

Safe access for pedestrians to peripheral neighbourhoods in Burgos/Spain

The absence of pedestrian and bicycle routes to and from residents' homes induces very often a frequent car use in peripheral neighbourhoods. The implementation of new routes (bicycle and walking paths and lanes) or the modification of existing ones can greatly improve both road safety and the quality of life in such areas.



Objectives / Innovative Aspects

Objectives

- The main objective of the measure is to establish safe pedestrian access in peripheral neighbourhoods.
- Therefore new lanes and paths for walkers and bicycles in peripheral neighbourhoods will be implemented to guarantee pedestrian safety.

Innovative aspects will consist in the identification of points where access must be improved. Moreover, attention to safety features, access for all and leisure areas will also be needed.

The Measure

The city of Burgos has expanded around the river Arlanzón by approximately 20 km, absorbing outlying villages into the structure of the city. Access to these new neighbourhoods is by motorway as former footpaths are now buried under roads. Residents wishing to leave their neighbourhoods on foot must deal with the fact that there are no sidewalks to assure safety from passing vehicles, and pedestrians have to walk along the shoulders of narrow roadways. This causes many of the residents and visitors to these neighbourhoods to use their cars for all routine travel that has greatly increased the traffic around these areas in the last few years. In addition, mobility problems have become more severe due to the fact that these neighbourhoods have high growth rates. Their population has doubled in recent years because of the high price of housing in the inner-city, with the result that a minimum of two cars per family often is needed to solve transport problems.

The CIVITAS-CARAVEL project

The activities to be developed are linked to Demonstration area number 3 "The city along the Arlanzón river and residential neighbourhoods" in the City of Burgos.

Innovation activities

Innovation activities will consist in the definition of those points where there are no footpaths and where mobility must therefore be

Pedestrian access requires the preparation of infrastructure in outlying areas of the city, as well as attractive spaces for leisure, walking and resting.

Innovation and Dissemination Activities

- Promotional campaign to promote equal mobility and accessibility for all citizens.

Evaluation

- Evaluation will consist of monitoring throughout the life of the project.

Implementation Status

The work in the Barrio de Villalonquéjar (demonstrative area) has been developed without any problems. There were some actions implemented like walking or bicycle paths and lanes. The process began with Villalonquejar neighbourhood at the beginning of Civitas Caravel project and this strategy was being transferred to other similar neighbourhoods following the success of previous phases. During Civitas Caravel project, many users of these peripheral neighbourhoods expressed a desire to improve the road safety for citizens and to recuperate the spaces for the pedestrian with right regulation of the traffic and parking for the cars.

Results

In the pilot area, more than 2,000 people are enjoying now their streets and a good part of them (more than 200) use the bicycle for the day by day trips. The number of accidents have decreased (from 20 incidents with cars and pedestrians to less than 5) mainly because of the reorganization of the cars and the car parking and the calming measures performed.

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Demonstration activities

Transport problems in peripheral neighbourhoods require managing the whole question of mobility, providing measures that guarantee cleaner urban transport, such as urban bus services (see measure 8.2.), satisfactory bicycle lanes (see measure 11.15.) and safety for pedestrians.

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