

Pontevedra

A city focused on pedestrians

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Munich, 2013

Walk21
MUNICH



CONCELLO DE
PONTEVEDRA



**Pedestrian mobility
as a basis for a
high urban quality**



**14 years of
intense and
uninterrupted
drive**





**Sorry for the inconveniences...
We are playin' for u!**



1 The urban mobility



1 The urban mobility



Long distance mobility: safety and comfort of infrastructures and means of transport are higher and higher

1 The urban mobility



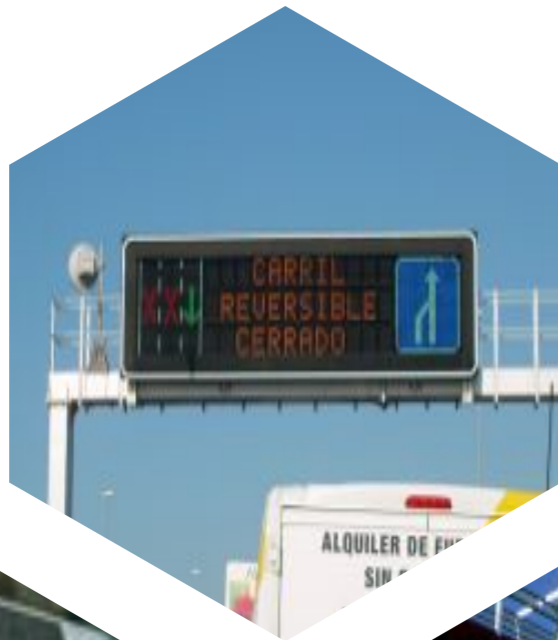
Urban areas: the outlook is not that optimistic



2. Is there a solution for urban mobility?



2. Is there a solution for urban mobility?



Are these the solutions?



2. Is there a solution for urban mobility?



Are we well focusing
the background problem?

2. Is there a solution for urban mobility?



We have to act in the cities we have inherited, giving solutions to our current way of life as well



3. The priorities of urban mobility modes are inverted



3. The priorities of urban mobility modes are inverted



1

2

3

4



What's the current mobility model?
How is it organized?

3. The priorities of urban mobility modes are inverted



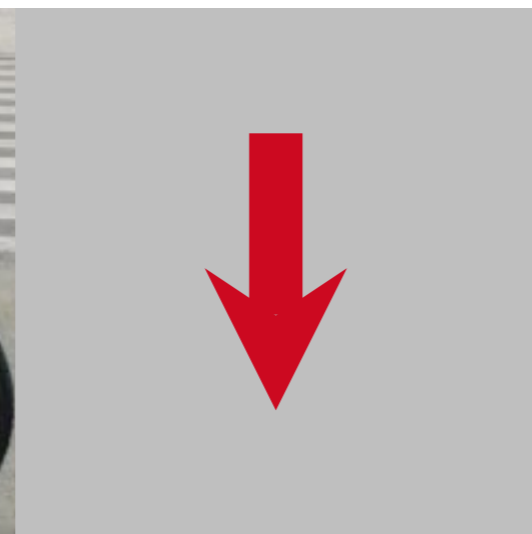
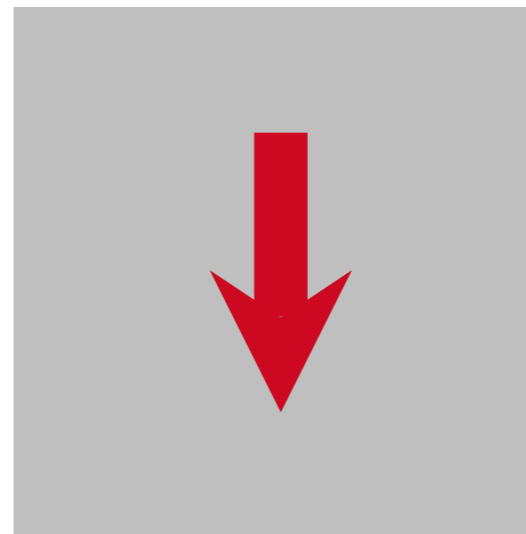
Motorized mobility vs.
natural mobility

3. The priorities of urban mobility modes are inverted



The supposed rights acquired by cars:
the big unsolved background problem

3. The priorities of urban mobility modes are inverted



Individual vehicle crashes
other modes of urban mobility

3. The priorities of urban mobility modes are inverted



Natural mobility became almost marginal

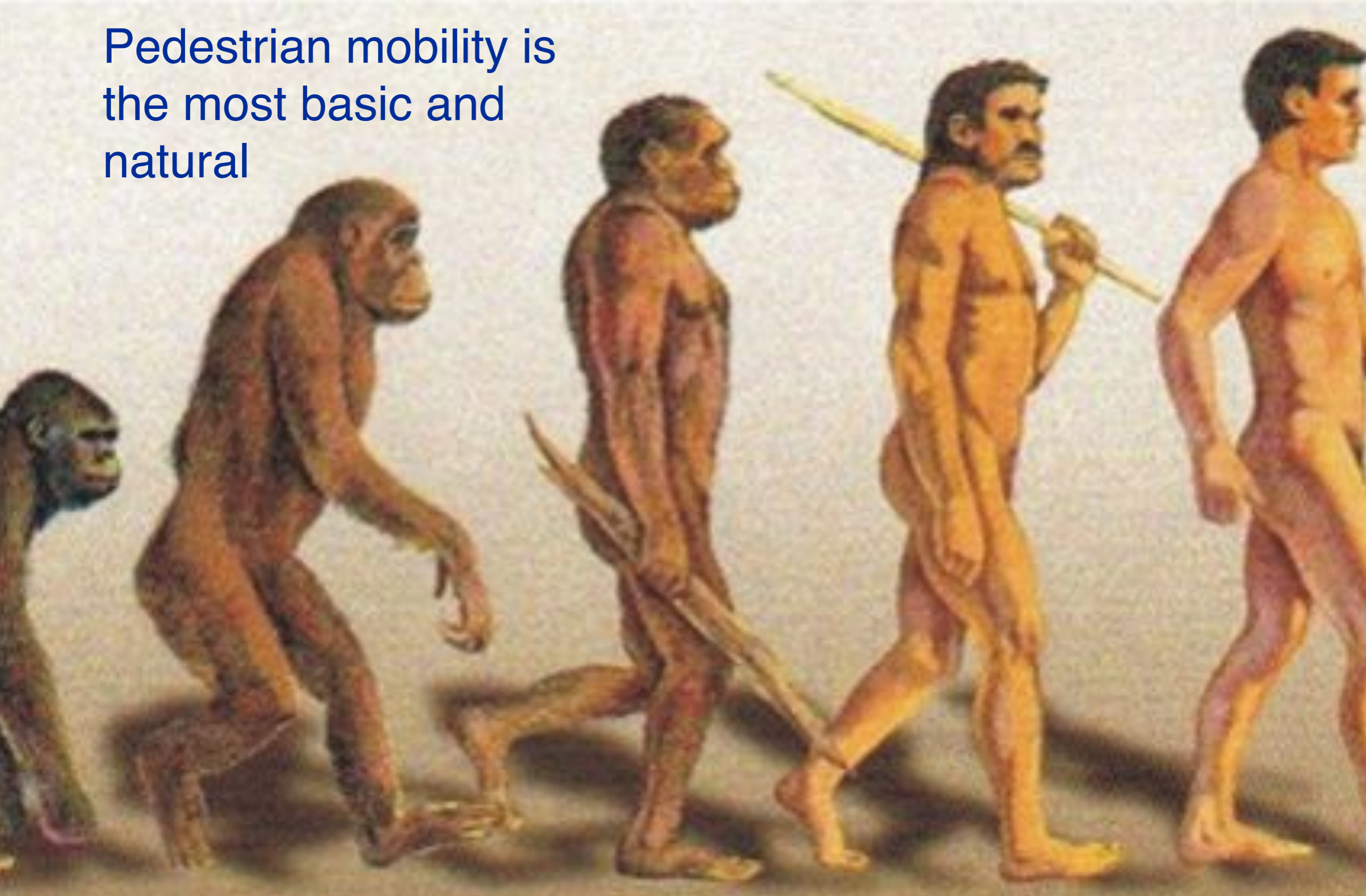


4. Pedestrian mobility



4. Pedestrian mobility

Pedestrian mobility is the most basic and natural



4. Pedestrian mobility



Motorized mobility was a huge advance...

4. Pedestrian mobility



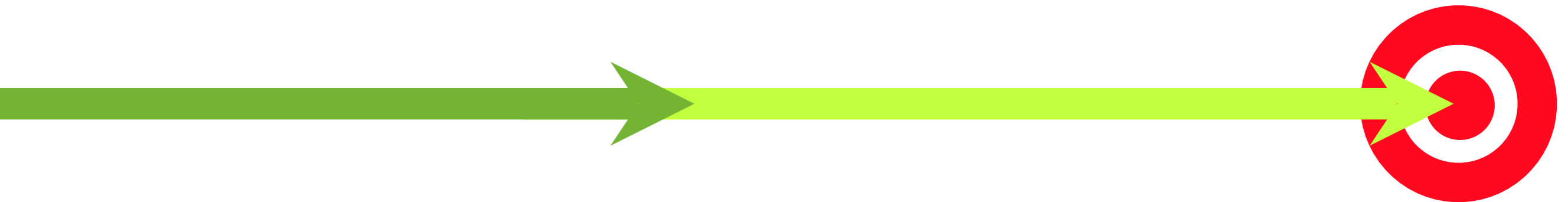
... but its functionality was absolutely invasive

4. Pedestrian mobility



Walking: the healthiest and most natural way to move in an urban environment

4. Pedestrian mobility



And it should play a most important role in intermodality



5. The urban road network



5. The urban road network



**PROHIBIDO
TRANSITO
PEATONES**

Pedestrians:
go home!

5. The urban road network



Urban roads became inhospitable and dysfunctional for pedestrians

5. The urban road network



All the priority is granted
to individual motorized mobility

5. The urban road network

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CARTAGENA
Pavimento en mal estado y con baches en Los Dolores

25.06.10 - 00:53 -

Comentarios | 0 Compartir

Los vecinos de Los Dolores, especialmente los que residen en las viviendas de la calle Río Besós, se quejan desde hace meses de que los operarios del Ayuntamiento asfaltaron la Subida al Plan y las vías colindantes y se olvidaron de hacer lo propio en Río Besós. Además, aseguran que cuando llueve se inunda la zona por la falta de asfalto.

4 DÍAS SIN SER SOLUCIONADO

PUBLICIDAD
[Cuenta AZUL de iBanesco.com. Con la cuenta AZUL 3,60% TAE tus ahorros crecen todos los meses.](#)
[Cuenta NARANJA de ING DIRECT: 3,5% TAE y después sigue ganando todos los meses. Sin comisiones, ninguna.](#)

TAGS RELACIONADOS
pavimento, estado, baches, dolores



A roadway in bad conditions is always an important public problem



6. Balance among the different mobilities



6. Balance among the different mobilities

It's time for
pedestrians

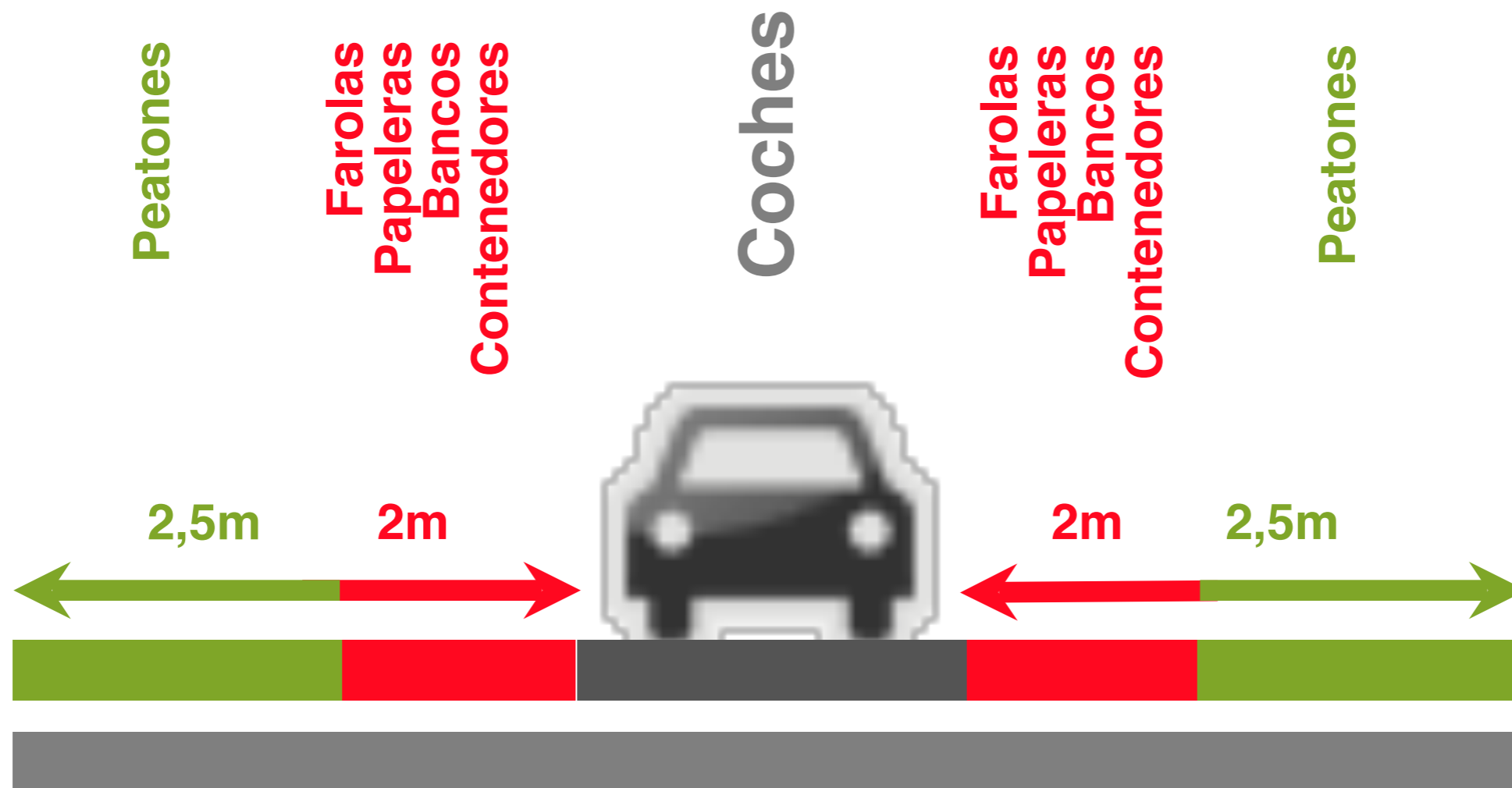


6. Balance among the different mobilities



Traffic and pedestrian mobility must receive an equitable treatment in urban roads

6. Balance among the different mobilities



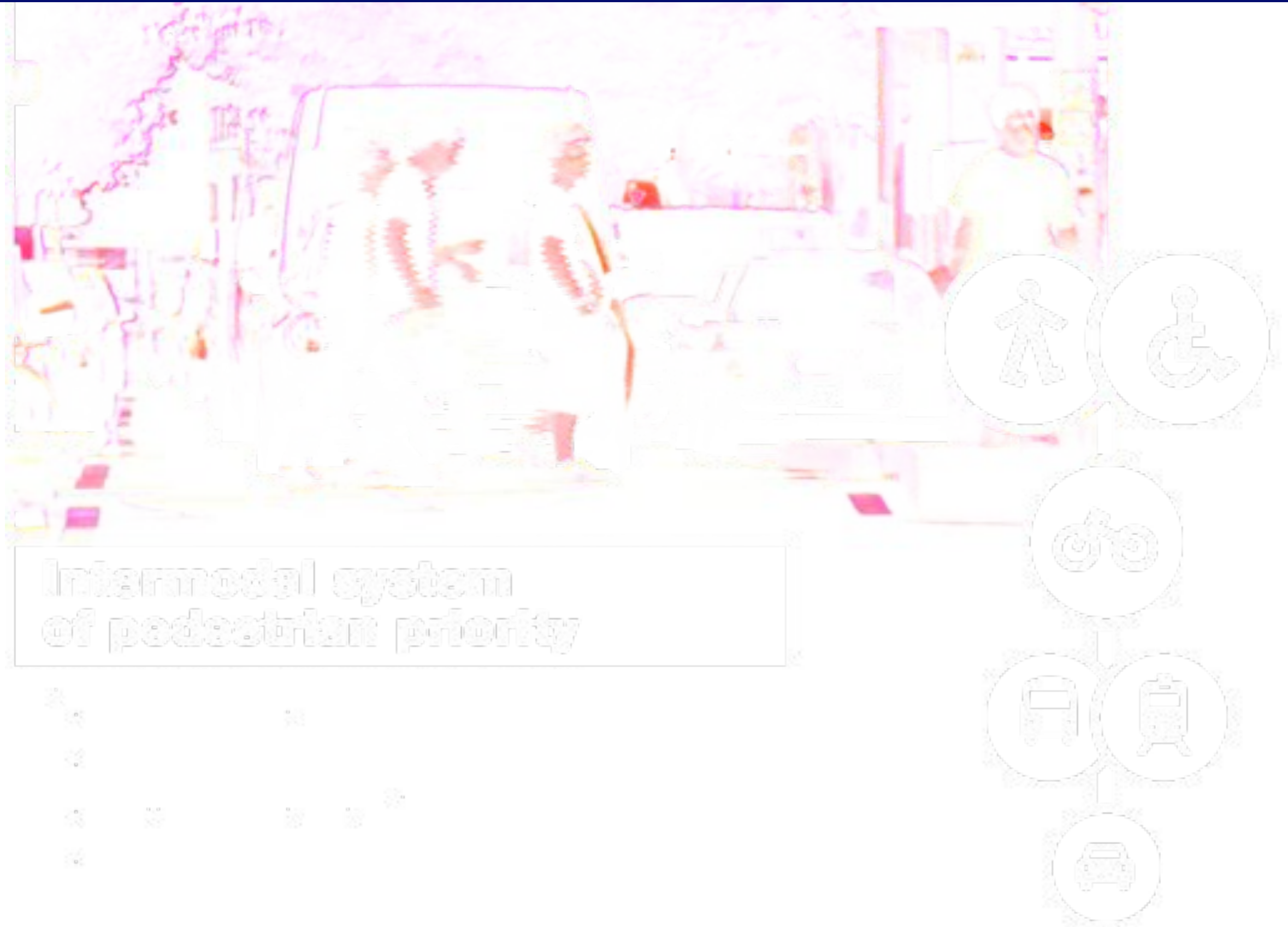
There should be at least 2.5 m totally free for pedestrians

6. Balance among the different mobilities



Narrower cross-sections: single platform, calmed traffic and preference given to pedestrians

6. Balance among the different mobilities





7. The 'right' to park



7. The 'right' to park



Space is NEVER EVER enough

7. The 'right' to park



Parking in the streets or other more interesting uses for urban quality?

8. The concept of necessity



LABORAIS
DE 8 A 13:30H E
DE 16:30 A 21H.
AGÁS SERVICIOS
MÁXIMO 15 MINUTOS

8. The concept of necessity



Establishing the concept of ‘necessity’
in an equitable and assumable way

8. The concept of necessity



Streets should not be parking lots

8. The concept of necessity



A more balanced
alternative



9. About speeds



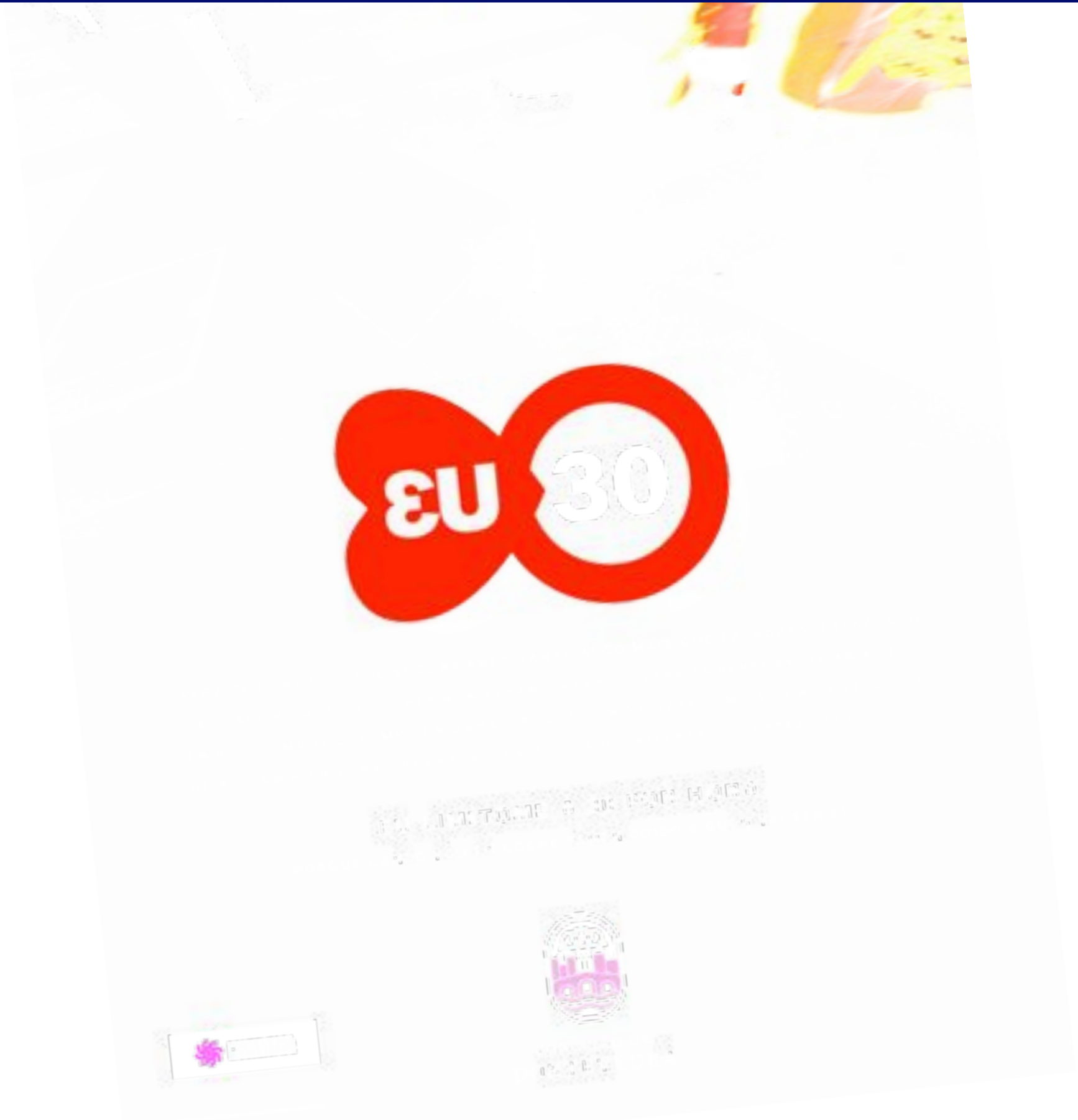
9. About speeds



Permitting maximum speeds that may cause accidents: tragic consequences

9. About speeds

Top speed of
30 km/h
seems
appropriate



9. About speeds



2010: a local law establishing a maximum speed limit of 30 Km/h citywide

9. About speeds

Laws and ordinances are important...

9. About speeds

...but effective compliance is even more important





10. Social dynamics



10. Social dynamics



We walk, but...

10. Social dynamics



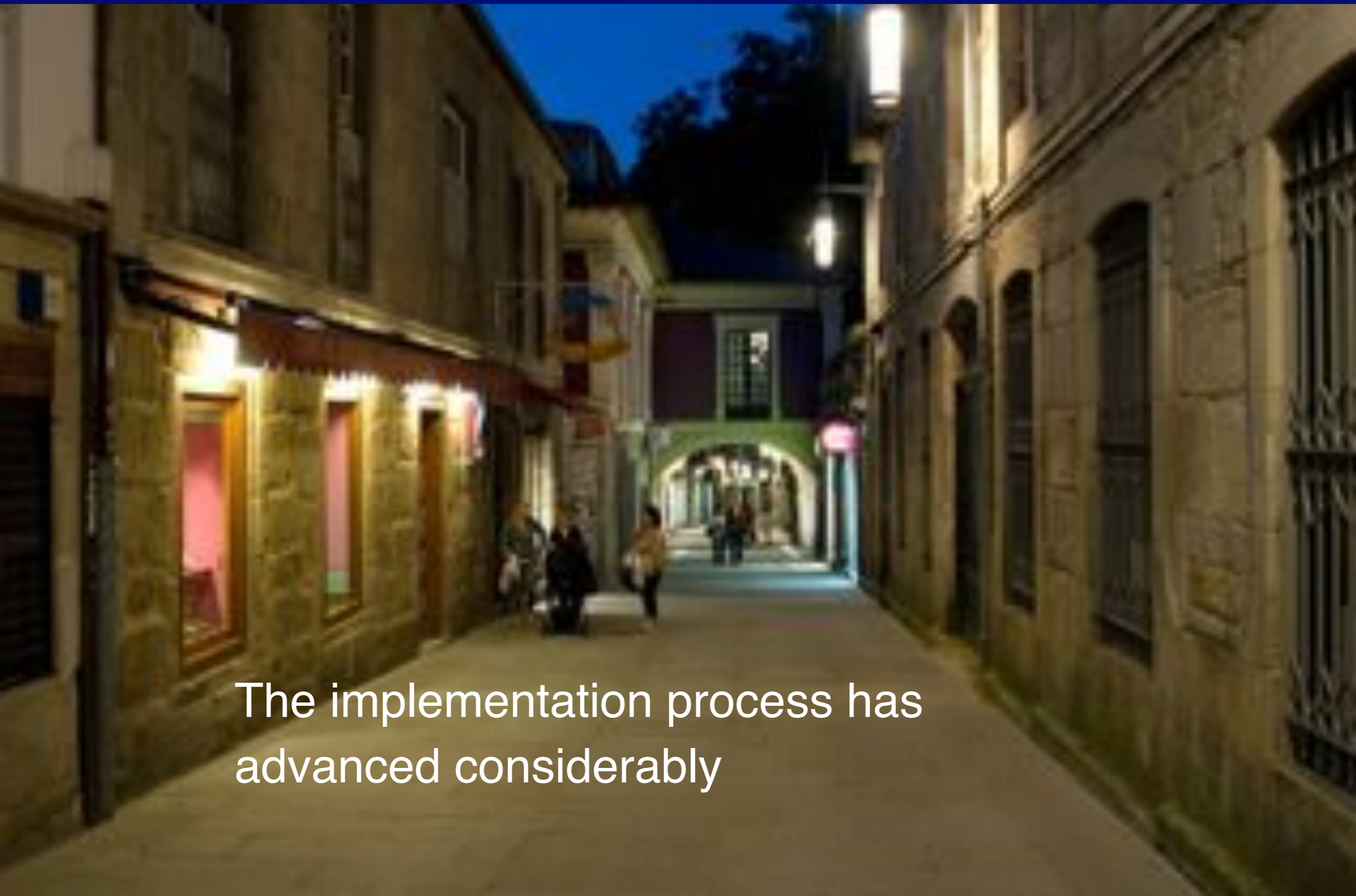
... the motorized individual mode resists losing its prebends in cities



11. Fourteen years of experience



11. Fourteen years of experience



The implementation process has advanced considerably

11. Fourteen years of experience



Urban quality and the quality of pedestrian mobility are high

11. Fourteen years of experience



Everyone who 'needs' to move around can do it much more easily

11. Fourteen years of experience



Accident rates are very low: no deaths or serious injuries in transformed areas



12. A total inversion of priorities



12. A total inversion of priorities



Prioritizing pedestrian mobility motor traffic intensities become manageable

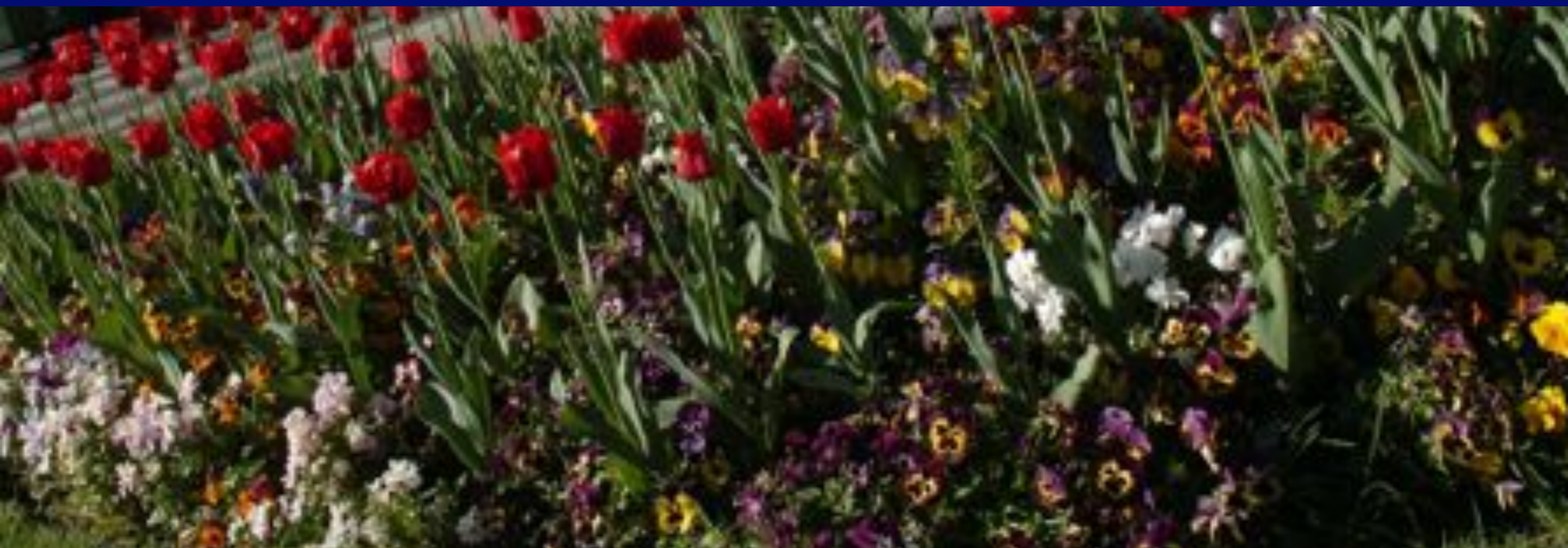
12. A total inversion of priorities



Every city has a different size and characteristics but these principles of action can be valid for everyone



What Pontevedra sounds like?

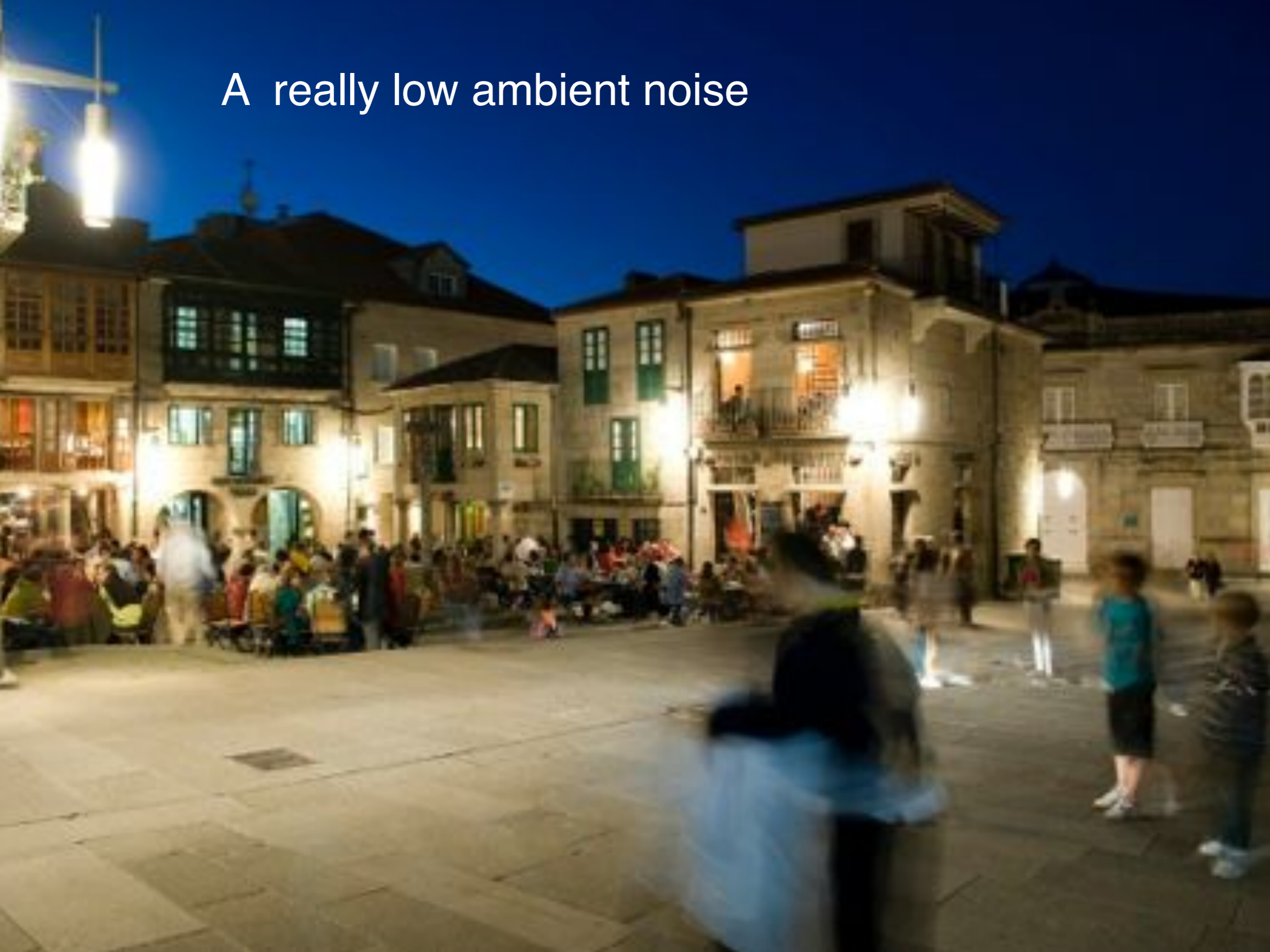


What Pontevedra sounds like?



Urban quality and safety

A really low ambient noise





Thank you!

