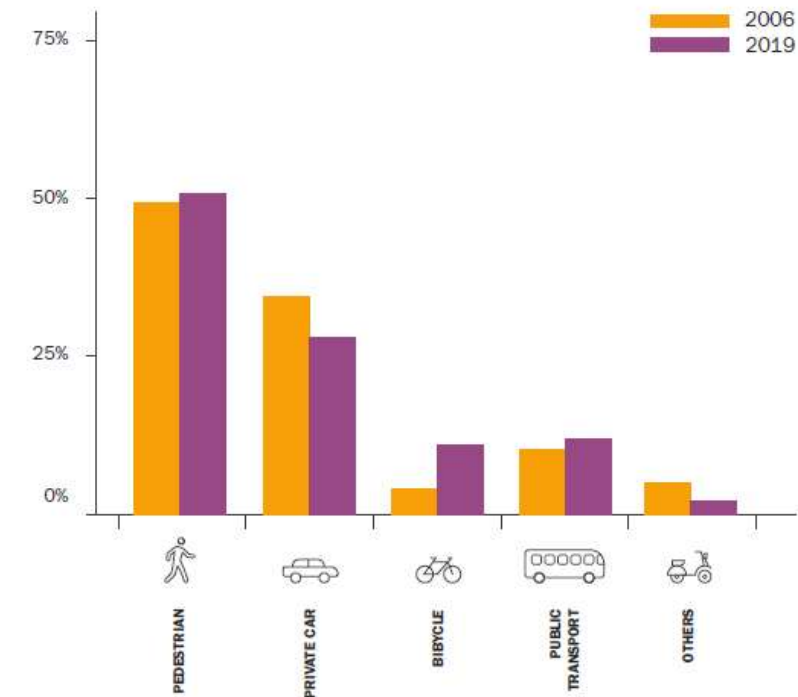
¹ In early 2005: The first neighbours of Zabalgana and Salburua are completed
² December 2008: The tram service enters operation
³ July 2009: The extension of the Abetxuko tram branch enters operation
⁴ September 2012: The tram arrives in the centre of Abetxuko neighbourhood

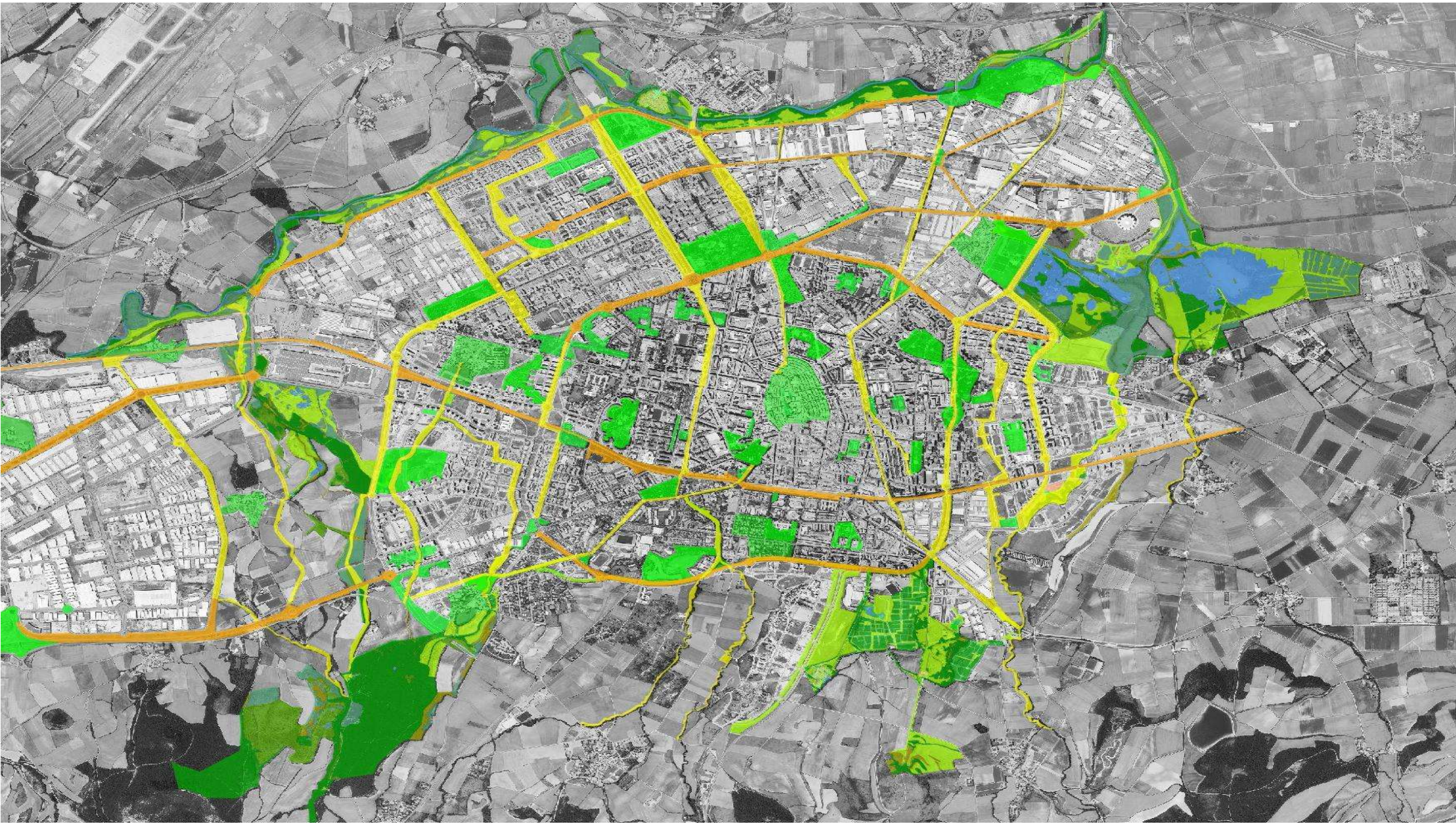
▲ In the last 12 years, the number of journeys by bus and tram has doubled.

Through all the actions and measures implemented to promote the most sustainable modes of mobility in the city, in the last decade, the percentages

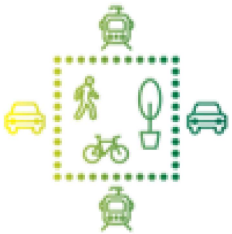
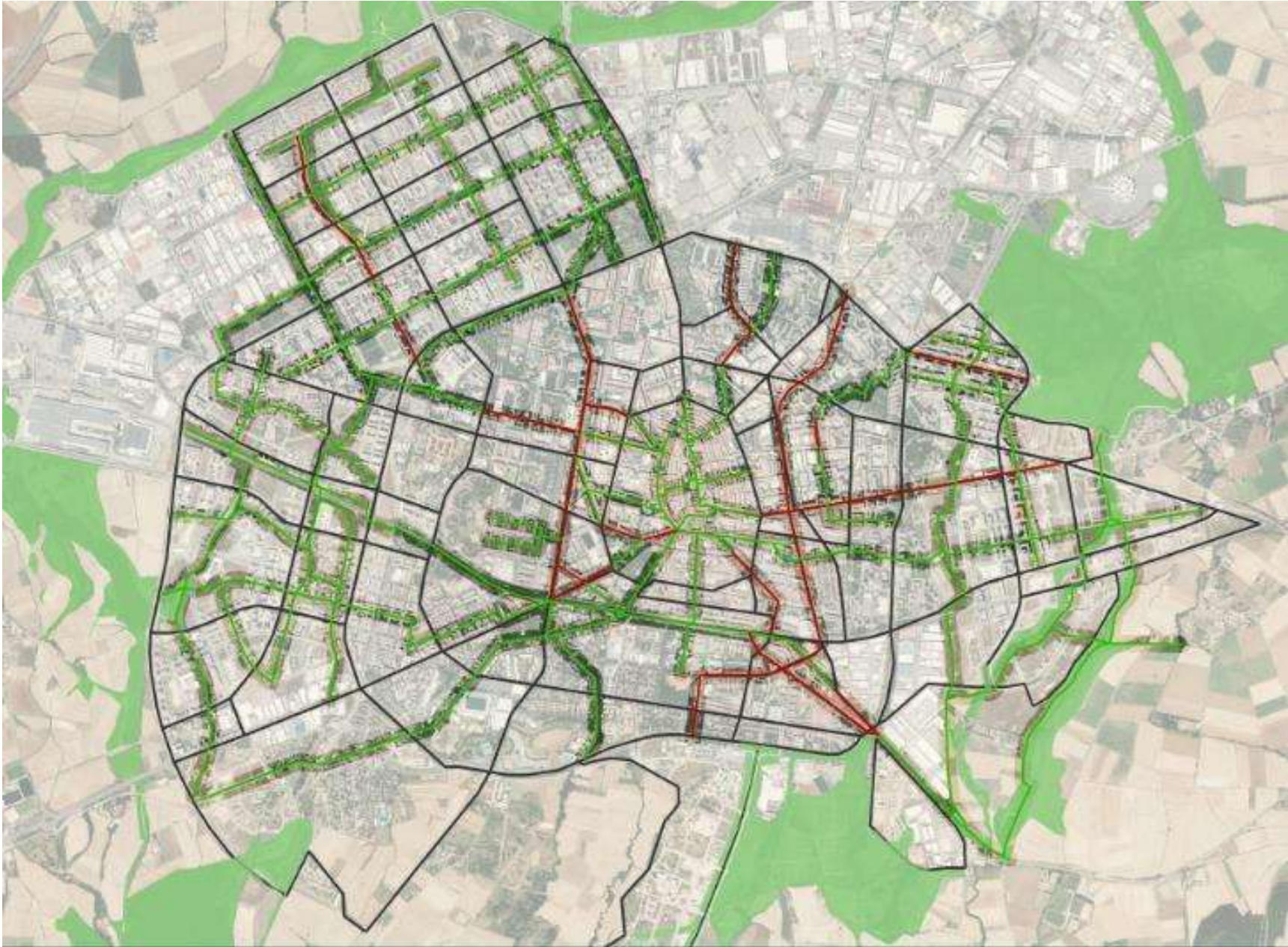
of use of the different modes of travel have been reversed, in favour of the most sustainable and to the detriment of the private vehicle.

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



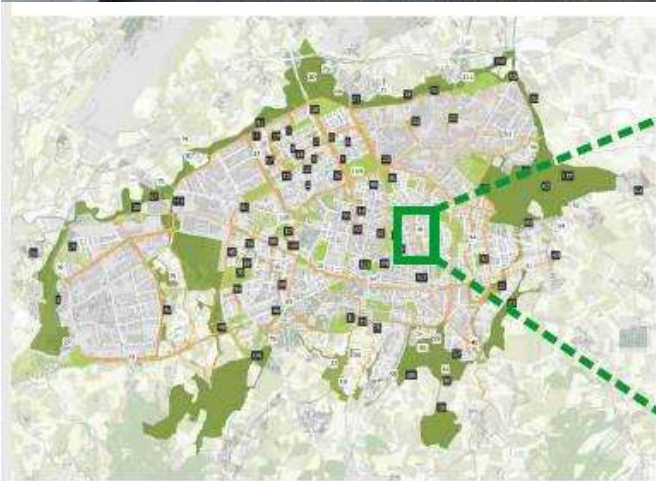


**VITORIA
GASTEIZ**
green capital



... towards a people and nature-centric city





*“Good cities know that streets
are for people, not just cars.
Great cities know that streets are
places to linger & live, not just
move through.”*

Brent Toderian

*Thank you!
@eskubi*

