





# Annual report 2006

## Safety and Mobility Sector

### Presentation

The complex social realities and non-stop activities that result from economic growth challenge our cities and, therefore, Barcelona in three main areas: coexistence, safety and mobility. Even if the last of these is much more technical, all three require the involvement of administration and citizens alike. These three areas have a direct effect on our quality of life as well.

The Barcelona model is one of an integrative city, basing coexistence on social cohesion, quality of its services and proximity. Not to mention, however, that this is indispensable to achieving an economic growth that is not just sustained but sustainable too. It is this global, multiple objective that the City Council is working towards, through such valuable contributions as those currently being made in the work of the Safety and Mobility Sector, which this volume details.

I wish to emphasise three aspects. The first concerns all the hard work that has been put into prevention. Sewing the seeds of coexistence is always better than having to resolve conflicts; education is more useful than prohibition; integration is more positive than punishment. This practice suits Barcelona's nature, a practice in which, I must say in all honesty, we are pioneers in more than one way. Actions carried out for the benefit of the community, in the event that bylaws are infringed, mediating in minor disputes or pacifying Latin-American youths by converting their gangs into beneficial and supportive associations are notable examples of this investment in coexistence.

The second aspect is that of participation. Our experts and professionals are talented and resourceful, but there would be little they could do to influence our society were they not able to count on the participation of bodies, personalities and associations making up our civic fabric. Part of the way Barcelona functions too is through this collaboration, which has endowed us with authority and efficiency.

The third aspect that needs to be highlighted is exactly this: the efficiency of our professionals, the technical training which they receive and the good work that is done in all fields. Barcelona is a collective project that requires everyone's contribution and conviction. Now is the time to show our gratitude for a job well done, a job which allows us to face the challenges of today and the future with optimism.

**Jordi Hereu**, Mayor of Barcelona

## Presentation

2006 was a particularly intense year for our Sector. On the one hand, we were able to celebrate distinguished anniversaries and hold special celebrations together. On the other hand, we were also able to enjoy the consolidation of projects which, even if some of them had been started earlier, began bearing fruit this year.

2006, then, was the year we celebrated the 150<sup>th</sup> anniversary of the Barcelona Guàrdia Urbana Police's Mounted Unit and the 50<sup>th</sup> Anniversary of the Road Safety Educational Programme. But it is also the year that the police coordination model was consolidated, that the Guàrdia Urbana Police was modernised both technically and logistically, that the Green Zone was reinforced, that 30 zones were introduced and that the Urban Mobility Plan was drawn up, to name but a few examples.

If we had to single out a common thread for all the projects we worked on in 2006, I would have to say it was this: this Sector's commitment to the city and citizens of Barcelona.

It's a commitment to a complex, multicultural city that constantly brings us new challenges. A city that requires us to be rigorous and professional every day, creating new demands and realities. An integrative city that expects active involvement in managing daily life and in building new coexistence models.

We at the Safety and Mobility Sector have spent many years working towards such closeness to citizens, investing in direct and innovative activities which bring tangible benefits to our city. Investing in preventive activities, dialogue and consensus, as primary tools for building coexistence. Investing in effective coordination between bodies and in a cross section of activities, as efficiency-increasing mechanisms. Investing in improving technical staff and equipment, as a basis for guaranteeing quality services.

This annual report describes the main activities that we carried out in all these areas. I therefore invite you to peruse the following pages and enjoy the experiences of that particularly intense year.

## The Safety and Mobility Sector

- **Director of Safety and Mobility**  
Mr. Joan Albert Dalmau i Balagué
- **Chief of City Police**  
Mr. Francesc Xavier Vilaró Camps
- **2<sup>nd</sup> Chief of City Police and Chief of the Area Division**  
Mr. Evelio Vázquez i Sánchez
- **Chief of the Nocturnal Division**  
Mr. José Manuel Díaz i Díaz
- **Chief of the Division for Coordination**  
Mr. Juan José Vilanova i Juanola
- **Chief of the Security Division**  
Mr. Jesús Hernando i Maldonado
- **Chief of the Traffic Division**  
Mr. Diego Rodríguez i Borrega
- **Director of the Prevention, Extinction and Fire and Rescue Services**  
Mr. Antonio Pallarès i Sánchez
- **Chief of the Civil Protection and Prevention Division**  
Mr. Jesús Martínez i Viejo
- **Chief of the Operations Division**  
Mr. Joan Pedreny i Abella
- **Director of External Relations and Quality**  
Mrs. Clara de Yzaguirre i Pabolleta
- **The Department of Communications and Quality**  
Mrs. Eva Llorach i Freixes
- **Director of Prevention Services**  
Mr. Josep M. Lahosa i Cañellas
- **Director of Mobility Services**  
Mr. Àngel López i Rodríguez
- **Director of Economic Management and Resource Control Services**  
Mr. Mariano Fuertes i García

## 2006, a historic year...

The approval of the new Estatut, The Municipal Charter and the Cohabitation Ordinance have been transformative pieces of legislation for the city. These tools and instruments will consolidate and drive economic growth and social progress in Barcelona. We now have a long road ahead to develop and deliver the applications of these.

### All change at Barcelona City Hall:

Joan Clos I Matheu was the Mayor of Barcelona for nine years from September of 1997 till September of 2006. During these years the city has become one of the most cosmopolitan, international and innovative cities in Europe, with great plans for the future.

Jordi Hereu I Boher took over at the Mayors Office on the 8<sup>th</sup> of September 2006, his aims are to follow through on the courses of action commenced by the government. Among his responsibilities, the Mayor took on the challenge to respond to new social realities without damaging economic growth and with the aim of turning Barcelona into a model for social cohesion, cohabitation and quality of life.

Ferran Julian assumed the position of Councillor for Safety and later on, went on to occupy the Presidency of the Safety and Mobility Commission.

### New Statutes for Catalonia:

The city has gained new benefits and advantages with the approval of the new Estatut. This legislation recognises the special position of Barcelona and that it is the capital of Catalonia. It also recognizes its legislative authority.

### Approval of the Municipal Charter:

The Municipal Charter of Barcelona, approved in 2006, sees in a new era for the city. The new law

widens the financial and social tools which the State Administration will share with the City Council on fundamental aspects such as housing, education and social services.

The Charter opens the door for the implementation of judicial services to the municipal control and management of strategic infrastructures, to state financing of large projects and the participation of the City Council in legislating the urban telecommunications network.

### Passing of the Ordinance for measures to promote and ensure cohabitation and conviviality in the public spaces of Barcelona

The new Ordinance came into effect in January of 2006 and is part of an ambitious collection of tools to promote cohabitation in our city. A democratic and consensual response was proposed for new problems surrounding certain disrespectful and conflictive uses of the squares and streets of Barcelona.

As well as dissuasive measures such as economic sanctions, the laws also provide new measures for recovery of damages, mediation of conflicts and also compliance with sanctions through alternative measures such as community service, which also have an obvious educational element.

The ordinance is pioneering in that it also deals with attacks against the dignity of persons, child abuse and displays of xenophobia in public places.

2006 was also a year full of commemorative events.

We should mention some of the most significant:

“À la ville de Barcelona”, twenty years ago already...

On the 17<sup>th</sup> of October 1986, Barcelona was designated as the site of the 1992 Olympic

Games. The success of the city began an era of intense and positive changes. The construction of roundabouts, opening up the coast, the construction of the Olympic village and the Olympic Ring on Montjuic are just a few examples of the modernization of the city. The Games launched Barcelona onto the world stage.

Now firmly situated on the world map, Barcelona has been growing steadily ever since.

#### **The Mossos begin patrolling in Barcelona**

We celebrated the first anniversary of the launch of the City's own police force. The model for the launch of the Mossos in Barcelona, with a police station in each district, has been a product of the efforts of coordination, information exchange, collaboration and diagnostic work carried out by the City and the Guardia Urbana.

#### **50<sup>th</sup> year of traffic education by the Guardia Urbana**

The “Guardia Urbana in schools” program celebrated fifty years of history. Traffic education has been one of the most important tools for preventing accidents and the aim has been for school children to learn correct behaviour as pedestrians, when riding bicycles and as users of public transport and personal vehicles.

#### **150<sup>th</sup> birthday of the mounted unit of the Guardia Urbana**

In 2006 the Mounted Unit celebrated 150 years of history combining both police duties and ceremonial ones. The mounted police force is one of the most well known and well loved in Barcelona. A series of free educational events were organised for everyone to help celebrate the 150 years of service the Mounted Unit of the Guardia Urbana has given.

## **Department of Financial Management Services and Control of Resources**

This section incorporates, among others, the security, emergency and rescue forces of the Guardia Urbana and the Fire Service respectively. The personnel in this Sector account for almost 50% of the municipal work force. The personnel attached to the Guardia Urbana make up almost 75% of the staff.

#### **a) Human resources attached to the Safety and Mobility Sector**

(information as of the 31<sup>st</sup> of December 2006)

Place of attachment by division	Number	%
Council and Management	10	0.29 %
Crime Prevention Department	4	0.11 %
Department of External Relations and Quality	9	0.26 %
Department of Mobility	42	1.21 %
Department of Financial Management and Control of Resources	47	1.35 %
Guardia Urbana	2,614	74.85 %
Crime Prevention, Fire and Rescue Services	763	21.93 %
<b>Total</b>	<b>3,489</b>	<b>100%</b>

#### **b) Budget of the Sector**

Safety and Mobility Financial Resources 2006	
	Initial budget in euros
Expense budget	
Personnel costs	149,635,468.33
Expenditure on common assets	20,275,560.00
Common transfers	2,115,794.00
Real investments	8,014,000.00
<b>Total Sector budget</b>	<b>180,040,822.33</b>
Credit modifications	8,518,541.18
<b>Definitive credit</b>	<b>188,559,363.51</b>

During the financial year of 2006 we supervised a budget which was 4.73% larger than that initially approved for the Safety and Mobility Sector, as a consequence of certain gains which were greater than those projected in the initial budget.

## Management model

To guarantee the normal evolution of the functions assigned to the Sector in terms of crime prevention, security and civic duties, emergencies and mobility in Barcelona, as well as achieving the objectives set out in the Municipal Action Plan, efficient management of the municipal resources assigned is necessary,

The expenditure generated covered a wide range of activities within the principle objectives of the Sector, such as, for example:

- Modernization of the material resources and technology for the end services
- Improvements to computer and communications equipment
- Expansion of the work force and rejuvenation of the personnel
- Modernization and expansion of the road fleet of the Guardia Urbana and Fire service
- Applications of technical measures for traffic management
- Rationalization of stopping and ordinance for goods distribution
- Promotion of sustainable mobility and the alternative transport methods for private vehicles
- Reduction of accidents and detection of hazardous conditions
- Incentivization for participation and reflection (Mobility Pact)
- Organizational Reforms which affect structures and people
- Training reinforcement to respond to residents needs.
- Application of civic ordinance
- Tracking and development of crime-prevention programs

- Better attention to residents concerns over the Internet
- Promotion of Information and Awareness campaigns

The organizational chart and the management model adopted for efficient and coordinated management of all of the resources within the Sector has meant concentrating all of the technical structure (Budget management, Contracting, Human Resources, Infrastructure and Logistics) into a single department: Department of Financial Services and Resource Control which reports directly to the Management of the Sector.

## Department of Crime-Prevention Services

The Department of Crime-Prevention Services is here to plan strategies and develop programs of action and events with the aim of increasing the sense of security in the city and to prevent crime.

2006 was dominated by the launch of the Mossos d'Esquadra police force in Barcelona. As such, we should mention the adaptation of the different procedures and fields of action brought about by the presence of this new force and also the knowledge and experience of the structure of the municipal bodies who deal with policing which has been provided by the autonomous police force. It was a relevant aspect of the task carried out by the city's police services and also those of the districts: The Services Department and the Crime-Prevention Techniques Secretariat.

Another field of action of the Service Management consisted in strengthening the awareness of public-space usage and of the trends emerging in Barcelona, a city in constant development with respect to the dynamics of private community areas. Indeed, due to the arrival of citizens from all parts of the world, these areas constitute an important factor in the community-building process.

These areas of discussion, together with participation in several national conferences, municipal cooperation networks and training days given by experts in safety and crime prevention, have all made this a year of intense work, the goal of which was to set out plans of action, events and crime-prevention policies.

## 1. Understanding real-world situations

### Survey on victimization

The Barcelona victimization survey has been conducted under the auspices of the statistics department of the Catalonia Public Safety Survey since the year 2000. This is carried out jointly by the Department of the Interior of the Generalitat, the Association of Metropolitan Municipalities and the Barcelona City Council.

The analysis of victimization and safety can be done more broadly for Barcelona than for any other city in Spain. In 2006 it had been going for twenty-three years.

The survey sample size in 2006 was 5,205 individuals and it had a maximum error of 1.17%. The margin of error gave a confidence rating of 95% and  $p=0.25$  and  $q=0.75$ .

The data for the year show stability in the victimization index (20.7%), within the parameters

and the logic that support them: Centrality, rents and economic activity.

The EVB measures the extent of victimization for 27 types of criminal actions (both those carried out and those attempted), grouped into 6 types of crime: Personal safety, vehicles, homes and businesses and, since 2001, owing to convergence with the Catalonia Public Safety Survey, crimes against second homes and the agricultural economy.

In 2006 the index for incidents being reported stood at 37.3%. Another 47% also said they had not reported offences as the consequences and economic damages were not serious enough.

Proximity creates safety. As such, the perception of the level of security in neighbourhoods was still greater than that for the city. Safety in neighbourhoods was rated at almost 6 and the city at just over 5.

In 2006, the percentage of people (21.9%) believing that their neighbourhood has become safer, had increased in all districts if compared to that of 2005 (17%), while the percentage of those (20.7% in 2006) who thought it had worsened had decreased compared to 2005 (21.95 %).

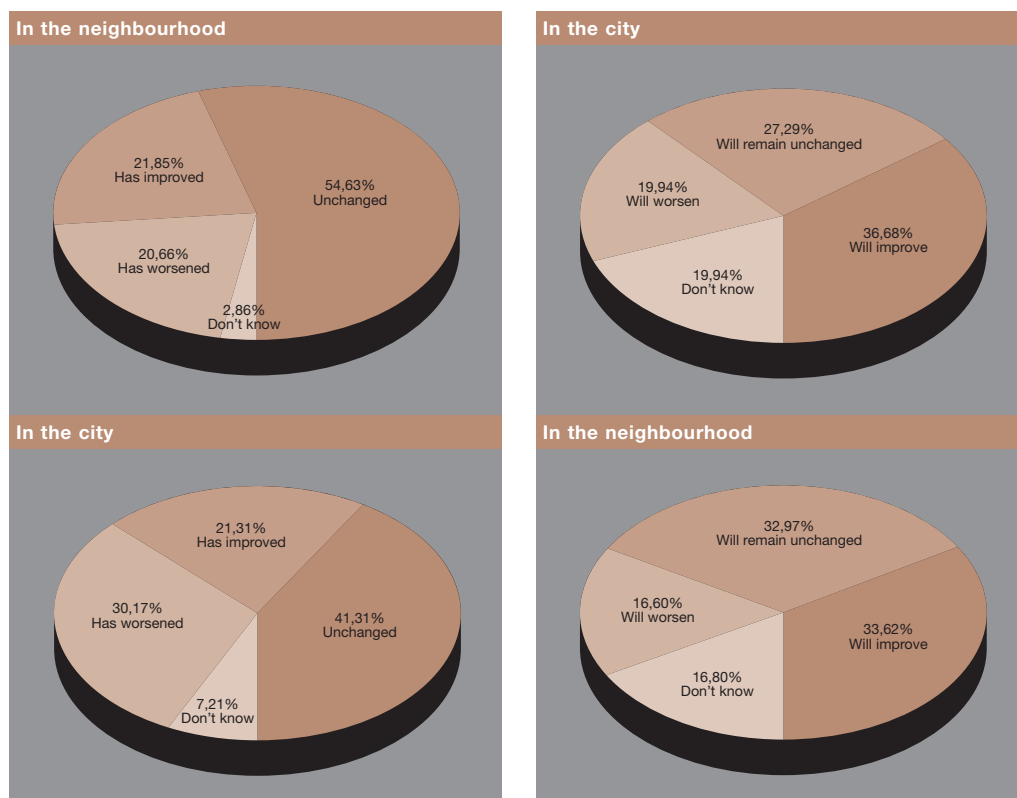
As far as confidence for the whole city went, there were more people who considered it had improved (18.45%) and fewer who thought it had worsened (30.82%) than in 2005.

### Evaluation of security in neighbourhoods last year

Years	Has improved	Unchanged	Has worsened	Don't know
2005	17.6	57.7	22.0	2.8
2006	21.9	54.6	20.7	2.8

### Evaluation of safety in the rest of the city

Years	Has improved	Unchanged	Has worsened	Don't know
2005	18.5	45.2	30.8	5.6
2006	21.3	41.3	30.2	7.2



There are more and more people who believe neighbourhoods are improving. The number of people believing that safety would worsen in their neighbourhood in the future fell in all districts. This all presented a picture of greater and growing optimism for safety, both for neighbourhoods and the city as a whole.

Future expectations for safety		
In the city	2005	2006
Will improve	35.45	36.68
Will remain unchanged	22.16	27.29
Will worsen	26.61	19.94
Don't Know	15.78	19.94
In neighbourhoods	2005	2006
Will improve	32.47	33.62
Will remain unchanged	26.99	32.97
Will worsen	23.40	16.60
Don't Know	17.14	16.80

### Crime-prevention plan

Crime-prevention is not the exclusive responsibility of the administration. There are many operators, both public and private who are involved in this area within the city.

The plan is based on the creation of a database which should be able to:

- To have a database that integrates all the prevention programmes and activities carried out in the city of Barcelona
- To involve agents from the different regions in the development of databases to foster networking.
- To promote joint responsibility in the preventive measures taken in the regions.

## 2. Cooperation in the analysis of points of interest within the districts

During 2006, operations along these lines were focused on the districts of Sants-Montjuic, Gracia, Horta Guinardo and Sant Marti.

In the case of Sants-Montjuic, the Department of Social Psychology at the University of Barcelona were charged with finding *“Methodological tools for the evaluation of the impact of insecurity and fear in the public spaces of the Zona Franca”*, this used the working methodology used in previous years in other areas of the city so that they could be compared.

In Gracia, information on the problems existing in the secondary education sphere relating to the consumption of toxic substances, as well as perceptions of the new forms of organization existing among young people, suggested that we need a greater amount of comparable information about the situation in the spaces associated with Secondary Education Institutes in Gracia and the borders of Sarria. To do this, we carried out a study titled *“Use of public spaces by SEI students in the district of Gracia and the borders of Sarria-Sant Gervasi”*.

The collaborative program with Horta Guinardo aimed to design a project titled *“Understanding the real-world situation in public spaces: An information collection system”*. The goal was to observe and analyse the situations existing in, and the use of public spaces using a systematic and diachronic tool for collecting both qualitative and quantitative information, so as to facilitate the prevention of conflicts. This is currently being compared with other spaces in the city.

Lastly, we carried out a study in Sant Marti under the auspices of the Community Plan on *“The use of public spaces and the social dynamics within them, in the district of Besos”* with the aim of developing proposals and strategies to improve the

management of cohabitation and to promote debate, discussion and participation to create a sense of community and ownership of the neighbourhood.

## 3. Agreements

- I. Within the terms of the agreement which the City Council has signed with the University of Barcelona, The Services Department is sponsoring two post-graduate places in the Social Psychology Department. These places will be reserved, on the one hand, to analyse and exploit the victimization survey database and public opinion of safety in Barcelona, and on the other hand, to develop tools for psycho-environmental observation and analysis of public spaces.
- II. We also have an agreement with the faculty of Political and Administration Sciences at the Pompeu Fabra University to allow the students of the faculty to do internships linked to the city and to crime-prevention.
- III. An agreement with the Criminal Law Department at Barcelona Autonomous University for the students to do internships in areas linked to public administration, crime prevention and safety.
- IV. The collaborative agreement remains between the Urban Sociology Laboratory (USL) at the École Polytechnique Fédérale in Lausanne and the City Council, this falls within the United Nations Programs on Public Policy and Safety. The USL is analysing safety policies for cities focusing on two in particular which have clear crime prevention and safety policies. Barcelona is being used for the North and Bogota for the South.
- V. Support for the Cooperation Agreement between the Autonomous Government's Department of Justice, the Federation of City Councils and the Catalan Association of City Councils and Regions (known in Spain by the Spanish / Catalan acronym “ACMC”) was maintained regarding the implementation

of alternative criminal measures in the context of juvenile justice, while in 2006 Community-Work measures were extended to adults.

- VI.** Collaboration Agreement with the Federation of Latin Institutes (FEDELATINA) to organize communications workshops. This is aimed at students in secondary education centres who have learning difficulties, as well as other students during the summer period.
- VII.** Collaboration agreement with AIS (Social Addiction Research) to carry out research and orientation and also to support the various professionals and technicians working in education and the services involve with adolescents/young people and to disseminate this information to the general public.
- VIII.** With Barcelona Activa we have an agreement to contract personnel with the aim of developing actions within crime-prevention projects and programs, both in the Services Department and in the districts. 20 technicians have been hired in total: 7 to work in the Department and 13 in the Crime Prevention Secretariats in the districts.

#### **4. District councils on crime-prevention and safety**

One of the tasks of the Crime Prevention Services Department is to promote the setting-up of crime prevention and safety councils in the districts with the support of a by-law which includes the participation of the various associations, organizations and citizen's bodies.

During this year we have set up a total of 11 Crime Prevention and Safety Councils in the districts.

#### **5. Policy coordination platforms**

These are open platforms in the districts which focus on safety and which are presided over by

a councillor or chair-person, these facilitate the exchange of information when defining working strategies and operations coordinated jointly between the police forces and other public services.

During 2006 we conducted 68 policy coordination platforms.

#### **6. Events aimed at minors**

##### **Communication Workshops**

The Federation of Latin Bodies (FEDELATINA) organized a Communication Workshop aimed at adolescents and young people with learning difficulties through a collaboration agreement with the Crime Prevention and Safety Services Department. This workshop also increased a positive outlook in the adolescents who are often perceived as conflict generators, there were 16 attendees.

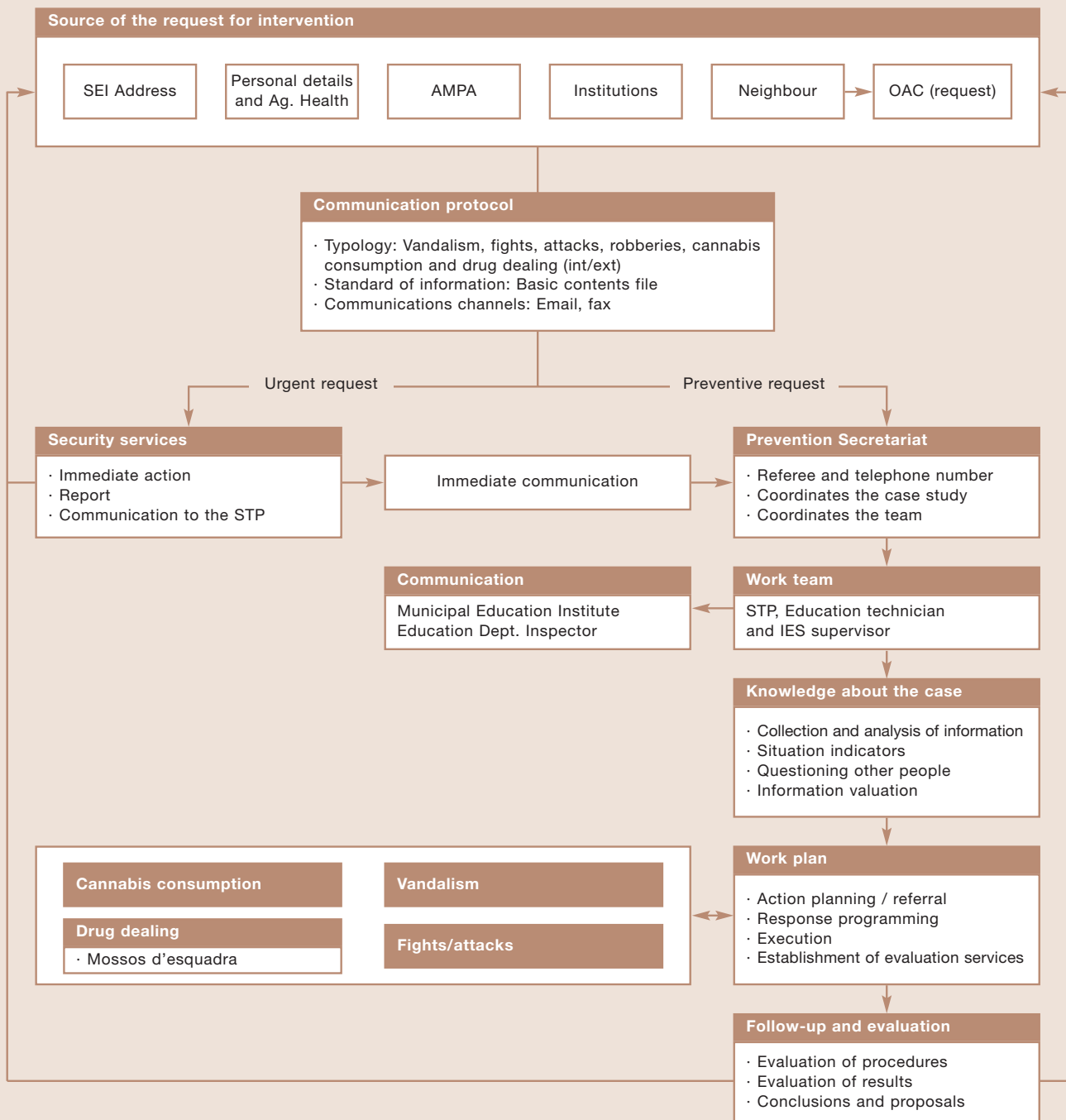
##### **Summer Workshops**

During the school summer holidays the number and the seriousness of incidents in public places rises considerably. This highlights the lack of attention adolescents and young people receive from their parents due to the long working hours adults have to endure.

The Federation of Latin Organizations carried out drawing, painting and communication workshops for 33 young people during the summer, these took place through a collaboration agreement with the Department of Crime Prevention Services.

##### **Methodology and pathways to respond to requests for events in schools and the education community**

The goal of this is to create communication channels and also to seek the involvement of different agencies: The education community and public services.



## 7. Educational events and community events

*Conflict management and the replacement of administrative and judicial sanctions with educational measures and community service*

The City of Barcelona puts special emphasis on everything related to the participation of citizens and to community dynamics, these are key elements in structuring new policies for conflict management in which collectivism is essential and dialogue a basic tool. Within the areas of promoting responsible behaviour and of conflict resolution systems, we have proposed different strategies to search for educational measures for the penalization of common transgressions.

Educational sentences and community service require the consideration of each case on an individual basis and also handling it with the most appropriate methods depending on the type of infraction or conflict, the zone in which it took place and the characteristics and circumstances of those involved.

### Methodology and pathways for educational events in non-compliance with municipal ordinances

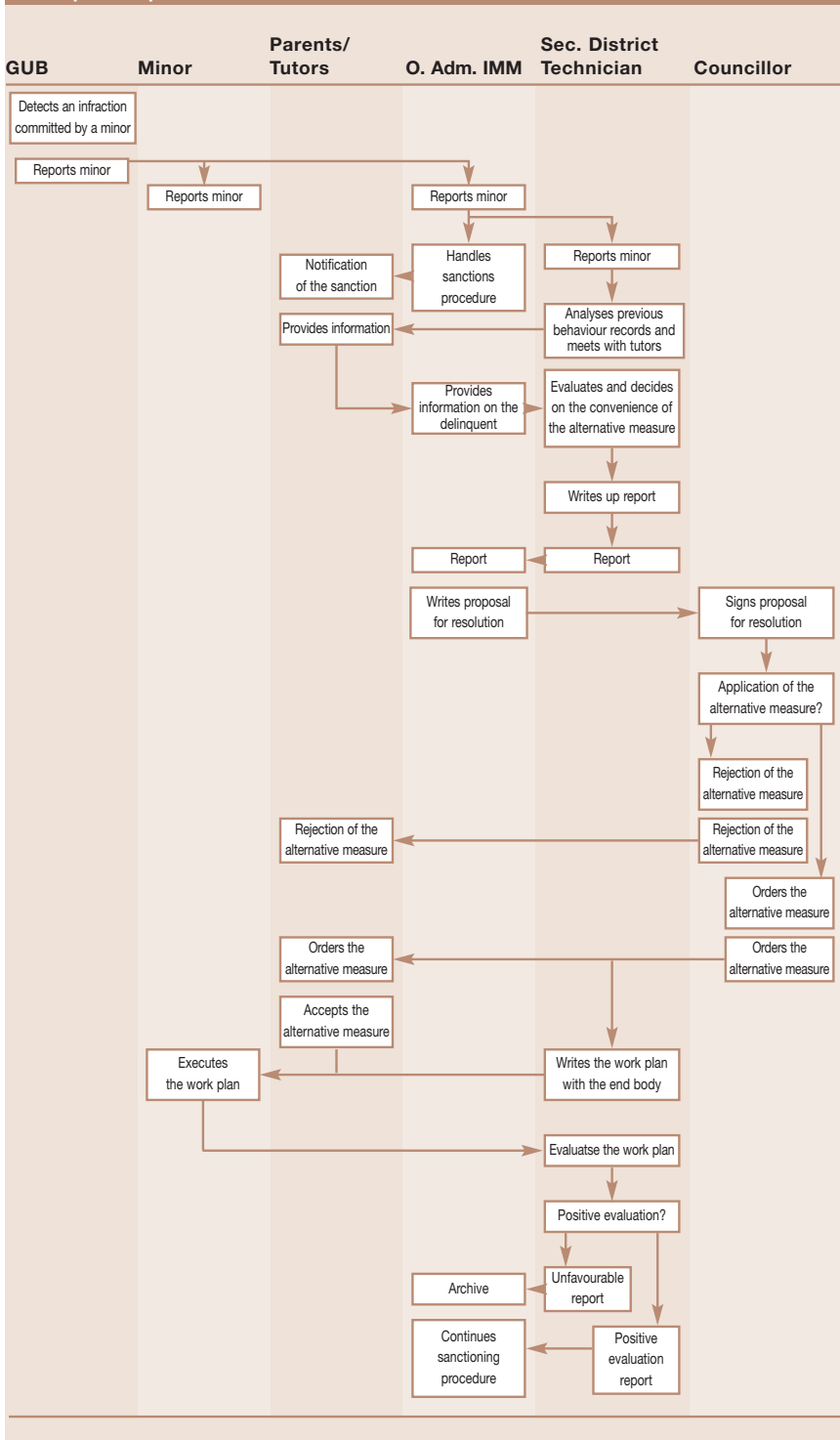
This pathway establishes educational measures and community service orders which substitute monetary fines, in accordance with Municipal Ordinances.

The aims of this pathway are:

1. To offer the substitution of a monetary sanction with an educational sanction or community service when the transgressor is a minor, except in cases of frequent re-offence.
2. To prioritize cases in which the transgressor is a resident of Barcelona.

During 2006 there were a total of 74 substitutions of fines for educational sanctions and community service.

Appendix 2. Operational manual. List of measures to promote and ensure cohabitation in the public spaces of Barcelona



### Services Benefiting the Community

In compliance with the collaborative Agreement with the Department of Justice of the Generalitat for penal measures, during 2006 there were 30 cases of Community Service and Mediation/Compensation combining a total of 643 hours of community service and compensation tasks for under-age transgressors.

### Community Service Jobs

We collaborated, together with the Justice Department of the Generalitat, in 42 cases of adult Community Service sentences, with a total of 5,504 hours, in compliance with that set out in the coordination agreements between the General Sub-Directorate for Open Measures and Alternative Sentencing of the Generalitat and the

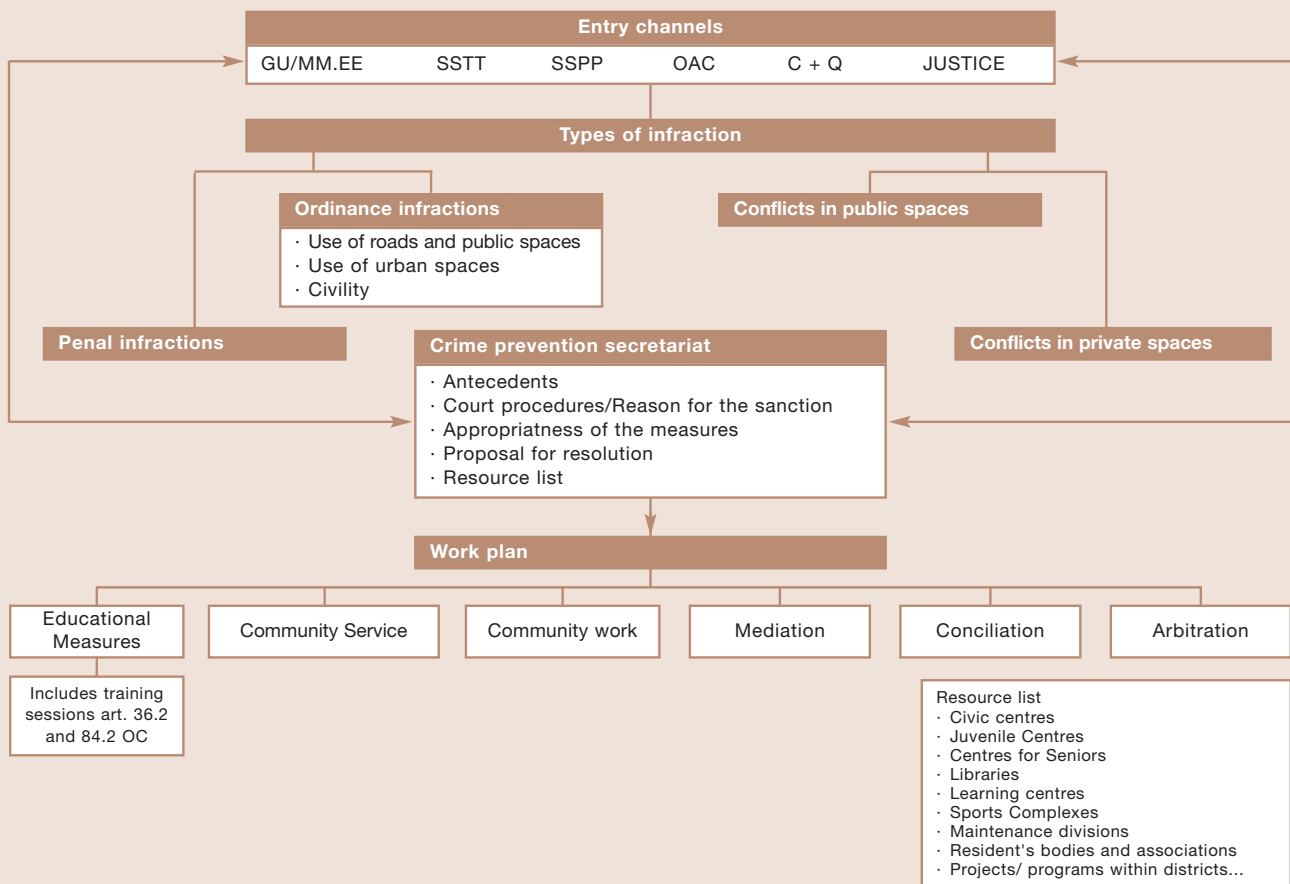
Department of Crime Prevention Services and also the District Crime Prevention Secretariats.

This compromise includes this year, the collaboration and coordination with the Guardia Urbana to execute sentences relating to traffic safety offences which fall within the jurisdiction/operations of the Guardia Urbana.

### Measurements

We established these bases for collaboration and coordination so as to be able to evaluate those cases in which it was considered opportune, and also to respond to conflictive situations involving cohabitation. This requires the establishment of the pathways and structures of analysis and derivation as well as criteria and control elements for the evaluation teams.

Appendix 3. Conflict management and the replacement of administrative and judicial sanctions by educational measures and community service



## 8. Best practice

In this section we would like to tell you about some of the projects and actions that, from the perspective of the management of crime-prevention, we consider that, both in terms of the methodologies used and the nature of the intervention, could be considered as being best practice.

### **Young Latinos, many viewpoints none of which is corporate**

As is already known, in 2004 we commissioned the study titled *"Public spaces and new forms of sociability: Latin-American youths in Barcelona"*, this took note of the emergence of a new phenomenon in which the subjects are characterized by their origin: Young Latinos. Although the study was done during the course of the academic year of 2004-2005, and was formally finalized at the end of 2005, during 2006 we were able to analyse and understand the dimensions of the task carried out by the city's public sector.

Many agencies and services participated in the project, many of which were not municipal, as well as organizations associated with this environment. The many points of view were very significant as was the understanding of the existence of these points of view. We are in fact convinced that, at least in this case, the public sector took advantage of the complexity and globality of the different approaches used so as to be able to understand both the social phenomenon and the complexity of the responses required.

### **30<sup>th</sup> of November Work Day**

Complexity of responses while being aware of "best practice", this summed up the work day which was organized on the 30<sup>th</sup> of November 2006 at the America House. More than 60 professionals who had worked together in the

initial seminar for the study in 2004, in the Pati Limona, could compare improvements in understanding of the phenomenon, the state of the situation and what the lines of action may be for the future. This was definitely a shared viewpoint on a situation which, because it is happening in the City, also requires responses and joint management.

### **Crime Prevention Platform in Nou Barris**

These platforms are debating forums also used for deigning and planning various interventions on the ground. All operators in the sector attend them (Personal Services, Security Forces, Education, Organizations, Crime Prevention Secretariat etc.) and provide information, they also encourage debate and propose intervention plans and evaluations for the same. The main goal of these platforms is to make sure that interventions associated with crime prevention and safety are cross-sector in nature.

We should also mention the importance of "rumour" information, that which has not been observed but which carries a lot of weight in the perception of reality and which often generates complaints from the community involved. The citizens and organizations taking part in the platform will often compare this information.

There are currently platforms operating in the neighbourhoods of Roquetes, Torre Baró and Ciutat Meridiana.

### **Crime Prevention Forums in Secondary Education Institutes (SEI)**

These aim to organize events using a cross-sector approach, they will include attendees from all bodies within the education community, they will also focus in-depth on certain themes of common interest to all.

During 2006, as a logical evolution of the SEI Pathway, the Crime Prevention Secretariats have been promoting the Crime Prevention Platforms in various SEI's throughout the city.

## 9. Distribution

While representing the City Council, the Crime-Prevention Services Department:

- Participated in the *European Forum for Urban Safety*, an organization which is currently associated with more than 500 European cities.
- Forming part of the *Network-14* of the European cooperation program with Latin-America, We participated in an URB-AL project on: *The part played by local government as a facilitator for the integration of policies involving the security of citizens.*
- Participated in the International Seminar on Peru: *XXI Century Cities: The experience in Barcelona.*
- Held several events in Madrid, Lerida, Ravena and Oviedo as requested by various organizations in these cities (both local and regional governments), with reference to the city of Barcelona and the discussions which have taken place with young Latinos.

## Department of Mobility Services

### Department of operations

The job of this Department is to manage traffic regulation services, research into adequate and correct signage on public highways and the organization and distribution of road space.

## Information / indicators

### Command Sheet

The Command Sheet is a tool for the Department to allow smoother management. It is a document created by the Services Department on a monthly basis. It includes a wide variety of information relating to traffic which may be important for decision making. It contains information pertaining to the following subjects:

- Opinions
- Traffic variables
- Public transport users
- Parking
- Human resources: Work force
- Repair teams: Traffic signal faults.

### Basic information on mobility in Barcelona

This is a collection of information on mobility in the city of Barcelona. It is an internal document, although one of its objectives is to provide information to respond to questions from the general public. It is a reference document for all information relating to mobility and traffic management. It is produced on a yearly basis. It includes a wide variety of information under the following sections:

- City
- Vehicles
- Mobility
- Public Transport
- Traffic indicators
- Road safety

### Actions to promote sustainable mobility

In the city of Barcelona global mobility is increasing every year. During 2006, the average number of trips taken on a work day was 6.11 million; this is an increase of 3.2% over 2005.

The most used was public transport with a share of 36.1%. Non-motorized methods (on foot or bicycle) made up 35.7% of the total number of trips and the other 28.2% were made by private transport. The use of motorcycles has increased and now makes up 6.7% of the total number of trips in the City.

## Pedestrians

We have taken action to improve the pedestrian-citizen relationship and will continue to do so. The following projects and studies were carried out during 2006:

- Practical and executive project for information signs for pedestrians in the District of Sant Andreu.
- Executive project for information signs for pedestrians in the district of Ciutat Vella.
- Implementation of new vertical signs for bollard-restricted accesses.
- Several actions relating to pedestrian areas and general signage to improve pedestrian areas.

According to the City Plan there are currently **69.59 ha** of areas which are prioritized for pedestrians.

### Traffic calming zones

New bollard-controlled zones were implemented in 2006, including several in areas which did not previously have many installations of this type. These were the districts of Gracia, Sarria and Sant Marti.

We also initiated improvements in the communication system in order to increase facilities, this included the progressive substitution of the current point-to-point system with RDSI lines and the implementation of an Ethernet network for the gates using ADSL or fibre-optic links.

### Progress of bollard controlled access zones

Year	Controlled zones	Control points	Entry control points	Exit control points
1998	6	33	n.d.	n.d.
1999	9	45	n.d.	n.d.
2000	10	51	n.d.	n.d.
2001	11	62	37	25
2002	14	66	40	26
2003	16	73	47	26
2004	18	77	49	28
2005	18	77	49	28
2006	21	95	64	31

The new gates and zones implemented this year are as follows:

- Escudellers:
  - Rull (automatic exit)
- Old town:
  - Colomines (timed entry)
  - Cambó (entry with identification)
  - Princesa (entry with identification)
- Farró:
  - Santjoanistes (entry with identification)
  - Villirana (entry with identification)
  - Guillem Tell (automatic exit)
- Gràcia
  - Verdi - La Perla (entry with identification)
  - Torrent d'en Vidalet - Congost (entry with identification)
  - Encarnació - Joan Blanques (entry with identification)
- Marià Aguiló:
  - Amistat (entry with identification)
  - Castanys (entry with identification)
  - Marià Aguiló - Pallars (entry with identification)
  - Marià Aguiló - Pujades (entry with identification)
  - Marià Aguiló - Llull (entry with identification)
  - Marià Aguiló - Joncar (entry with identification)
  - Marià Aguiló - Taulat

## Road safety

We should underline the following measures taken to improve road safety in 2006:

- We continued installing the new photo-voltaic illuminated signs near some schools;
- Sign improvements at some traffic black-spots;
- Other actions to improve road safety.

### Safe roads

During 2006 we installed 10 illuminated signs in the following locations:

Location	Number of signs	District
CEIP Pere Vila	1	Ciutat Vella
IP Sant Isidor	1	Eixample
Escola Lycée Français	2	Les Corts
CEIP Prosperitat	1	Nou Barris
CEIPM Ignasi Iglesias	1	Sant Andreu
CEIP Vila Olímpica	2	Sant Martí
I.S. Icària	2	Sant Martí

### Other actions

Among the road safety measures implemented in 2006 we should note:

- 7 studies on the implementation of traffic-calming bands.
- 2 studies on the implementation of walkways (raised pavements).
- 10 studies on intersections without traffic lights to improve their safety.

## Black-spots

The Municipal Action Plan (MAP) contains a section, including annual budget information, dedicated to the improvement of certain locations in the city which have shown a high rate of accidents over the previous year. This is Carrer the *Black-spot Improvement Program*. This is to say that during 2006 we took measures to reduce the rate of accidents at the black-spots registered in 2005.

In 2006 we spent a total of **102.528,01 euros** improving **ninety-eight** black-spots of which **fifty-six** were **2005** Black-spots, these were locations which saw more than ten accidents over the course of the year with a maximum separation of 15 metres.

Action was taken in all of the districts although most of the black-spots were concentrated in the District of Eixample:

District	Number black-spots
Ciutat Vella	5
L'Eixample	52
Sants-Montjuïc	6
Les Corts	3
Sarrià - Sant Gervasi	15
Gràcia	4
Horta - Guinardó	2
Nou Barris	2
Sant Andreu	2
Sant Martí	7
<b>Total</b>	<b>98</b>

Various different types of action were taken at all of the locations and sometimes more than one measure was implemented at a single location. In spite of this, the actions can be grouped in the following way:

Description of the action	Number of actions
Installation of safety devices	2
Reorganization of the intersection	0
Upright regulation signs	31
Upright information signs	1
Horizontal signs (picture)	50
Traffic light timing (modification/programming)	25
Complete installation of traffic lights	17
<b>Total number of actions</b>	<b>126</b>

## Hazard zones

As an appendix to the summary of Accidents produced by the Guardia Urbana, a module was developed for the treatment and analysis of operations aimed at reducing accidents in Hazard Zones, evaluated yearly since 2002.

This system orders and classifies the actions taken in each hazard zone according to its type and then channels them through the correct administrative pathways to execute them, also facilitating tracking and control.

Thanks to the new special accident analysis system, the supervisors can see the assignments for each Hazard Zone, for one or several studies, this allows them to track the number of accidents in the area in which they are interested. In this way, previous and current results can be compared with the actions being handled using the module.

## Bicycles:

- Development of the **Bicycle Parking Plan** in all 10 districts of the city of Barcelona. The aim of this plan is to respond to the apparent deficit of bicycle parking and bicycle-underground public transport interchangeability and to equip the sites which act as nodes for travellers with bicycle parks.

Bicycle Parking Places		
Districts	New parking bars	New Places
Ciutat Vella	240	480
Eixample	300	600
Sants Montjuïc	160	320
Les Corts	102	204
Sarrià-St.Gervasi	162	324
Gràcia	150	300
Horta Guinardó	165	330
Nou Barris	55	110
St. Andreu	90	180
St. Martí	71	142
Beach zones (Ciutat Vella i St. Martí)	180	360
<b>Total</b>	<b>1,675</b>	<b>3,350</b>

This Plan proposed an initial installation phase of **2,000 new bicycle parking places**.

- We responded to **125 requests for bicycle parks** from citizens, bicycle-user associations, Bicycle Trade Associations etc. which amounted to the installation of **1,174 new bicycle parking places**.
- In total, **3,174 new bicycle parking places were installed in 2006**. Given that in December of 2005 the City of Barcelona had 4 522 bicycle parking spaces, this represented an **increase of 70% in one year**.

## Evolution of cycle lanes

Year	km of lanes	Variation (%)
1990	7.3	
1991	7.3	0.0
1992	21.0	187.7
1993	21.0	0.0
1994	31.4	48.5
1995	57.7	83.8
1996	59.4	2.9
1997	72.2	21.5
1998	92.8	28.5
1999	108.6	17.0
2000	110.2	1.5
2001	116.1	5.4
2002	119.1	2.6
2003	121.7	2.2
2004	124.4	2.2
2005	127.5	2.5
2006	128.9	1.1

- Expansion of the **cycle lane network**:
  - Carrer Sancho Àvila, between Carrer Àvila and Carrer Ciutat de Granada, with a new separator for the lane (unidirectional): 230 m.
  - Carrer Roc Boronat between Avinguda Diagonal and Carrer Almogàvers (uni-directional): 420 m.
  - Avinguda Roma between Carrer Casanova and Carrer Comte Urgell (bi-directional): 235 m x 2 = 470 m.
  - Carrer Montalegre between Carrer Torres and Amat and Carrer Elisabets (uni-directional): 315 m.

In 2006 a total of **1,435 m of new cycle lanes** were created. We should also take into account the creation of a new pilot scheme in Zone 30 of St. Andreu where bicycles circulate alongside the other traffic.

### Motorcycles:

#### Evolution of motorcycle parking places

	1998	1999	2000	2001	2002	2003	2004	2005	2006
Spaces	3,390	6,640	8,540	10,138	12,317	13,171	17,759	37,162	38,234
New spaces	1,483	3,250	1,950	1,548	2,179	854	4,588	19,403	1,072

### Public transport

In 2006 we opened several new files relating to public transport, a few of which are:

Discretionary transport	58
Regular inter-urban lines	22
Urban buses	22
Medical transport	14

We also reported on the itineraries of 251 school routes.

#### Evolution of bus lanes

	1999	2000	2001	2002	2003	2004	2005	2006
Km of lanes	71.1	76.2	92.3	93.4	98.01	98.01	101.03	109.48
Increase	3.9	5.1	16.1	1.1	4.6	0.0	3.02	8.45

#### Bus stop platforms:

New platforms	4 (20 modules)
Widened platforms	9 (9 modules)
Moved platforms	5
Permanently retired platforms	10 (45 modules)
Renovated platforms	2
Stops with platforms (15/12/06)	184

### Signalling improvements relating to public transport

#### Implementation of bus lanes:

- Gran Via Corts Catalanes, towards Besòs (Carrer Mèxic - Plaça Espanya).
- Avinguda Diagonal, towards Besòs (Plaça Reina Maria Cristina - Carrer Numància).
- Carrer Jonqueres, (Carrer Ortigosa - Carrer Trafalgar).
- Carrer González Tablas, towards the sea (Ronda de Dalt - Avinguda de l'Exèrcit).
- Carrer Ciutat d'Asunción, towards the sea (Paseig Potosí - Carrer Sant Adrià).
- Paseig Lluís Companys, towards the mountain (Paseig Pujades - Carrer Almogàvers).
- Paseig Reina Elisenda de Montcada, towards Llobregat (Carrer Duquessa d'Orleans - Avinguda Pedralbes).
- Carrer Lepant (Ronda Guinardó - Carrer Sant Antoni Maria Claret)
- Carrer Lepant (Carrer Mallorca - Carrer Aragó).
- Via Laietana, towards the mountain (Plaça Francesc Cambó - Carrer Ortigosa).
- Carrer Aribau, towards the mountain (Travessera de Gràcia - Via Augusta).
- Avinguda Meridiana, towards the sea (Carrer Olesa - Carrer Espronceda).
- Gran Via de les Corts Catalanes, centre section towards Llobregat (Carrer Extremadura - Rambla Poblenou).
- Paseig Picasso, towards the sea (Paseig Pujades - Avinguda Marquès de l'Argentera).
- Carrer Cantàbria, both directions (Carrer Andrade - Gran Via de les Corts Catalanes).
- Carrer Llull (Carrer Badajoz - Rambla Poblenou).
- Pilot scheme for different types of signs for double bus stops.
- Implementation project for new double bus stops in Avinguda Diagonal, (Plaça Francesc Macià - Paseig de Gràcia).
- Implementation project for improvement of signs for the Sagrera shuttles for L1 and L5 (new stops, Itineraries and street directions etc.).

#### New taxi ranks:

District	Ranks	Spaces
Gràcia	3	11
Sant Andreu	1	4
Sant Martí	1	5
<b>Total</b>	<b>5</b>	<b>20</b>

## Car parks

During 2006 we reported the following in consultation with Legal Counsel:

- 6 pre-projects for underground car parks on the public highway.
- The two annual reviews of tariffs and rates for the municipal concession car parks.
- Rates for car parks which do not apply the maximum authorized tariffs.

### Goods distribution

In 2006 we also took action to improve signs and studied requests for new loading and unloading zones.

We also continued with the development and tracking of new annual licenses for night-time loading and unloading.

New public loading and unloading zones, 2006:	
Ciutat Vella	6
Eixample	5
Sants-Montjuïc	5
Les Corts	4
Sarrià-Sant Gervasi	3
Gràcia	7
Horta-Guinardó	11
Nou Barris	13
Sant Andreu	18
Sant Martí	13
<b>Totales</b>	<b>85</b>

Reserved parking spaces	
Consular parking:	
Eixample	2
<b>Totales</b>	<b>2</b>
Official bodies:	
Horta - Guinardó	2
<b>Totales</b>	<b>2</b>
Hotels:	
Eixample	3
Sarrià - Sant Gervasi	1
Sant Martí	1
<b>Totales</b>	<b>5</b>

## Disabled parking

In 2006 we dealt with a total of 155 cases relating to disabled parking spaces. Most of these were requests from the previous report for new spaces.

### Disabled parking permits:

In 2006 there were a total of 1850 requests for disabled parking permits.

Permits	
Applied for	1,850
Awarded	1,385
Rejected	455

The number of permits awarded can be broken down as per the following table:

Permits awarded	
Drivers	387
Non-drivers	998
Groups	0
<b>Total</b>	<b>1,385</b>

### Banners

In 2006 we dealt with 369 applications for the positioning of banderoles.

## Signs:

One of the most important developments during 2006 was the implementation of the Zone 30 Project pilot scheme in the old town of the Sant Andreu neighbourhood.

### Regulation signs

Projects relating to the definition, study, correction, improvement... in traffic regulation signs for vehicles. It should be noted that we implemented:

- 378 actions involving upright signs.
- 125 actions involving horizontal signs.

The most important layout improvements during 2006 took place in the following locations:

- Neighbourhood of Sant Antoni.
- Carrer del Carme (between Sant Llätzer and Riera Baixa).
- Via Laietana (Carrer Magdalenas intersection).
- Carrer Numància (between Avinguda Diagonal and Travessera de les Corts).
- Avinguda Drassanes.
- Carrer Creu Coberta (Consell de Cent intersection).
- Avinguda Paral·lel (Arc del Teatre intersection).
- Carrer Llobregós.
- Carrer Ciències.

Review projects and integral layout projects:

- Review of the sign project for Carrer Badajoz.
- Review of the sign project for Carrer Aiguablava.
- Review of the sign project for Carrer Provença.
- Review of the sign project for Carrer Equador.
- Review of the sign project for Carrer Montnegre.
- Sign project for Carrer Bac de Roda.
- Sign project for Carrer Pallars.
- Sign project for Carrer Josep Pla.
- Sign project for Avinguda Vallvidrera.
- Sign Project for Carrer Llull, between Sant Raimon de Penyafort and Rambla Prim.
- Sign project for Carrer Llançà.
- Sign project for Carrer Pallars.
- Sign project for Carrer Leiva.
- Sign project for Carrer Avenir.
- Sign project for Carrer Comte Borrell.
- Sign Project for Carrer Gran Via de les Corts Catalanes (between Extremadura and Rambla Prim).
- Sign project for Avinguda Roma.
- Sign project for Carrer Bosch i Gimpera.
- Sign project for Avinguda Esplugues (between Pedralbes and Gran Capità).
- Sign Project for Carrer Rambla Onze de Setembre and Fabra i Puig.
- Sign project for Carrer Taulat.

- Sign project for Carrer Marquès de Campo Sagrado.
- Ramblas traffic calming project.
- New bus stop project.
- Project for implementation of information signs for pedestrians in the district of Ciutat Vella.
- Upright sign project for Sundays and Holidays in the Rambla Catalunya.
- Study on motorcycle parking spaces in Gran Via de les Corts Catalanes between Extremadura and Rambla Poble Nou.
- Sign project for change of direction in Carrer Llacuna.
- Sign project for change of direction in Carrer Princesa.
- Convex traffic mirrors: 43 cases dealt with.

#### **Other regulation signs:**

- Collaboration with the Department of Public Works to advise and explain the signs used by the City Council of Barcelona for the completion of various public works.
- Completion of works

#### **Information signs:**

- 13 cases of private requests for information signs for facilities (hotels, schools etc.).
- Occasional improvements to information signs.
- Various requests for improvement of visibility of signs and their location.

#### **In 2006 we should also note:**

The project for different hospitals in the city: Morgues in Ronda de Dalt, Les Corts and Sarrià-Sant Gervasi.

#### **Other actions**

- Information on signs in various towns such as Mataró, Terrassa and Sant Adrià.
- Consultation and reports on signage for engineering firms Pro-Eixample, Pro-Noubarris, Districts which have urbanization plans in development.

- Attending calls and letters on various subjects (the meaning of regulation signs, information signs, green zone markings etc.).
- Writing of reports at the request of municipal groups as well as reports requested for land disputes.
- Coordination with the Regulation Service for signing new regulated intersections and modifications to stop lines so as to improve traffic flow.
- Collaboration and assistance for the GT 32 Working Group on Signs of the Generalitat de Catalunya.

## ACER

Development of the new centralized management system for informing the public about public works, activities and problems which may affect mobility.

This new tool improves the data acquisition system for urban mobility issues and makes it easier for all operators involved in reservations as it uses InterNet/ExtraNet.

It also makes the management process easier by expanding the information on the affected area during the reservation process and also makes operation easier by allowing drawing directly on the maps. In this way it can be designed giving priority to the most pertinent and essential items:

- Affected area ("Where?")
- Duration ("When?")
- Level of disruption ("How much?")

The Safety and Mobility portal of *bcn.cat* is refreshed regularly so as to ensure the integrity of the information and to make navigation easier and the design clearer.

- A scaleable graphic interface which is: A schematic plan which shows transport routes

in different colours in the large-scale view and close up detail in the small-scale view.

- Open selection of a time window to check issues and affected areas occurring over a certain time period.
- Position information using two levels of accuracy: Section of street (large scale) and postal address (small scale).
- Information on the precise nature of the works including a description, shown both graphically and in a list format.

The inauguration of the data acquisition and management model is projected for the 1<sup>st</sup> of January 2007, and the start-up of web-based consulting for January/February 2007.

## Traffic regulation:

This service manages all of the traffic regulation and control installations, such as traffic lights, CCTV cameras, traffic detectors, changeable signs, reversible lanes, bollards, fixed radars, speed cameras... and also the traffic information systems (web pages and information signs) among others.

Among the actions taken by the Traffic Regulation Service, the following should be mentioned:

## Actions and Projects undertaken by the Regulation Service

### Ring roads (Rondas):

- Awarding of the Contract for the implementation of the automatic information system for journey times and traffic volumes shown on the sign boards on the Ronda del Litoral (B-10) (KAIROS)
- Renovation of the video system, which was previously black-and-white, with a new colour

one including an accident detection system for the 53 cameras in the longer tunnels of the Ring roads. We also added an extra 7 new cameras similar to these ones.

**City:**

a) New version of the AVERSEM fault handling program for traffic lights.

b) Awarding of a contract for the renewal of 53 intersections in the city of Barcelona on fundamental routes such as: Avinguda del Paral·lel, la Gran Via and also Carrer Aragó, Carrer Balmes and Carrer Urgell. The aim is to improve the state of the installations and expand and complete the current ones by incorporating new LED traffic lights at these intersections. These improvements also include an Uninterrupted Power System (UPS) at each intersection. The intersections included in the contract are the following:

**Av. del Paral·lel**

- Paral·lel - Llançà - Av. Mistral
- Paral·lel - Vilamarí - Lleida
- Paral·lel - Entença - Tamarit
- Paral·lel - Rocafort - Manso
- Paral·lel - Calàbria - Parlament
- Paral·lel - Vilamarí - Lleida
- Paral·lel - Comte Borrell
- Paral·lel - Rda. Sant Pau
- Paral·lel - Nou de la Rambla
- Paral·lel - Portal Sta. Madrona

**Gran Via de les Corts Catalanes**

- Gran Via - Vilamarí
- Gran Via - Villarroel
- Gran Via - Casanova
- Gran Via - Muntaner
- Gran Via - Aribau - Rda. S. Antoni
- Gran Via - Universitat
- Gran Via - Balmes

- Gran Via - Rambla Catalunya
- Gran Via - Pg. de Gràcia
- Gran Via - Pg. de Sant Joan
- Gran Via - Lepant
- Gran Via - Padilla
- Gran Via - Castillejos
- Gran Via (Llobregat) - Pl. Glòries

**Calle de Aragó**

- Aragó - Urgell
- Aragó - Muntaner
- Aragó - Aribau
- Aragó - Balmes - Pl. Letamendi
- Aragó - Rambla de Catalunya
- Aragó - Pg. de Gràcia
- Aragó - Pau Claris
- Aragó - Roger de Llúria
- Aragó - Bruc
- Aragó - Girona
- Aragó - Bailén
- Aragó - Pg. de Sant Joan
- Aragó - Sardanya - Diagonal
- Aragó - Marina

**Calle de Balmes**

- Balmes - Còrsega
- Balmes - Rosselló
- Balmes - Provença
- Balmes - Mallorca - Enric Granados
- Balmes - València
- Balmes - Consell de Cent
- Balmes - Diputació

**Calle de Urgell**

- Urgell - París
- Urgell - Còrsega
- Urgell - Rosselló
- Urgell - Provença
- Urgell - Mallorca
- Urgell - Av. de Roma - València
- Urgell - Consell de Cent
- Urgell - Diputació

c) Studies and modifications to times and phases of traffic lights at various intersections and roads within the city, various engineering projects due to requests (Guardia Urbana, TMB, Districts, IRIS complaints, problems...).

d) Creation of new projects and consulting on external traffic regulation projects for new installations:

- Ctra. Esplugues - Abadessa Olzet
- Creu Coberta
- Av. Roma - Casanova
- Av. Roma - Urgell
- Av. Roma - Villarroel
- Comte Borrell (between Avinguda Roma and Rosselló)
- Trav. de les Corts - Mejía Lequerica
- Riera Blanca (several intersections)
- Ctra. Collblanc
- Aribau - Sant Eusebi
- Mare de Déu de la Salut
- Llacuna - Taulat
- Mina de la Ciutat - Fornells
- Mare de Déu de Montserrat - França
- Secretari Coloma - Providència
- Torrent de l'Olla - Sant Salvador
- València - Gabriel i Galán
- Huelva - Provençals
- Gran Via - Cantàbria
- Gran Via - Espronceda
- Via Júlia - Tissó
- Via Júlia - Joaquim Valls
- Via Júlia - Argullós
- Via Júlia - Mas Duran
- Via Favència - Castor
- Bac de Roda - Cristóbal de Moura
- Cristóbal de Moura - Espronceda
- Llull (between Prim and Ramon de Penyafort)
- Av. Meridiana - Garcilaso
- Navas de Tolosa - Olesa
- Pare Claret - Biscaia
- Bac de Roda - Pallars
- Bac de Roda - Marroc
- Marroc - Espronceda
- Bac de Roda - Bolívia

- Roc Boronat - Bolívia
- Roc Boronat - Tànger
- Roc Boronat - Sancho de Ávila
- Selva de Mar - Pujades
- Pujades - Provençals
- Josep Pla - Marroc

e) Remodelling and improvements to traffic light installations and their operation:

- Several actions in Plaça Lesseps
- Diversion in Paseig Zona Franca due to works (new installations and remodelling)
- Alternative route for the Ramblas due to works.
- Alternative route for Ctra. Vallvidrera due to works
- Alternative route for Dr. Bové due to works
- U-turn in Carrer Llacuna
- Via Júlia - Via Favència
- U-turn in Carrer Angli due to works in Via Augusta
- Various actions in Via Augusta (summer works)
- Diversion in Carrer Gavà due to works
- Diversion and remodelling works Mare de Déu de Montserrat
- Works in Plaça Maragall (several actions)
- Travessera de Gràcia - Aribau (school route)
- Travessera de Gràcia - Balmes (school route)
- Cister - Quatre Camins (school route)
- Sardanya - Consell de Cent (school route)
- Llacuna - Tànger
- Avinguda Diagonal - Roc Boronat
- Avinguda Diagonal - Bilbao
- Perú - Espronceda
- Roc Boronat - Almogàvers
- Sancho de Ávila - Llacuna
- Bac de Roda - Llull
- Bac de Roda - García Faria
- Bac de Roda - Taulat
- Bac de Roda - Pallars
- Bac de Roda - Pujades
- Bac de Roda - Ramon Turró
- Josep Pla - Pere IV
- Josep Pla - Perú
- Marià Aguiló - Pujades
- Marià Aguiló - Pallars
- Marià Aguiló - Pere IV
- Ramon Turró - Pamplona

- Carmen Amaya - Vicens Vives
  - Paseig Maragall - Dante (new pedestrian path)
  - Ciutat d'Asunción - Potosí
  - Various works in Gran Via between Bilbao and Extremadura
  - Via Trajana - Santander
  - Avinguda Bogatell (new pedestrian routes)
  - Paseig de Santa Coloma - Coronel Monasterio
  - Avinguda Litoral - Josep Pla
  - Gran de Gràcia - Astúries
  - Paseig Fabra i Puig - Deià
  - Diversions due to works in Ctra. Collblanc
  - Works in Paseig Urrutia (provisional installations)
  - Diversions due to blocking in Pere IV (works in Parc Central)
  - Various works (diversion and opening Avinguda Meridiana)
  - Works in Carrer Balmes (Pàdua, Roselló...)
  - Works in Plaça Molina
  - Reverse lane in Carrer Princesa
  - Reverse lane in Carrer Boira
  - Reverse lane in Carrer Lluc
  - Modifications to Rda. Guinardó with Pasaje Llívia and Agregació (reverse lanes)
  - Via Augusta - Lluís Antúnez and Riera de Sant Miquel (Works at the mercado Llibertat)
  - Reverse lane in Juan de Garay with Navas de Tolosa, Biscaia and Trinxant
  - New pavements in Via Laietana - Carrer Comtal
- f) Improvements in the urban traffic control system (SDCTU) with implementation of the time selection mode at the Traffic Control Centre.
- g) Modifications and studies on traffic light times and phases at various intersections.
- h) Expansion of the network of traffic detectors with 84 new measuring points using electromagnetic coil technology.
- i) New contracts:
- Consulting for external traffic regulation projects.
  - Remodelling and improvements in traffic light installations:
    - Paseig Lluís Companys - Paseig Sant Joan - Avinguda Vilanova - Trafalgar
    - Gran Via - Padilla
    - Paseig Picasso - Avinguda Marquès d'Argentera
    - Paseig Maragall - Ramon Albó
    - Potosí - Ciutat d'Asunción
    - Avinguda Josep Tarradellas - Còrsega - Equador
  - Traffic Control Centre
    - 26,600 traffic light fault warnings dealt with in 2006.
    - 4,100 incidents / IRIS program complaints from IRIS dealt with.
    - Supervision of the traffic information shown on the information sign boards and the traffic web page of the City Council of Barcelona.
    - 26 specific actions informing on predicted incidents on the information sign boards and on the internet.
    - Management of the access control system for pedestrian areas regulated by automatic bollards.
- j) Participation in the Working Group on Contents and Format Criteria on the Use of Information Sign Boards and Message Boards: Strategy and Homogeneity in the Road Network of the Catalan Commission for Traffic and Road Safety.
- k) Technical help in the development of the new Barcelona traffic regulation model, both in terms of hardware and communications protocols.
- l) Testing of visual recognition systems for bollard accesses to facilitate the flow of residents vehicles by number-plate recognition and not through proximity cards. This test is ongoing at the Ramblas-Canuda access gate.
- m) Change of the bollard communications systems to the control centre which is moving from RSDI technology to TCP/IP with ADSL.

n) Communications pilot scheme for bollards using optical fibre in four locations which have communications problems. Development of software for controlling the four bollards using TCP/IP over optical fibre.

o) Integral maintenance. Continuation of the project to install LED technology in all traffic lights possible.

p) Access restriction project in las Ramblas using visual recognition system. Implementation of a Gigabit network in las Ramblas to communicate with cameras in the street and 8 link nodes. Development of CCTU control software.

q) Development of a tender for a video-monitoring system using visual recognition systems formerly known as "Fotorrojo". Competition to develop a system which satisfies the tender and implementation in the street for a trial period of four months. Analysis of results and evaluation of viability.

r) Competitive bid for the acquisition and exploitation of 10 video-reporting systems using visual recognition systems.

s) Various tests on the street camera systems to improve both quality and maintainability. Tests so as to present a competitive bid to switch the video systems in the city to a digital communication system using optical fibre and MPEG 4 encoding.

t) Maintenance tender for the tunnels in the city.

u) Execution and tracking of the competition for a Gigabit network throughout the city, with a massive change in the traffic regulation centres. As such, all of the centres will have a TCP/IP connection with the CCTU through optical fibre which, among other benefits, will make them far less vulnerable to storms.

v) Competitive bid and execution of two fire-brigade communications lines. We took advantage of these new lines to change the technology in the activation and tracking system of the lines, transforming them into a centralized, non-distributed system using TCP/IP communication over optical fibre.

w) Competitive bid and execution of renovation and centralization of intersections, in some cases including change of regulator, optical fibre communications and LED traffic lights.

x) Awarding of the competitive bid for the maintenance of the radars in the city which. For the first time, included the equipment which the Guardia Urbana have in their cars; in this way all of the equipment will be covered by a single maintenance contract.

y) Competitive bid and execution of the multi-use lane in Carrer Trafalgar with luminous bollards and LED information screens.

z) Development of the signalling and control of an illuminated sign in order to reverse the direction of traffic in Carrer Eduard Tolrá. Development of software for the sign to be controlled directly from the PDA's of the Guardia Urbana.

aa) Implementation of the SIA system for controlling traffic incident warnings from the Control Centre, including connections to the maintenance firms and incident analysis capabilities.

## Historical evolution of legal consultation cases

Total number of cases					
2002	2003	2004	2005	11 months of 2006	Projected total for 2006
9,600	22,497	22,896	24,424	32,539	34,000

#### Pleas, litigation and citizen's services

	2002	2003	2004	2005	11 months of 2006	Projected total for 2006
Letters received	3,623	5,409	8,786	7,379	9,458	10,000
Unsuccessful pleas	656	1,103	1,533	1,391	1,595	1,800
Successful pleas	451	703	1,012	913	476	600
Unsuccessful litigation	508	876	1,285	716	860	920
Recursos estimados	2	21	38	15	23	27
Citizens summonsed	1,223	1,845	2,017	1,843	3,621	3,900
Citizens appearing	692	972	1,693	1,327	2,742	2,900

#### Transfer of cases to the traffic prefecture for dealing with suspension of licenses

	2001	2002	2003	2004	2005	11 months of 2006	Projected total for 2006
<b>Total</b>	<b>1,895</b>	<b>2,459</b>	<b>3,880</b>	<b>5,852</b>	<b>7,540</b>	<b>10,734</b>	<b>11,500</b>

## Planning Department

The basic activity of this department is the preparation of studies, projects, reports and proposals before implementation on public highways. This group works from two perspectives: Large city-wide projects and actions within the districts.

Below we present a summary of the most relevant actions carried out in 2006.

### Large city-wide projects

- Development of the Urban Mobility Plan (UMP) in the city; done in conjunction with the Mobility Pact which acts as Territorial Mobility Council. This project should become the strategic tool for sustainable planning for mobility, in compliance with the Mobility Law of Catalonia.
- Study for the optimization of the urban bus network through a collaboration agreement with TMB and the Polytechnic University of Catalonia.

- Initiation of a project for the improvement of the speed of the surface public transport network -buses-. This project exploits the information available at the TMB control centre on the bus fleet, in real time, and the ability of the Mobility Management Centre to act on traffic light regulation with the aim of minimizing the time spent at red lights. A pilot scheme was initiated in Carrer Aribau. In the same context, we implemented double stop points for buses in the avenida Diagonal with the aim of minimizing waiting time for vehicles.
- Initiation of mobility studies for determining the optimal configuration for Via Laietana and Plaça Urquinaona.
- Deepening and completion of mobility studies for the re-urbanization of Plaça de les Glòries. Collaboration in the participation process initiated with citizen's associations and organizations.
- Initiation of a mobility study for the design and configuration of the Sant Ramon de Penyaforat - Via Trajana intersection.
- Writing of various studies and projects for improving the circulation in the Ronda Litoral.

- Preparation of the project and execution of access control and exits at three slip roads of the Ronda Litoral (Selva de Mar, Plaça dels Voluntaris and Plaça de les Drassanes).
- Initiation of mobility studies for configuration and optimal layout of a new link between Zona Franca and Eixample through Montjuïc.
- Preparation of mobility plans for the organization of large events. Cardiology Congress (September 2006), Merce holidays...
- Preparation of the mobility study for optimizing access to the future Justice Centre, in collaboration with the Generalitat of Catalonia (GISA) and the Town Council of L'Hospitalet de Llobregat.
- Participation in the Mobility Forum of the Logistical Activities Zone and the Consortium of the Zona Franca.
- Conception, planning and design of the individual public transport system (IPT) based on the bicycle.
- Modification of the circulation ordinance, pedestrians and bicycles.
- Participation in the preparation of the Decree for the Regulation of the Evaluation of Mobility Studies.
- Participation in the Institutional Group for tracking the preparation work on the Master Mobility Plan of the Metropolitan Area of Barcelona, being partly written by the ATM.
- Formulations of pleas for the improvement of the Transport Infrastructure Plan for Catalonia 2006-2026, written by the Secretariat for Mobility of the Generalitat of Catalonia.
- Formulation of pleas and proposals for improvements in the National Mobility Guidelines, written by the Secretariat for Mobility of the Generalitat of Catalonia.
- Preparation of the technical specifications and the homologation tests for the new traffic light regulator in Barcelona.
- Improvements in the security, robustness and reliability of communications with the on-street traffic management equipment through the

expansion of the Gigabit network of the Safety and Mobility Sector.

- Collaboration in the European ICING project for the incorporation of new technologies in mobility management.
- Creation of four working groups (mobility model, public transport, traffic and car parks and infrastructures) at the Mobility Council of the Zona Franca.
- Collaboration in the definition of the Spatial Infrastructure Plan in the Marina District.
- Participation in the mobility project for the City of Justice.
- Participation with ITS Spain to incorporate the city of Barcelona into the RDS-TMC traffic information system.
- Remodelling project for the Ronda del Mig between Plaça Lesseps and Carrer Balmes.

## Sustainable mobility

We should mention the participation of the organization in the Sustainable and Safe Mobility Week.

### Traffic calming zones. Zone 30

- Tests for implementing the camera system for monitoring access to the ascending lane of La Rambla (pending start of operation).
- Delineation, implementation and establishment of the criteria for signs in Zone 30 in the old town of Sant Andreu.
- Participation in the Implementation commission for the school route at the Prosperitat CEIP. Nou Barris district.
- Footpath plan for the municipality of Barcelona.

### Bicycles

- Preparation and development of the Bicycle Parking Plan in all 10 districts of the city of Barcelona. Initiation of execution in the districts of Ciutat Vella, Sant Martí (frente

litoral) and parts of Sant Andreu. This Plan proposed an initial installation phase of 2000 new bicycle parking places.

- Approval of the **Strategic Bicycle Plan** at the plenary of the City Council in February of 2006. This plan sets out the strategies of the bicycle policy up to 2010.
- Initiation of the permanent service for **Bicycle Registration in the City of Barcelona** during the Sustainable and Safe Mobility Week 2006. A website was created (**[www.bcn.cat/registrebicicletes](http://www.bcn.cat/registrebicicletes)**) and a leaflet produced.
- **Bicycle appraisal plan** to achieve the desired bicycle network in Barcelona.
- We responded to **125 requests for bicycle parks** from citizens, bicycle-user associations, Bicycle Trade Associations etc. which amounted to the installation of **1,174 new bicycle parking places**.
- Expansion of the **cycle lane network**:
- Carrer Sancho Àvila, between Carrer Àvila and Carrer Ciutat de Granada, with a new separator for the lane.
- Carrer Roc Boronat between Avinguda Diagonal and Carrer Almogàvers.
- Avinguda Roma between Carrer Casanova and Carrer Comte Urgell.
- Carrer Montalegre
- Sections in 22@
- Participation in **Bicycle week 2006** (5-11 June).
- Collaboration in:
- **'Mou-te amb bici 2006'** (urban bicycle promotion campaign for students of the 2<sup>nd</sup> cycle of the ESO).
- **'A la feina i a l'associació, bicia't 2006'** (urban bicycle promotion campaign organized by signers of Agenda 21).
- Participation in the **European project Spicycles** (Sustainable Policies for Cities on Cycling) with the aim of developing actions to be taken in the city of Barcelona to promote the everyday use of the bicycle.

## Public Transport

### · New sections of **bus lane**

- Gran Via Corts Catalanes, towards Besòs (Carrer Mèxic - Plaça Espanya).
- Avinguda Diagonal, between Plaça Reina Maria Cristina - Carrer Numància (towards Besòs).
- Carrer Jonqueres between Carrer Ortigosa and Carrer Trafalgar.
- Carrer González Tablas, towards the sea (Ronda de Dalt - Avinguda de l'Exèrcit).
- Carrer Ciutat d'Asunción between Paseig Potosí and Carrer St. Adrià (towards the sea).
- Paseig Lluís Companys between Paseig Pujades and Carrer Almogàvers (towards mountain).
- Paseig Reina Elisenda de Montcada between Carrer Duquessa d'Orleans and Avinguda Pedralbes (sentido Llobregat).
- Carrer Lepant between Ronda Guinardó and Carrer St. Antoni Maria Claret, and between Carrer Mallorca and Carrer Aragó.
- Via Laietana between Plaça Francesc Cambó i Carrer Ortigosa (towards mountain).
- Carrer Aribau between Travessera de Gràcia and Via Augusta (towards mountain).
- Avinguda Meridiana between Carrer Olesa and Carrer Espronceda (towards the sea).
- Gran Via (tronco central) between Carrer Extremadura and Rambla de Poblenou (sentido Llobregat).
- Paseig Picasso between Paseig Pujades and Avinguda Marquès de l'Argentera (towards the sea).
- Carrer Cantàbria between Carrer Andrade and Gran Via de les Corts Catalanes (both directions).

- Bus network: **Pilot scheme for a double stop in Avinguda Diagonal**, between Plaça Francesc Macià and Plaça Joan Carlos I. The double stop is made up of a central canopy and two stopping points allowing two buses to use the stop simultaneously. The goal is to speed up mounting and dismounting the bus and improve the circulation of buses.

- **Prioritization of traffic lights for the bus lanes in Carrer Aribau** between Gran Via and Via Augusta.
- Development of an agreement between TMB (Barcelona Metropolitan Transport)- CENIT (Transport Innovation Centre, Polytechnic University of Catalonia)- Barcelona City Council to **improve the efficiency of the bus network of the city of Barcelona**.
- Analysis and reports on the urbanization project in Carrer Comte Borrel between Rosselló and Gran Via.
- Analysis and reports on the urbanization project in Carrer Marquès del Campo Sagrado, between Comte Borrell and Ronda de Sant Pau.
- Analysis and reports on the urbanization project in Carrer Llançà, between Sepúlveda and Gran Via.

### Motorcycles

Creation of a **Working Group on Motorcycles with the cities of London, Paris and Madrid** within the IMPACTS group of cities.

- Inventory and diagnostics on the functioning of the taxi ranks in the districts of Ciutat Vella, Eixample, Sant Martí, Sants and Les Corts.

## Districts

### Ciutat Vella

- Implementation of the mobility plan in Raval. Opening of the connection between Carrer Montalegre and Carrer Torres i Amat.
- Study on the transport of goods at the Boqueria Market.
- Mobility criteria for re-urbanization in Via Laietana.
- Tracking of the preparation and implementation of the Mobility Plan in the neighbourhood of Casc Antic.
- Reversal of the traffic direction in Carrer Princesa.
- Creation of the “Princesa-Cambo” pedestrian island.
- Project for information signs for pedestrians.

### Eixample

- Calming measures in the Rambla Catalunya between Diagonal and Gran Via on Sundays and public holidays and also evaluation of the measures.

### Sants - Montjuïc

- Establishment of mobility criteria for urban planning in the neighbourhood of La Marina.
- Urbanization project in Carrer A in Zona Franca.
- Re-urbanization of Plaça Ibáñez
- Project for the expansion of the regulation of on-street parking (Green Area) in the neighbourhood of Satàlia del Poble Sec.
- Report on the re-urbanization project for the first phase of Poble Sec.
- Ronda Verde

### Les Corts

Mobility Plan for improving the entries and exits to the F.C. Barcelona stadium and reduction of impact on the environment.

- Mobility study for the remodelling project in the Ctra. de Collblanc between Travessera de les Corts and Camí de Torre Melina.
- Mobility study for the urbanization project for Travessera de les Corts between Avinguda Sarrià and Carrer Numància, including Plaça del Doctor Ignasi Barraquer.
- Analysis and reports on the urbanization projects in:
  - Carrer Equador between Travessera de les Corts and Carrer Marquès de Sentmenat.
  - Carrer Montnegre between Carrer Nicaragua and Carrer Entença.
  - Carrer Galileo between Travessera de les Corts and Carrer Europa.
- Analysis of mobility in the area of the new Dexeus Institute located between Carrer

Sabino Arana, Gran Via Carles III and Carrer Mejía Lequerica.

- Changeable signs in the neighbourhood of la Merce to manage traffic during the school journey hours and dual direction in Carrer Gran Capità between Avinguda d'Esplugues and Carrer Cavallers.

#### **Sarrià-St.Gervasi**

- Mobility study for determining the optimal configuration of Carrer Cardenal Sentmenat.
- Mobility plan for the school zone in Sarrià-St.Gervasi (between Paseig Bonanova and Ronda de Dalt).
- Mobility study for the remodelling project in Carrer Calvet between Via Augusta and Travessera de Gràcia.
- Analysis and reports on the urbanization projects in:
  - Carrer Major de Can Caralleu.
  - Avinguda Vallvidrera between Carrer Vidal i Quadras and Peu Funicular Station.
- Report on the relocation of the entry and exit ramps for the car park on Avinguda Pau Casals between Plaça Francesc Macià and Carrer Mestre Nicolau.
- Analysis and reports on the car park ramps projected for Plaça Wagner according to the Special Subsurface Urban Ordinance Plan.
- New bollard access controls in the neighbourhood of Farró.
- Commission for safety in the areas of the educational centres in Sarrià-St. Gervasi.
- Study of the organization of the circulation directions in the urbanization of 'La Budellera'.

#### **Gràcia**

- Study and report on the remodelling project in Via Augusta between Avinguda Diagonal and Plaça Molina.
- Study and report on the remodelling project in Avinguda de l'Hospital Militar.

- Study and mobility report in the area of the new Quiron Clinic and the Pere Virgili and Delfos hospitals.
- Study and mobility report in the triangle made by Carrer Craywinckel, República Argentina and Paseig de Sant Gervasi.
- Study and mobility report for the area of Riera de Sant Miquel.

#### **Horta - Guinardó**

- Study and report on the evolution of traffic in Avinguda de la Mare de Déu de Montserrat.
- Study and mobility report in the area of the market in Guinardó.
- Study and mobility report in Mig - Teodor Lorente - Olesa - Garcilaso.
- Study and mobility report in the neighbourhood of Carmel.
- Study for the continuation of the bicycle lane in the Ronda de Dalt between Plaça de Karl Marx and the Horta velodrome.

#### **Nou Barris**

- Widening of the pavements in Via Júlia
- Re-urbanization of the Porta neighbourhood.
- Construction of the "Porta d'Europa" connecting bridge between Vallbona and Ciutat Meridiana.
- Underground parking works in Carrer Miguel Hernández, Plaça Carib and Plaça Garrigó.
- Car park project under the Ciutat Meridiana football ground.

#### **Sant Andreu**

- Tracking disruptions in the area of Meridiana caused by the works at the Sagrera Interchange.
- Re-urbanization of Carrer Olesa between Plaça Maragall and Concepción Arenal and ordinance changes in Carrer Olesa, Concepción Arenal and Juan de Garay.
- Analysis of mobility at the Porta Trinitat works (Meridiana-Via Favència).

- Tracking Mobility for the Sagrera Plan.
- Designing of a pilot scheme for a goods distribution micro-platform in Sant Andreu, to be carried out in 2007.
- Participation in the implementation project for bus-vao lanes in C58-Meridiana-Sagrera.

#### **Sant Martí**

- Remodelling project in the Plaça de les Glòries, PGM modification proposal: Tracking and participation in the definition of mobility.
- Re-ordinance of highways in the area of the Shopping Centre in Glòries.
- Remodelling of Gran Via between Extremadura and Rambla Poblenou with a semi-covered central reservation and moving lateral roads away from buildings. Participation in the 22@ Mobility Committee, including analysis and reports on the urbanization projects.
- Highway re-ordinance in the area of Gran Via Nord which will become a one-way system.
  - Bilbao (from Gran Via to Diagonal)
  - Espronceda (from Gran Via to Perú)
  - Bach de Roda (from García Faria to Guipúscoa)
  - Selva de Mar (from Gran Via to Pere IV)
  - Josep Pla/Cantàbria (from Pere IV to Andrade) with a reverse-flow bus lane between Andrade and Gran Via
- Implementation of a bus lane for access to the city in Gran Via between Extremadura and Rambla Poblenou. It is projected that the Generalitat will implement a bus lane from Montgat to Barcelona to connect with the existing one.
- Opening of the Espronceda bridge over Gran Via.
- Change of traffic direction in Carrer Llacuna between García Faria and Pallars
- Re-urbanization of Carrer Llull between Prim and Sant Ramon de Penyafort, making it a one-way street with a reverse-flow bus lane.
- Initiation of works in Poblenou Central Park

including removal of Pere IV between Diagonal and Bac de Roda and opening of the Carrer Cristóbal de Moura in the same Project.

- Implementation of the T5 Trambesòs tram line between [Meridiana - Àlaba] and [Gran Via - Prim]. It is projected to be extended through Alfons el Magnànim, Cristóbal de Moura, Sant Adrià del Besòs and Badalona.
- Opening of new streets in 22@
  - Roc Boronat (from Diagonal to Almogàvers)
  - Sancho de Ávila (from Ciutat de Granada to Llacuna)
  - Llacuna (from Pallars to Almogàvers)

#### **Traffic models**

- Updating the existing model for Barcelona using the TransCAD software through the DOYMO company.
- Study of traffic in various parts of the city in which urban or highway ordinance changes are proposed using AIMSUN and TransCAD simulation programs to support the reports on the different urban projects proposed.

#### **Goods**

- Participation in the working group for the distribution of goods within the Barcelona Mobility Pact.
- Contact with distribution companies proposing new formulas for the distribution of goods in the most efficient and effective way for the city.

#### **Permanent Committee on Works and Circulation**

- Participation, together with other representatives from different sectors of the City Council, in the weekly committee which establishes the time and space requirements allowed for carrying out works affecting public areas of the city. From the point of view of mobility we put special emphasis on traffic diversions and alternative routes for public transport, when this is affected, and in pedestrian routes when the pavement is disrupted.

## International projects

Firstly we should note that the city of Barcelona is a part of the **POLIS and IMPACTS** networks of European cities which analyse all aspects relating to mobility in urban zones and metropolitan areas. Synergies are created through these networks and solutions to common mobility problems in the different cities can be studied and analysed and results shared.

We participated in several International Conferences:

- **IMPACTS Europe: 9<sup>th</sup> Annual Conference.** Land use Planning and its Impact on Transport. (Marzo 2006, Austria).
- **IMPACTS Intercontinental: 11<sup>th</sup> Annual Conference.** Congestion Charging in Stockholm & Unexpected Events. (June 2006, Stockholm).
- **POLIS: Polis Annual General Assembly.** (December 2006, Brussels).

The city of Barcelona also presented 4 new possible European projects for which the following received a positive response from the EU:

- **SPICYCLES** (bicycle project), which started in 2006  
Sustainable Policies for Cities on Cycling. Barcelona participates in this European project for developing actions for promoting the habitual use of bicycles. Among the different activities we should highlight the Bicycle registry, Bicycle week and the Bicycle Appraisal Plan. This project began in 2006 and is projected to last 3 years.
- **MIRACLES (CIVITAS)** on loading and unloading of goods (multi-use lanes and a support system for the exploitation of L/U zones), and traffic calming measures in Las Ramblas. TMB (natural gas powered buses) and ATM (customer information) are also participating. This project was initiated in 2005 and continued through 2006, it is due to finish this year.

- **FIDEUS:** A conference was held in Barcelona involving several operators from the goods sector who are active in Barcelona, the city council of Barcelona and the FIDEUS partners. This continued during 2006.

- **Curaçao**  
Coordination of Road User Charging Organisational Issues. Barcelona is participating in this European project as an observer.

## New technologies applied to mobility

- Execution of the expansion project of the communications network and renovation of the traffic regulation centres.
- Preparation of the technical specifications of the new traffic light regulator and initiation of the homologation tests.

## Department of Highway Studies and Safety

### Road safety

We continued driving the Municipal Road safety Plan to reduce the number of accidents in our city.

To achieve an improvement in road safety we use a cross-sector work approach in a variety of areas set out by the European Union in the Transport White Book and also set out by the General Traffic Directorate and the Catalan Traffic Service.

### There are 6 main areas of work:

- Actions on the conduct of users: Education , training and accident prevention campaigns.
- Improvements in vehicle safety
- Improvements in infrastructures and traffic management

- Increasing safety for professional goods transporters and passengers
- Improving assistance for accident victims and first aid.
- Collection, analysis and dissemination, as accurately as possible, of the data on traffic accidents.

A series of actions are generated for each work area.

## 1. Actions on the conduct of users:

### Education on mobility:

#### The school Route Network

We want to expand the number of schools which provide education on mobility and have initiated the school route program.

The goal is to create safe and agreeable school routes so that the children can travel to and from school safely and independently.

### Goals

- To expand the number of school routes. To design a city-wide program promoting new routes and to expand those already existing.
- To carry out training days and annual meetings to promote the exchange of information and collaboration.
- The IMIB is carrying out a study on child mobility in primary education which will allow us to discover which schools have implemented school routes and also the number of children who walk to and from school each day.

### Status of the project

Work was carried out to extend the network of schools striving towards safe and sustainable mobility by tracking safe school routes for children. For this reason there has been a continued effort to involve all of the city's educational centres.

The City Council of Barcelona promoted the transition to a model of safe and sustainable mobility. It committed itself to a mobility model which includes:

- **Safe mobility**, to reduce the number of accidents and improve both road safety and respect between the people using the road system.
- **Sustainable**, to reduce the effects of mobility on the environment and to the end of optimizing the management and use of resources.
- **Fair**, to promote social cohesion and guarantee rights of mobility.
- **Efficient**, to reduce circulatory congestion and efficiently organize the activities carried out.

From this perspective, the City Council worked on road safety and education for mobility in school environments, as a strategy for recovering urban space and roads for pedestrians.

From here, the City Council of Barcelona proposed the project for the School Routes Network as an initiative for training and education which uses participation and shared responsibility with families, AMPA's, education centres, teachers, the social and commercial groups of each neighbourhood and also the school environment. The whole participation process is coordinated and driven by the districts on a municipal level, The Department of Mobility Services, the Guardia Urbana of Barcelona and the Municipal Education Institute of Barcelona.

## 2. Actions taken

The aim is that mobility and road safety training is addressed from the education level and that it promotes values of solidarity, respect and civility. Road safety education should be incorporated within the educational values and, as such, should be incorporated into education centres and reach both the children and their families.

Finally, we should add that 2006 was a year of great activity in mobility and school routes.

## **Districts**

### **District of Sant Martí**

A macro-commission for Schools in Poblenou In which the participants are:

- 9 CEIP (Vila Olímpica, Bogatell, Arenal de Llevant, La Llacuna, La Mar Bella, Antoni Brusi, Pere IV, Lope de Vega and Escola Voramar)
  - 2 children's day centres (La Mar Xica and El Xalet de la Paperera)
  - 1 secondary school (IES Icària and Escuela Grèvol)
- Town Council: District, 22@, IMEB, Guardia Urbana, Mobility and Safety Sector.

The macro-commission is very active. It has designed and prepared a survey form to be able to understand the mobility habits of children.

All of the participating centres, coming from different situations and needs, have worked the concept of mobility in the context of schools so as to improve highway education for children, their families and all of the participants in the Commission.

### **Nou Barris**

Prosperity CEIP (College of Junior and Primary Education) worked on this project throughout 2006. A survey was conducted and later, once the results had been analysed, the planning and drafting stages commenced for the resulting proposals' budget. Furthermore, the neighbourhood's association of residents and shopkeepers took part in this process, playing a very important role too.

The work was carried out efficiently and effectively by the education centre. They also had a very good response from the families and, in general, all of the districts really got involved.

### **Ciutat Vella**

The Pere Vila school initiated a *School Route* project. The survey is currently being prepared for sending to parents.

Each initiative should be highly valued as the *School Routes* project is being accomplished, this requires a considerable effort on the part of the families and education centres involved. It is vital that all of the components of the *School Routes* commission are ready to initiate a new educational project within the already busy curriculum.

The school routes program is complemented by a series of materials and publications to make life easier, these can also be used to support the didactic and practical road safety instruction which the Guardia Urbana conducts in all the schools which request it.

At the same time we are studying student mobility in the areas surrounding educational centres, above all in cases in which there is a high concentration of centres in an area.

### **Sarrià-Sant Gervasi**

The district promoted the creation of a working commission to handle various topics relating to mobility and safety for citizens on the roads.

A study was carried out. This is currently being analysed and planning and viable proposals will be defined and a timetable and budget created.

The commission is participating actively and will carry on their work. It is headed by the prevention and safety secretariat of the district.

Both Sarrià-Sant Gervasi and Les Corts are working on the analysis of mobility in areas around schools.

The goal is to propose measures which improve road safety, pedestrian mobility, public transport services in the area, school transport (buses) and circulation in general. This is a very important aspect which should be taken into account in everything to do with mobility, given the large number of associated journeys taken daily and the need to guarantee safety. In short, all means of transport used for journeys are analysed and actions are proposed to improve the situation.

We should also mention the important role which the **Barcelona Guardia Urbana** plays. Their Highway Education Program in Schools and their other activities reinforce this work, they also collaborate in the whole process of setting up and maintaining the objectives for *School Routes*.

We all travel and enjoy the same public spaces, whether we are pedestrians or road users... we travel on foot, in public transport, by bike... we all have to learn to share these public spaces, we have to learn to have solidarity, tolerance and respect to be able to have a safer and more sustainable city.

Education on safe and sustainable mobility should form a part of all of our values. We all need to work for a sustainable society with a higher quality of life and greater road safety.

### 3. Active participation in seminars and training days

- Motorcycle week. May 2006. Organized by ANESDOR. The Safety and Mobility Sector have actively participated in the presentation of proposals and the organization of meetings.
- Presentation of the Strategic Motorcycle Plan.

- IMPACTS Seminar: *Motorcycles in urban areas*. May 2006.
- Celebration event for 50 years of *GUB children's highway Education*. June 2006.
- ATTITUDES focus group. Madrid. October 2006. The subject was the role of emotions when driving.
- Presentation of the *Municipal Road safety Plan for Barcelona* in Madrid Mobility Master, Rey Juan Carlos University. October 2006.
- XIII Barcelona Forum on Road safety.
- 10 Road safety Prizes.  
M<sup>a</sup> Àngels Jiménez Memorial.
- PEC and City-Educational-Project workshops, organised by the IMEB.

### 4. Municipal Road safety Plan

The PMSV is currently being revised and updated in accordance with the local Public-Safety Plan coordinating the Catalan Traffic Service.

### 5. Accident black-spot improvement program

During 2006 we worked to eliminate hazardous locations, acting immediately, within a maximum period of 30 days after becoming aware of a problem, in order to apply a solution.

This work is carried out by the *Accident Unit of the Guardia Urbana*, which, starting from the accident data and with the collaboration of the district EATOS, analyses the information on accident black-spots and proposes solutions.

These proposals are passed to the Operations Department for resolution in a maximum time frame of 30 days.

District	Number black-spots
Ciutat Vella	5
L'Eixample	52
Sants - Montjuïc	6
Les Corts	3
Sarrià - Sant Gervasi	15
Gràcia	4
Horta - Guinardó	2
Nou Barris	2
Sant Andreu	2
Sant Martí	7
<b>Total</b>	<b>98</b>

Description of the action	Number of actions
Installation of safety devices	2
Reorganization of the intersection	0
Upright regulation signs	31
Upright information signs	1
Horizontal signs (picture)	50
Traffic light timing (modification/programming)	25
Complete installation of traffic lights	17
<b>Total number of actions</b>	<b>126</b>

## 6. Actions on highway discipline

GUB worked hard to prevent hazardous and dangerous conditions during 2006. They carried out specific campaigns to increase road safety and also operated in tracking and control of alcohol tests and drug consumption or in speeding.

### Guardia Urbana Statistics

Alcohol tests	
Tests carried out	79,715
Positive tests	12,276
Arrests	1,276

### Sanctions for dangerous driving

Reported	
Speeding (radar)	291,471
Failure to stop at a red light	47,885
Talking on a mobile phone while driving	24,703
Non-use of safety belt	12,239
Riding bikes on the pavement	7,468
Non-use of a helmet	5,890

## 7. Modification of the circulation ordinance for pedestrians and bicycles

In the conclusions of the *XII Barcelona on Road safety 2005* it was agreed to present a proposal for modifying the circulation ordinance in urban areas to improve the mobility management in the city area.

The proposal was presented to the members of the Mobility Pact and was also presented and approved in a plenary session of the City Council in November 2006.

## 8. Accident statistics in Barcelona

According to the information, the trend for the period up to August 2006 saw a drop in the figures with respect to the same period in 2005.

However the number of motorcycles involved in accidents is still worrying.

We found that speeding was no longer the main cause of accidents.

With respect to the application of the points system for driving licenses (July 2006), although the figures indicate a reduction in the accident trends since then, both in the number and the severity, we cannot be sure that this is due to the implementation of this measure. We must keep tracking the evolution of the results to get a firmer conclusion.

Monitoring and analysis of the accident data is also providing us with information on the accident rate in the city and on the behaviour and habits of citizen's when it comes to obeying the traffic regulations.

## Evolution of the accident rate 2000/06

	2000	2001	2002	2003	2004	2005	2006	% variation 05/06
Accidents	12,961	11,981	11,432	11,137	10,695	11,196	0,875	2.9%
Accidents with victims	11,348	10,755	10,356	10,096	9,744	10,167	9,821	-3.5%
Injuries	14,816	14,383	13,765	13,470	12,906	13,489	12,887	-4.6%
Deaths	54	59	35	46	42	49	48	-2.1%

Driving behaviour which caused most accidents included:

- Lack of attention
- Disobeying a traffic light
- Not respecting safety distances
- Unsafe U-turns
- Disobeying traffic signs
- Changing lanes without care and attention

### 9. Accident rates for motorcycles. Training for inexperienced motorcycle riders

Since October 2004, the regulations allow holders of a B type license with 3 years of experience to drive a motorcycle up to a cylinder capacity of 125 cc.

The data analysis showed that there had been an increase in accidents involving motorcycles. One of the possible causes could have been inexperience in driving two-wheeled motor vehicles; this discovery gave rise to an exhaustive analysis and the implementation of measures to confront it. One of the measures was the launching of the awareness campaign called "Take care when you drive, avoid accidents" (*Circula con precaución, evita los accidentes*), directed at all drivers travelling through Barcelona.

#### Collaboration agreement

Another measure aimed at addressing motorcycle accidents was the establishment of a collaboration agreement between ANEDOR and the City Council.

The agreement established:

- A working commission.
- Courses conducted weekly which are free and aimed at inexperienced drivers of 125 cc motorcycles. Modules of 3 hours, 1 hour of theory and recommendations and 2 practical. They are given at Montjuic and el Sot del Migdia.
- Creation of the Safety Monitoring Body for Road safety and motorized two-wheel vehicles.

#### Information on the results of the courses

From the 3<sup>rd</sup> of June till the 30<sup>th</sup> of December a total of 17 sessions were undertaken with 131 participants.

Given the wide range of skill levels when driving these vehicles, we calculated that the maximum number of participants should be 14 or 15.

We also published a DVD and information leaflet with advice and recommendations for safely driving a motorcycle. These can be picked up from all motorcycle shops. They were widely distributed and handed out to everyone who registered their motorcycle in 2005 and 2006.

#### Practical and theoretical course on safe driving

	03/06/06	10/06/06	17/06/06	01/07/06	15/07/06	29/07/06	02/09/06	16/09/06	
Inscribed	8	10	9	9	8	16	10	15	
Attended	6	8	7	5	6	11	7	11	
	30/09/06	07/10/06	21/10/06	4/11/06	11/11/06	25/11/06	09/12/06	16/12/06	23/12/06
Inscribed	18	17	16	10	12	12	7	8	7
Attended	9	10	6	9	8	2	6	6	5

#### Gub campaign and resources

Campaigns were created to increase safety on the roads and to correct dangerous habits drivers may have, these are the main causes of accidents involving motorcycles.

Alcohol testing was also carried out.

#### 10. Investigation and studies on agreements with organizations

The Safety and Mobility Sector promotes the investigation of the rate of accidents, in collaboration with the Barcelona Guàrdia Urbana Police, the Public Health Agency...

- APPLUS+IDIADA: A study on motorcycle accident rates with the filming of two complex road junctions in Barcelona. The aim was to understand the role of habits in the typology of accidents involving motorcycles. Presented at the *XIII Road Safety Forum* in June 2005.
- CATEDRA APPLUS: BIA (Barcelona Accident Investigations). For three months, as a pilot scheme, we studied accidents *in situ* in the catchment area of a large hospital in the city. We are currently analysing and evaluating the data.
- Public Health Agency of Barcelona. Collaboration agreement on conducting

epidemiological studies on the rate of accidents on the roads of Barcelona.

- ANESDOR. National Manufacturers Association of two-wheeled motorized vehicles.

#### 11. The application of new technologies for monitoring road safety

We implemented a new monitoring technology called "*foto denuncia*" at traffic light intersections to prevent dangerous actions such as jumping red lights or making illegal turns. The new technology works using visual recognition systems which makes the whole system more versatile.



## External-Relations and Quality-Service Management

External-Relations and Quality-Service Management was set up in 2005 with the aim of proposing and managing policies relating to communication, external relations and involvement in the Safety and Mobility Sector. Additional aims also involved analysing feedbacks received by the public concerning service quality and studying the demand for such services.

Other aspects worth highlighting include linking and coordinating public campaigns with public-sector businesses and institutions such as B:SM and TMB which, because of their activity, had a responsibility for and an effect on mobility in the city.

Both Barcelona's Mobility Agreement and the Communications and Quality Department of the Safety and Mobility Sector depend on this Management.

## The Barcelona Mobility Agreement

The Mobility Agreement was signed in 1998 by the Barcelona City Council and more than 40 entities and social and public associations and various experts with the aim of working together on mobility in the city on the basis of several sustainability criteria.

Signing the Agreement was the crowning achievement of the participatory process, based on a common ten-point undertaking. Its objectives are currently being implemented and consist of the following:

1. To achieve an integrated, quality-assured collective transport
2. To maintain journey speeds and improve the speed of surface public transport.

3. To increase the area and quality of the public network given over to pedestrians.
4. To increase the number of parking spaces and improve their quality.
5. To improve public information and training and road-traffic signalling.
6. To achieve legal regulations appropriate to mobility in the city of Barcelona.
7. To improve road safety and respect between those using different modes of transport.
8. To promote the use of less contaminating fuels and the control of contamination and noise pollution caused by traffic.
9. To encourage the use of bicycles as a regular means of transport.
10. To achieve an urban distribution of goods and products that is flexible and orderly.

In 2005, the Agreement included more than 50 bodies and associations and 7 mobility experts.

The work dynamic was characterised by holding plenary sessions, two a year, one presided over by the mayor and the other by the Councillor chairing the Safety and Mobility Committee. During these sessions, the management report was presented and basic mobility indicators were analysed; the information sessions were monographic and specifically on mobility, for example: summer works.

Workshops consisted in advisory meetings participated in by members, grouped according to the subject matter of each sector. Bilateral meetings were held with city-council technicians at the request of each of the bodies.

Other notable aspects of the Mobility Agreement's activities included: the annual organisation of the conference cycle, the first Mobility Agreement, the holding of the Sustainable Mobility and Safety Week or the dissemination of the Agreement's publications.

110 meetings were held in 2006, grouped according to subject matter, which we shall present in the following chapters.

## 1. Working meetings

2 <sup>nd</sup> of February	Promotion of public Transport (PTP)	<ul style="list-style-type: none"> <li>International seminars on efficient bus systems</li> </ul>
10 <sup>th</sup> of February	Working meeting with AUDICA, organizers of the 3GSM World Congress, Fira Barcelona and GUB	<ul style="list-style-type: none"> <li>Mobility Plan for the 3GSM World Congress</li> </ul>
20 <sup>th</sup> of February	Meeting with the Trade Guilds Council, Tourism and Services in Barcelona	<ul style="list-style-type: none"> <li>Traffic circulation in Ciutat Vella and loading and unloading</li> </ul>
24 <sup>th</sup> of February	Meeting with the RACC	<ul style="list-style-type: none"> <li>Subject of accidents</li> <li>XIII Barcelona Forum on Highway Safety.</li> </ul>
6 <sup>th</sup> of March	Meeting with the Civic Commission for Pedestrians and Cyclists	<ul style="list-style-type: none"> <li>Bicycle guide</li> </ul>
10 <sup>th</sup> of March	Meeting with P(A)T	<ul style="list-style-type: none"> <li>Preparation of the XII Road Safety Forum</li> </ul>
11 <sup>th</sup> of March	Meeting with ANESDOR and the Guardia Urbana of Barcelona	<ul style="list-style-type: none"> <li>Motorcycle week in Barcelona</li> </ul>
14 <sup>th</sup> of March	Meeting with the organisers of FIRATAXI	<ul style="list-style-type: none"> <li>FIRATAXI</li> </ul>
16 <sup>th</sup> of March	Meeting with Promotion of public Transport (PTP)	<ul style="list-style-type: none"> <li>Exposition Week on Mobility, Sustainability and Safety.</li> </ul>
16 <sup>th</sup> of March	Meeting with ANESDOR	<ul style="list-style-type: none"> <li>Agreement on training for novice drivers</li> </ul>
17 <sup>th</sup> of March	Working meeting with AUDICA, FECAV, Hotel Guild and Council of Guilds	<ul style="list-style-type: none"> <li>Hotels and car parks</li> </ul>
22 <sup>nd</sup> of March	Meeting with ANESDOR and Guardia Urbana of Barcelona	<ul style="list-style-type: none"> <li>Motorcycle week in Barcelona</li> </ul>
28 <sup>th</sup> of March	Meeting with ANESDOR	<ul style="list-style-type: none"> <li>Signing of the agreement between ANESDOR and the City Council of Barcelona for training novice drivers.</li> </ul>
30 <sup>th</sup> of March	Meeting with ASTAC, ACET, AEM, AGTC, Courier's Guild, Machinists Guild, Transport and Public Works, TRANSCALIT, TRANSPRIME	<ul style="list-style-type: none"> <li>Loading and unloading zone</li> <li>Goods transport</li> </ul>
30 <sup>th</sup> of March	Meeting with the organisers of FIRATAXI	<ul style="list-style-type: none"> <li>FIRATAXI</li> </ul>
31 <sup>st</sup> of March	Meeting with Barna Centre	<ul style="list-style-type: none"> <li>Year of Commerce</li> </ul>
6 <sup>th</sup> of April	Working meeting with AUDICA, FECAV, P(A)T, STOP ACCIDENTS, APPLUS, ANESDOR, UCEAC-UNESPA and GUB	<ul style="list-style-type: none"> <li>Analysis of accident rates in Barcelona in 2005</li> </ul>
4 <sup>th</sup> of May	XIII Barcelona Forum on Road Safety. World Trade Centre	<ul style="list-style-type: none"> <li>"The perception of risk and road safety in the city"</li> </ul>
13 <sup>th</sup> of May	Meeting with ANESDOR on safe driving for motorcyclists	<ul style="list-style-type: none"> <li>Preparation and firming up of the agreement</li> </ul>
18 <sup>th</sup> of May	"Urban mobility and road safety for two-wheeled motorized vehicles" Round Table	<ul style="list-style-type: none"> <li>Motorcycle Week (from the 17<sup>th</sup> to the 21<sup>st</sup> of May)</li> </ul>
6 <sup>th</sup> of June	Working meeting with B:SM and Mr Ole Thorson	<ul style="list-style-type: none"> <li>Zone 30 environmental impact</li> </ul>
27 <sup>th</sup> of June	Meeting with ANESDOR	<ul style="list-style-type: none"> <li>Tracking and evolution of the motorcycle safety course</li> </ul>
4 <sup>th</sup> of July	Working meeting with ACET, AGTC, TRANSCALIT, ASTAC, PACTE INDUSTRIAL REGIÓ METROPOLITANA, CCOO BARCELONÈS, ALTC, EL PORT DE BARCELONA and GUB	<ul style="list-style-type: none"> <li>Night-time transport at the Port of Barcelona</li> </ul>
5 <sup>th</sup> of July	Working meeting with the Barcelona Commerce Foundation	<ul style="list-style-type: none"> <li>Preparation of Mobility Pact Conferences for the Year of Commerce</li> </ul>
12 <sup>th</sup> of July	Meeting with the Federation of Driving Schools of Barcelona and the Zona Franca consortium	<ul style="list-style-type: none"> <li>Practical testing pathways</li> </ul>
25 <sup>th</sup> of July	Working meeting with Mr Joan Mateu, Fundació Barcelona Comerç	<ul style="list-style-type: none"> <li>Pilot scheme on distribution of goods in Sant Andreu</li> </ul>

21 <sup>st</sup> of September	Meeting with the Civic Commission for Pedestrians and Cyclists	<ul style="list-style-type: none"> <li>· Area of Sants Station. Cycle lane.</li> <li>· Ronda del Mig alternative cycle lane</li> <li>· Presentation of the new separator for cycle lanes 22@ testing</li> </ul>
21 <sup>st</sup> of September	Working meeting with the goods distribution group	<ul style="list-style-type: none"> <li>· Goods distribution</li> </ul>
9 <sup>th</sup> of October	Working meeting with Mr Joan Mateu, Fundació Barcelona Comerç	<ul style="list-style-type: none"> <li>· Pilot scheme on distribution of goods in Sant Andreu</li> </ul>
11 <sup>th</sup> of October	Working meeting with the BACC and with IMEB	<ul style="list-style-type: none"> <li>· Scheduling the “Mou-te en bici 2007”</li> </ul>
24 <sup>th</sup> of October	Meeting of the Commission for the VI Mobility Pact of Barcelona Prize (BACC, Council of Guilds, Services and Tourism in Barcelona, Stop Accidents, ASTAC)	<ul style="list-style-type: none"> <li>· Proposal for candidates for the VI Mobility Pact of Barcelona Prize</li> <li>· Proposal of new members of the Commission for the Mobility Pact of Barcelona Prize 2007-2008</li> </ul>
28 <sup>th</sup> of November	Working meeting with TRANSCALIT and GUB	<ul style="list-style-type: none"> <li>· Revision of the criteria for removals permits</li> </ul>
30 <sup>th</sup> of November	Meeting with BACC, Friends of the Bicycle, Commercial Guild, Catalan Cyclists Federation, PTP, Catalan Cyclists Coordinator	<ul style="list-style-type: none"> <li>· Bicycle projects</li> </ul>
4 <sup>th</sup> of December	Working meeting with Mr Joan Mateu, Fundació Barcelona Comerç	<ul style="list-style-type: none"> <li>o Pilot scheme on distribution of goods in Sant Andreu</li> </ul>

## 2. Bilateral meetings

13 <sup>th</sup> of January	Meeting with AUDICA	<ul style="list-style-type: none"> <li>· School transport routes</li> <li>· Stops at Hotels</li> </ul>
16 <sup>th</sup> of January	Meeting with STOP ACCIDENTS	<ul style="list-style-type: none"> <li>· Presentation of projects</li> </ul>
24 <sup>th</sup> of January	Meeting with AUDICA	<ul style="list-style-type: none"> <li>· Tourist coaches</li> </ul>
30 <sup>th</sup> of January	RACC seminar	<ul style="list-style-type: none"> <li>· Green Zones as regulation tools for mobility</li> </ul>
3 <sup>rd</sup> of February	Promotion of public Transport (PTP)	<ul style="list-style-type: none"> <li>· Closing of international seminars on efficient bus systems</li> </ul>
21 <sup>st</sup> of February	Meeting with the Motor Vehicle Sales Guild	<ul style="list-style-type: none"> <li>· Green Zone</li> </ul>
1 <sup>st</sup> of March	Meeting with CCOO Barcelonès	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
3 <sup>rd</sup> of March	Meeting with AUDICA	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
7 <sup>th</sup> of March	Meeting with FAVB	<ul style="list-style-type: none"> <li>· Car park and Green Zone policies</li> </ul>
8 <sup>th</sup> of March	Municipal Taxi Institute	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
9 <sup>th</sup> of March	Meeting with the Regional and Metropolitan Studies Institute of Barcelona	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
16 <sup>th</sup> of March	Meeting with FECAV	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
22 <sup>nd</sup> of March	Meeting with Barcelona Camina	<ul style="list-style-type: none"> <li>· Pedestrian Mobility Plan</li> </ul>
23 <sup>rd</sup> of March	Meeting with Barna Centre	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
28 <sup>th</sup> of March	Meeting with the Institute of Safety Studies	<ul style="list-style-type: none"> <li>· Hazard Observation</li> </ul>
29 <sup>th</sup> of March	Meeting with the Garage Guild	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
4 <sup>th</sup> of April	Promoting Work	<ul style="list-style-type: none"> <li>· Mobility issues</li> </ul>
4 <sup>th</sup> of April	Meeting with the Official College of Commercial Agents of Barcelona	<ul style="list-style-type: none"> <li>· Policy on car parks and loading and unloading zones</li> </ul>
4 <sup>th</sup> of April	Meeting with the Provincial Guild of Car Repair Shops	<ul style="list-style-type: none"> <li>· Green Zone</li> </ul>

## 2. Bilateral meetings

5 <sup>th</sup> of April	Meeting with the official Chamber of Commerce of Barcelona	· Mobility issues
7 <sup>th</sup> of April	Meeting with the coordinator and spokesperson of Defence of the Motorcyclist	· Various issues relating to motorcyclists
25 <sup>th</sup> of April	Meeting with PIMEC SEFES Commerce	· Mobility issues
27 <sup>th</sup> of April	Press conference with BACC	· Túnel de la Rovira
10 <sup>th</sup> of May	Meeting with Barna Centre	· Visitor profile study
12 <sup>th</sup> of May	Meeting with BACC	· Bicycle black spots
18 <sup>th</sup> of May	Meeting with ANESDOR	· Active participation in Motorcycle Week at the Barcelona Feria
1 <sup>st</sup> of June	Meeting with the Asociación de Transportistas Agrupados Condal (ASTAC)	· Transport sector issues
2 <sup>nd</sup> of June	Meeting with the President of the Federation of Driving Schools of Barcelona	· Mobility issues
8 <sup>th</sup> of June	Dinner organized by P(A)T	· Discussion on road safety
12 <sup>th</sup> of June	Meeting with the Garage Guild	· Reverse of traffic direction in calle Princesa
13 <sup>th</sup> of June	Meeting with AUDICA	· Coach issues
21 <sup>st</sup> of June	Meeting with the Madrid Mobility Foundation	· Model for the Mobility Pact of Barcelona
18 <sup>th</sup> of July	Meeting with AUDICA	· Revision of the license points criteria
		· Pick-up and drop-off locations for coaches at Sants Station.
		· Website information on licenses for school transport routes
3 <sup>rd</sup> of August	BACC meeting	· Activities for the Week on Mobility, Sustainability and Safety.
5 <sup>th</sup> of September	Meeting with the Transport, Construction Machinery and Public Works Guild of Barcelona	· C and D Bus lane Transporters and collection of materials for works and construction waste residuals using a lorry-crane or skip-carrier
3 <sup>rd</sup> of October	Meeting with TRANSCALIT and with the Removers Association	· Parking permits as a consequence of the application of the points system for driving licenses
5 <sup>th</sup> of October	Meeting with the BACC	· Cycle lanes and recommended routes
11 <sup>th</sup> of October	Meeting with Stop Accidents	· Road safety issues
17 <sup>th</sup> of October	Meeting with the RACC	· 2007 Road Safety Forum
19 <sup>th</sup> of October	Meeting with the Provincial Transport and Construction Machinery Guild	· Mobility issues
19 <sup>th</sup> of October	Meeting with the Regional and Metropolitan Studies Institute of Barcelona	· Mobility issues
24 <sup>th</sup> of October	Meeting with the BACC	· Presentation of the results of the campaign "A l'associació i a la feina, bicia't 2006"
27 <sup>th</sup> of October	Meeting with the Locksmith's Guild	· Loading and Unloading
30 <sup>th</sup> of October	Meeting with the Trade Guilds Council, Tourism and Services in Barcelona	· Mobility issues
2 <sup>nd</sup> of November	Meeting with the Garage Guild	· Mobility issues
2 <sup>nd</sup> of November	Meeting with the Provincial Guild of Car Repair Shops	· Mobility issues
2 <sup>nd</sup> of November	Meeting with the official Chamber of Commerce of Barcelona	· Mobility issues
2 <sup>nd</sup> of November	Meeting with the RACC	· Mobility issues
15 <sup>th</sup> of November	Meeting with the RACC	· 2007 Road Safety Forum
21 <sup>st</sup> of November	Meeting with FECAV Catalan Federation of Road Transporters	· Traffic circulation in Las Ramblas
23 <sup>rd</sup> of November	Meeting with the Association for the Promotion of Public Transport (PTP)	· Mobility issues

### 3. IV cycle of Mobility Pact Conferences

In 2006 the IV Cycle of Conferences was held with a double objective: On the one hand, we organized the first conference of the cycle in collaboration with the DGT to improve information and training with respect to the application of the points system for driving licenses, which came into effect in Spain on the 1<sup>st</sup> of July 2006.

The other two conferences were held in collaboration with the Year of Commerce. The aim was to analyse consumer behaviour, urban mobility habits and the services offered by the city. And on the other hand, we discovered examples of innovation in the distribution of goods and repercussions on urban mobility from the point of view of professionals.

16<sup>th</sup> of June

#### DRIVING LICENSE POINTS

With the participation of the following partners:

- **Pere Navarro**, Director General of the General Traffic Department (DGT), Ministry of the Interior.
- **Jean-Philippe Gardère**, Director for Public Spaces and Urban Travel of the City Council of Bordeaux.
- **Ramon Ledesma Muñiz**, Sub-Director General for Regulations and Resources at the General Traffic Department (DGT).

Round Table made up by:

- **Anabel Borredat**, head of judicial assistance at the RACC.
- **M. Eugènia Domènech**, president of P(A)T.
- **Josep Reina**, head of Eixample district of the Guardia Urbana of Barcelona.
- **Jordi Rocha**, judicial consultant in the Safety and Mobility Sector of Barcelona City Council.
- Moderator: **Josep Viaplana**, head writer for the Motor Section of *Diario Sport*.

27<sup>th</sup> of September

#### MOBILITY IN URBAN COMMERCIAL ZONES

##### COMMERCIAL MODEL VERSUS MOBILITY

With the participation of the following partners:

- **Carme Miralles**, Director of the Regional and Metropolitan Studies Institute of Barcelona
- **Marçal Tarragó**, expert consultant specializing in commercial implementation.
- **Gerard Cutal**, Director-Manager of Illa Diagonal.
- **Jordi Tarragona**, Managing Director of ExpoMobi.
- **Alfred Morales**, Managing Director-Director General of Barcelona de Serveis Municipals (B:SM).
- **Constantí Serrallonga**, Managing Director of Transports Metropolitans de Barcelona (TMB).
- Moderator: **Àngel López**, Director of Mobility at Barcelona City Council.
- Closure of the conference by **Emili Carrión**, President of the *Barna Centre Foundation*.

27<sup>th</sup> of November

#### INNOVATIONS IN THE URBAN DISTRIBUTION OF GOODS

With the participation of the following partners:

##### FROM THE WAREHOUSE TO THE SHOPS:

- FIDEUS project being run by **Juli García**, a mobility expert.
- *Urban logistics, experiences in France*, run by **Laetitia Dablanc**, Transport Director for the École Nationale des Ponts et Chaussées.
- Pilot scheme for loading in Sant Andreu, run by **Joan Mateu**, coordinator of the Year of Commerce.

##### FROM THE SHOP TO THE CUSTOMER:

- *Are B2C logistics rational?* Run by **Frederic Sabrià**, a professor at IESE.
- The urban logistics of *Caprabo home delivery*, run by **Guillem Sanz**, Logistics Director at Caprabo.

## 4. Plenary and informative sessions

### 4.1 Plenary sessions:

1 <sup>st</sup> of February	Civic Commission on Pedestrians and Cyclists in the Lluís Companys room.	<ul style="list-style-type: none"> <li>· Presentation of the Strategic Bicycle Plan.</li> <li>· Information on the modification of the articles of the ordinance regulating the use of bicycles. Collecting proposals</li> <li>· Reviewing the situation of bicycle infrastructures.</li> <li>· Information on the <i>Bike Show Fair</i></li> <li>· Information on the Catalan Bicycle Congress</li> </ul>
26 <sup>th</sup> of April	Plenary session of the Mobility Pact in the Saló de Cent	<ul style="list-style-type: none"> <li>· Basic indicators.</li> <li>· 2005 Mobility Balance</li> </ul>
26 <sup>th</sup> of June	Civic Commission on Pedestrians and Cyclists in the Lluís Companys room.	<ul style="list-style-type: none"> <li>· Information on Bicycle Week held on the 6<sup>th</sup> - 11<sup>th</sup> of June.</li> <li>· Presentation of the list of modifications in ordinance for the circulations of pedestrians and vehicles in relation to bicycles</li> </ul>
2 <sup>nd</sup> of November	Extraordinary plenary session in the Francesca Bonnemaison room	<ul style="list-style-type: none"> <li>· Information on the Urban Mobility Plan</li> <li>· Information on the modification of the ordinance for the circulation of pedestrians and vehicles</li> </ul>
13 <sup>th</sup> of November	Civic Commission on Pedestrians and Cyclists in the Lluís Companys room.	<ul style="list-style-type: none"> <li>· Modification of the circulation ordinance for pedestrians and bicycles.</li> <li>· Recuperation, repair and distribution of the bicycles in the municipal vehicle depot.</li> </ul>
13 <sup>th</sup> of December	Plenary session of the Mobility Pact in the Palau de Mar	<ul style="list-style-type: none"> <li>· Mobility Balance</li> <li>· Management report 2006</li> </ul>

### 4.2 Informative sessions:

12 <sup>th</sup> of June	Informative session by the Mobility Pact for Barcelona in Palau de la Virreina	<ul style="list-style-type: none"> <li>· Zone 30 in Sant Andreu</li> </ul>
6 <sup>th</sup> of July	Information session on the Agreement for Mobility in Barcelona in the area <i>Gran Vía</i> of the Barcelona Fair and visit to tunnel-boring machine implemented in the construction works of Line 9.	<ul style="list-style-type: none"> <li>· Summer road works</li> <li>· Strategic motorcycle plan</li> <li>· Urban mobility plan. Agreement proposal for start of administration of the UMP</li> </ul>

## 5. VI Mobility Pact Prize

In 2001 the Mobility Pact decided to create an annual prize to recognize initiatives, work and projects to improve sustainable mobility.

The Prize Commission is made up of members of the Pact and is renewed every 2 years. The 2005-

2006 Commission, made up by Stop Accidents, ASTAC Condal, the Council of Trade Guilds, Services and Tourism and BACC, agreed to award the *Mobility Pact of Barcelona Prize 2006* to COREIXAMPLE on the 24<sup>th</sup> of October 2006, for the initiative on the distribution of small packages using their "Bicycle-carts" as a sustainable alternative transport system.

Another piece of news relating to the 2006 Prize was the incorporation of a Special Mention in the general rules of the Prize.

The Prize Commission agreed on the following Special Mentions:

- To Jesús Rogés (posthumously), Head of Projects for the P(A)T association, in recognition of his energetic fight for road safety and the dignity of victims.
- To FRIENDS OF THE BICYCLE, a User's Group, in recognition of 25 years of dedication to the promotion of the use of the bicycle (1981-2006).
- To Juli García Ramon, in recognition of his professional career heading up projects relating to mobility in Barcelona.

The Prize and the Special mentions were awarded at the plenary session of the Mobility Pact on the 13<sup>th</sup> of December 2006 at the Palau de Mar.

## 6. Sustainable Mobility and Safety Week

The European Week on Sustainable Mobility and Safety was held between the 22<sup>nd</sup> and the 29<sup>th</sup> of September with the central them of: *Climate Change*

The schedule of meetings of the Institutional Commission of the SMSS on the Week on Sustainable Mobility and Safety is as follows:

- 19<sup>th</sup> of January
- 23<sup>rd</sup> of March
- 27<sup>th</sup> of April
- 1<sup>st</sup> of June
- 12<sup>th</sup> of July
- 18<sup>th</sup> of September
- 29<sup>th</sup> of September
- 8<sup>th</sup> of November

With the aim of improving sustainable mobility and making the population aware of the benefits of using public transport and alternative transport methods, we organized the following activities in conjunction with the Mobility Pact:

- Inaugural route of Bicibarris. The 9 trade routes.

- Mobility Game
- “*Al carrer tots hi pintem*”
- “*Mou-te amb el planeta*” Exhibition
- Learning games about Zone 30 and the Green Zone
- Free training program for novice motorcycle riders “*125: Yours and other's safety*”
- Exhibition “*7<sup>th</sup> photographic competition. The bicycle, transport for the city*”

## 7. Semana de la Bicicleta

In 2006, bicycle Week was held between the 5<sup>th</sup> and the 11<sup>th</sup> of June.

The following meetings were held:

27 <sup>th</sup> of February	Meeting with the Civic Commission for Pedestrians and Cyclists
20 <sup>th</sup> of April	Meeting with the Civic Commission for Pedestrians and Cyclists
4 <sup>th</sup> of May	Meeting with the Civic Commission for Pedestrians and Cyclists

We should also mention the *I Catalan Congress on the Bicycle* held at the same time as Bicycle week between the 7<sup>th</sup> and the 11<sup>th</sup> of June 2006.

## 8. Exterior presence of the Mobility Pact 2006

The Mobility Pact of Barcelona was a pioneering project in the collaborative management of mobility in a large city.

Over the course of 2006 we explained what the Pact is and how it operates, through the use of various forums and meetings on mobility, both nationally and internationally:

25 <sup>th</sup> of January:	IMPACTS Executive Management Board Meeting. Geneva.
9 <sup>th</sup> of March:	<i>A model for citizen participation.</i> Pamplona.

13 <sup>th</sup> /14 <sup>th</sup> of March:	10 <sup>th</sup> Annual IMPACTS European Conference. Vienna.
4 <sup>th</sup> /5 <sup>th</sup> of May:	ATUC. Technical seminars on Urban Transport. Santiago de Compostela.
24 <sup>th</sup> of May:	Motorbike IMPACTS Seminar. Barcelona.
8 <sup>th</sup> /9 <sup>th</sup> of June:	SpiCycles Consortium Meeting. Barcelona.
29 <sup>th</sup> /30 <sup>th</sup> of June:	11 <sup>th</sup> Annual IMPACTS International Conference. Stockholm.
24 <sup>th</sup> /25 <sup>th</sup> of July:	Technical Mobility Visit to London and Lyon.
11 <sup>th</sup> /12 <sup>th</sup> of October:	13 <sup>th</sup> ITS World Congress and Exhibition on Intelligent Transport Systems. London.
12 <sup>th</sup> of October:	IMPACTS Executive Management Board Meeting. London.
16 <sup>th</sup> /17 <sup>th</sup> of October:	Technical Mobility Visit to Stockholm and Oslo.
17 <sup>th</sup> /19 <sup>th</sup> of October:	6 <sup>th</sup> ITS Congress Spain (Intelligent Transport Systems). Vigo.
19 <sup>th</sup> /20 <sup>th</sup> of October:	POLIS Meeting on European Commission 7 <sup>th</sup> Framework Programme. Brussels.
21 <sup>st</sup> of November:	3 ACEM Annual Conference (Association des Constructeurs Européens de Motocycles). Brussels.
12 <sup>th</sup> of December:	POLIS Annual General Assembly and NICHES Policy Seminar. Brussels.

wanted to encourage the participation and involvement of citizens through activities which, as well as being fun and educational, provided a softer image of the police forces in the city.

The communications department of the Mobility and Safety Sector constantly pushed an intense activity regime. As well as our usual commitments, we also participated in the organization and development of different events and commemorative ceremonies in 2006.

We worked with external agents, administrations, public and private institutions and associated bodies and also dealt with the internal departments of the Sector and coordinated with the Corporate Communication Department.

## 1. Information and awareness campaigns:

### “Drive carefully: avoid accidents”.

#### February 2006

This was a campaign to increase road safety in general and, more importantly, to reduce the number of accidents involving motorcycles.

The balance of results for traffic accidents in the city during 2005 showed an increase in the number of motorcycles involved in accidents. They also showed the increase in the numbers of motorcycles due to the new state legislation allowing people in possession of a B1 car license to drive motorcycles up to a capacity of 125 cc if they have more than three years' experience.

## Department of Communication and Quality Control

Safety and Mobility are subjects of special interest to citizens. At the Safety and Mobility Sector we have continued to push campaigns involving communication, information and awareness activities to increase safe behaviour, to prevent accidents and promote civility. We

For this reason, we initiated a specific campaign aimed at motorcycle riders to make them aware of the basic rules of road safety, such as, for example, not making turns without indicating or making illegal turns, not pulling away before the light has turned green, avoiding zigzags and driving inside the lane among others. The campaign was also aimed at other road users to make them aware that other, more vulnerable users, are also using the roads, such as

motorcyclists and that they must check in the mirror before turning.

During the first two weeks of the month of February, the Guardia Urbana set up revolving control points to correct traffic infractions relating to movements and hazards for all road users, although the focus was definitely on awareness for motorcyclists.

The campaign was called **“Drive carefully: avoid accidents”**. The main image was of a person riding round the city with the phrase **“Very fragile”** superimposed on him.

During the campaign we distributed 150,000 brochures to motorcyclists and 50,000 more for other drivers. We distributed 50,000 postcards, 2,500 posters and 1,600 street banners, we also carried out a campaign of radio adverts.

***“Very fragile. Drive carefully: avoid accidents”***

- 225 opis
- 2,500 posters
- 1,200 banners B-side
- 400 banners A-side
- 150,000 motorcycle leaflets
- 50,000 car leaflets
- 50,000 postcards
- 13 newspaper ads
- Radio spots
- Adverts on number 14 and 28 bus lines

**Collaboration with ANESDOR**

Promotion of practical courses for novice motorcycle riders who have a driving license but no practical experience in riding motorcycles.

The Barcelona City Council and ANESDOR, through their collaboration agreement, presented a course with the basic theory on a DVD titled **“125: Yours and other's safety, Advice on safe driving for motorcyclists”**, this was handed out to everyone who bought a light motorcycle.

- DVD titled *“125: Yours and other's safety. Advice on safe driving for motorcyclists”*.

**Mail shot and DVD**

During the month of May we sent a letter to the 251,000 registered owners of motorcycles and mopeds in the city, reminding them of the need to drive carefully to prevent and avoid traffic accidents. During the month of July the training DVD for the campaign was delivered to people's houses.

We also sent these to the Departments of the City Council to circulate the information.

**Zone 30. “A poc a poc és millor per a tothom”.  
June 2006**

*Zone 30* was and is a measure for traffic calming, a consolidated tool in Europe which is positively valued by citizens. It is applied with the aim of increasing road safety for pedestrians.

Implementing this scheme produced a reduction in accidents and noise and other improvements for the environment.

**Objectives:**

- Reduce the speed limit to 30 km/h
- Reduce the number and the seriousness of accidents.
- Protect the safety of pedestrians
- Encourage sharing of spaces between people and vehicles
- Improve environmental conditions

From the 19<sup>th</sup> of June we initiated a pilot plan in the neighbourhood of Sant Andreu. This plan involved limiting the speed of vehicles to 30 kilometres per hour in the streets of the historic part of the town. The limits of the area are Av. Meridiana, la Rambla de Fabra i Puig and the streets of Virgili, Segre, Torres i Bages and Palomar.

To identify *Zone 30*, the entry and exit points had the number 30 marked on the road in colour.

In *Zone 30*, the use of public spaces is equally shared between the different people who use them as the pavements are separated from the roads. Cyclists may also circulate more safely on the roads and collisions have been significantly reduced.

**Information and awareness campaign for Zone 30:**  
To advertise the campaign to the citizens of Sant Andreu, the City Council distributed 30,000 informative leaflets, and hung up 600 banners, published several adverts in the press and handed out leaflets to be hung up in schools and buildings.

#### **Christmas campaign 2006**

We developed a series of actions designed to improve civility and cohabitation in the city during the Christmas Holidays.

With respect to mobility and safety, the main goals were to improve the fluidity of traffic and road safety, as well as promoting public transport, increasing the services provided by the metro service and a higher frequency of bus times.

In 2006 the Council published an activities Guide for enjoying Christmas in the city including information on events such as the children's Festival or the Reyes Parade.

The guide also included practical information and recommendations for good functioning of the city during this period.

#### **Consolidation of the Green Zone**

Achieving the bigger objectives:

- Reducing traffic and alleviating congestion in the centre of the city by promoting alternative transport methods to private vehicles, with the consequent improvements in the quality of the environment.
- Facilitating parking for residents
- Organization of public spaces and reducing illegal parking.

One year after its implementation, the results of the Green Zone have been positive. There was a 5% reduction in the use of private vehicles and the number of parking spaces for non-residents in the centre was reduced by 12%. There was also an increase in the use of public transport and a reduction in illegal parking.

The mobility studies carried out indicated that it was a significant factor in the reduction of circular traffic (vehicles which travel in circles looking for car parking spaces) and destination traffic (those that travel to Green Zones in order to park). The average speed of traffic was improved and as a consequence the traffic became more fluid in the city.

In the third quarter of 2006 the average speed in the city was 21.8 km/h, while during the same period in 2005 the average speed was 20.4 km/h. As such, the trend is for the speed of traffic to increase.

The Green Zone also has a regulatory function for parking in public spaces. The places are usually occupied by residents (with permits). We have found out the number of free spaces in the regulated zones and the intensive use of the spaces by residents.

#### **Green Zone Discounts in 2007**

In the month of December, 87,800 users of the Green Zone received a 25% discount in parking rates as they had not been sanctioned for bad parking during the previous 12 months: Neither the person nor their vehicle.

The residents were sent a discount card to their address including the information needed to be able to discount a maximum of 12 Euros from the rate from the 1<sup>st</sup> of January 2007.

These were sent out before the end of 2006. A total of 159,000 people renewed their permits while 9,200 people had to re-present their vehicle documentation for the permit.

#### **European Prize for the best initiative for integral mobility management within the NICHES project**

The Safety and Mobility Sector, together with the supervisors of Barcelona de Serveis Municipals (B:SM), presented the Green Zone project to the

OSMOSE prize commission under the category of *Innovative Strategies for managing demand*.

The Green Zone shared a series of mobility activities in the city:

- Organization and consolidation of the map of loading and unloading zones
- Creation of new on-street parking spaces for motorcycles
- Increases in bus and cycle lanes
- Creation of Park&Ride areas, inter-modality concept
- Car-sharing schemes

The Green Zone project received recognition for the project with the most integrated vision of measures, both in terms of on-street parking and management of the demand for other means of transport, and also for the integration of this project in globally redefining the concept of the city in terms of mobility.

## 2. Institutional events

### Support for the Mobility Pact Secretariat

We support the organization, announcements and dissemination products for the different activities, sessions and conferences organized jointly with the Secretariat of the Pact.

- Reservation of places
- Audio and PA systems
- IT support
- Corporate elements
- Mail shots
- Informative cards

### Plenary sessions:

- **26<sup>th</sup> of April:** Attended by the Mayor
  - Basic indicators. 2005 Mobility Balance
- **13<sup>th</sup> of December:** Attended by the Mayor and the president of the council
  - Mobility Balance
  - Management report 2006

### Extraordinary sessions

- **2<sup>nd</sup> of November** In the Francesca Bonnemaison room
  - Information on the Urban Mobility Plan
  - Information on modifications to ordinance on pedestrian and vehicle circulation.

### Informative sessions:

- **26<sup>th</sup> of June** in the Palau de la Virreina
  - o Zone 30 in Sant Andreu
- **6<sup>th</sup> of July:** Visit to the tunnelling machine in Line 9
  - Summer road works
  - Strategic motorcycle plan
  - PMU

### Support to the secretariat of the Pact in the organization of the IV cycle of conferences by the Mobility Pact:

### Conferences:

- **16<sup>th</sup> of June:** "Driving license points", Saló de Cròniques at the Barcelona City Council
- **27<sup>th</sup> of September:** "Mobility in commercial urban zones", Pati Llimona civic centre
- **27<sup>th</sup> of November:** "Innovations in the distribution of goods"

### IMPACTS

Barcelona is part of a network of European cities which work on themes relating to urban mobility in large cities.

- **4<sup>th</sup> of May:** Seminar dedicated to the motorcycle. Sala Plató at the Centre of Studies and Cultural Resources.
- Participation in the European SPICYCLES Project on the **8<sup>th</sup> and 9<sup>th</sup> of June**.
- Participation in the cycle Congress and the Bicycle Week between the **6<sup>th</sup> and the 11<sup>th</sup> of June** with the aim of promoting the use of the bicycle and the advantages of bicycles in urban environments.

#### **Support for the secretariat of the Pact in the organization of the plenary session and the Christmas dinner**

The last plenary session took place on the 13<sup>th</sup> of September in the Palau de Mar conference hall to review mobility issues and also to celebrate Christmas with a dinner with the members of the Pact, in La Miranda Restaurant at the History Museum of Catalonia. During the course of the event the VI Mobility Pact Prize was awarded with the help of the Mayor of Barcelona, Mr Jordi Hereu.

#### **Award ceremony for the VI Mobility Pact of Barcelona Prize**

During the Plenary session on March of 2001, the Mobility Pact took the initiative of creating the *Mobility Pact of Barcelona Prize* to give public recognition to the organizations who most distinguished themselves with their initiatives, work and projects to increase sustainable mobility. The Prize is awarded annually by the Commission for the Mobility Pact Prize and the member bodies of the commission are changed every two years.

Councillor Ferran Julián read the minutes of the IV Prize and pronounced the verdict, he also announced that for the first time, special recognition would be given to people who distinguished themselves in their work, these were:

- Special recognition for Jesús Rogés (Posthumously)
- Special recognition for AMICS DE LA BICI (FRIENDS OF THE BICYCLE)
- Special recognition for Juli García Ramon

The Mayor, Mr Jordi Hereu, delivered each of the special mentions and also the VI Barcelona Mobility Pact Prize to **COR EIXAMPLE** for their campaign called **"Buying by bike"** for their initiative in the delivery of small packages using "bike-carts", this is an activity which promotes sustainable mobility.

Mayor Jordi Hereu closed the event.

#### **XIII Barcelona Forum on Road Safety**

The thirteenth edition of the Barcelona Forum on Road Safety was held on the 4<sup>th</sup> of May in the *Auditorium of the World Trade Centre* (Moll de Barcelona, s/n).

Attendees: 305

Media representatives: 7

The main focus of the forum was risk perception and urban road safety. It dealt with subjects such as the role of education in promoting values, reducing distractions and improving driving standards, among others.

In order to radically reduce the number of traffic accidents in Spain we talked about involving all parties (Government, autonomous and local administrations, political parties, unions, companies and civil society in general) in a State Pact for road safety.

#### **Barcelona Road Safety Prize in Memory of M<sup>a</sup> Àngels Jiménez**

The eleventh edition had three categories:

- Research Category for urban accident rates, to the Madrid City Council, Area of Government on Safety and Services for the Community, General Department of Mobility, for the project titled: **"Criteria for the implementation of traffic calming measures for public highways"**.
- Category on Road safety Experiences promoted by the local administration in the Area of human resources, organization and safety systems, to the BARAKALDO CITY COUNCIL, for the project titled **"Pilot scheme for the social integration of people with physical disabilities"**.

Within this category, the jury awarded a special mention to the **Ourense Local Police Force, Working Group on Road Safety Education for Adults**, for the program titled **Road education program for pedestrians "DÉIXATE VER"**.

- Category for editorial articles on road safety to JOSEP LLUÍS MERLOS, for the radio program **"La Guanteria", on Catalunya Radio**.

Within this category the jury awarded a special mention to Clàudia Dalmases Randé for the project titled **'La vida d'una persona no té preu'**.

### 3. Events:

#### 50<sup>th</sup> year of traffic education by the Guardia Urbana

On the 18<sup>th</sup> and 19<sup>th</sup> of May, the Forum Park saw the closing events of the road safety education program which the Guardia Urbana organizes each year in the schools of Barcelona.

More than seven thousand infant, primary and secondary schools participated in this event on the 18<sup>th</sup> of May. The event was held to promote information and awareness in the boys and girls on aspects such as civility, conviviality, road safety, the prevention of risk and respect for the environment through workshops and educational games. These workshops were organized by the Guardia Urbana (Traffic education Service, Mounted Unit, Canine Division), the Barcelona Fire Department, Parks and Gardens, TMB and 061, among other bodies.

A traffic education seminar was held on the morning of Friday the 19<sup>th</sup> of May in the Forum Building. Experts and administrators from the administrations participated and the historic evolution of road safety was reviewed. There was an exhibition on the experiences of the implementation of school routes and road-safety education as a prevention tool and also a round table to discuss the future. Finally a group of 500 secondary school students joined the event to help with the celebrations.

#### Mercè 2006

Among the events of the Mercè 2006, the “People’s City” event was held in the Paseig de Gràcia (from calle Aragon up to Ronda Sant Pere), between the 23<sup>rd</sup> and the 25<sup>th</sup> of September to demonstrate how everyday municipal services function.

Safety and mobility services were on display in the section between Diputació and Gran Via. The Department set up a marquee with information on Green Zones and 30 Zones. There was also an educational space for children and various spaces with open-air activities to show off the activities of the safety services.

#### Mobility Area:

- Guardia Urbana:
  - Horses of the Mounted Unit, the children could enjoy a horse-ride in the company of monitors.
  - Exhibition of GUB vehicles (van and motorcycle).
  - 2 manikins of the Guardia Urbana for photos.
  - Key-ring workshop Children's activities.
- Fire Department:
  - Practical demonstration of operation of a mechanical ladder.
  - 1 manikin of a Firefighter for photos.

#### Sustainable Mobility and Safety Week

From the 22<sup>nd</sup> to the 29<sup>th</sup> of September, Barcelona and 94 other Catalan municipalities celebrated the *Sustainable Mobility and Safety Week* for another year. In 2006 there were 450 activities scheduled to raise public awareness on the need for urban mobility which reduces the negative effects of the inappropriate use of private cars in cities. This event was also celebrated in over 30 countries and 1300 European cities.

In Barcelona we should mention the “*Mou-te amb el planeta*” which was installed in the Pl. Universitat. This included educational and audio-visual platforms and also several stands set up by organizations working in sustainable mobility and environmental issues.

The City Council of Barcelona was also present. The event included an educational space for children with a trampoline; this was to provide information on Green Zones and 30 Zones. There was also a giant sports shoe to attract people to the event.

We set up an activity called “*Al carrer, tots hi pintem*”, which involved children writing messages and painting pictures related to sustainable mobility in Rambla Catalunya. In total more than 500 children from schools in the city took part in the event.

Another successful activity was the *Mobility Game*, which consisted of answering a questionnaire on different areas relating to mobility, road safety and sustainability. The form

could be handed-in at several collection points and children were given a small gift when they did. The winners were announced later on and they received various prizes such as a trip to London for two people, a collapsible bicycle etc...

#### **Bicycle register**

During the Sustainable and Safe Mobility Week the City Council of Barcelona launched a new service to allow residents to register their bicycles.

The bicycle registry is a database (of the owner and the bicycle) which can be used to help retrieve a bicycle if it is stolen.

The Barcelona City Council created a website for registration of bicycles making it easy to register on the internet if desired.

To register a bicycle you must obtain the correct documentation:

- At **[www.bcn.cat/registrebicicletes](http://www.bcn.cat/registrebicicletes)**
- By calling 010
- In shops which mark the bicycles

Residents registering their bicycles will receive a Registration Card and an identifying sticker for the bicycle which should be located between the handle-bars and the pedals.

Barcelona City Council has also published a leaflet which they distributed during Mobility Week to inform residents on the steps they need to take to register their bicycles.

#### **Collaboration in other events during the Week**

##### **Collaboration with TMB in the inauguration of the first series 9000 train**

Another highlight of the Week was the inauguration of the first series 9000 train running on Line 2 of the metro system. By the end of the year, seven more trains were incorporated which allowed the frequency of trains to be improved.

These new trains are made up of 5 cars which are quieter, more comfortable and have a larger capacity (959 places) than the others. They are also equipped with sophisticated safety systems.

#### **New system for double bus-stops**

The new double bus-stop system was also implemented. This allows two buses to use a stop simultaneously so that passengers do not have to wait for the first one to pull away before being able to get on or off.

The system operates with the use of two stands with signs on each side indicating the different stops. The first bus to arrive stops at the first sign and if another one arrives, this stops at the second. This allows passengers to board simultaneously without the second one having to wait for the first to leave.

The first phase saw the installation of eight double-stops in Diagonal between Francesc Macià and Joan Carles I. These stops shorten the time that the vehicles spend at stops and improve the average speed of the buses, so benefiting users.

#### **150<sup>th</sup> birthday of the mounted unit of the Guardia Urbana**

The Mounted Unit of the Guardia Urbana celebrated their 150<sup>th</sup> anniversary this year. A series of free educational activities were programmed which were open to everyone, so that the public could share in this historic occasion.

On the 7<sup>th</sup> of October they paraded through the centre of the city. Horses and riders left the Ciutadella park accompanied by other formations of horses and animals from the city. They travelled down various streets in the city centre until reaching the Palau de la Virreina, where the Mounted Unit performed a small concert for the fiestas del Roser. The parade was just the prelude to the most important event.

On Sunday the 8<sup>th</sup> of October, the Palau Sant Jordi was the setting for a spectacular equestrian show put on by the 47 officers and 45 horses of the Mounted Unit. The traditional carousel shared the stage with various other demonstrations in which the horses stole the show.

There were demonstrations of horsemanship by the Horse Association of Menorca, circle

exercises performed by the Lucien Grass French group, an exhibition of old carriages, a horseback basketball match played by the Catalan riding team and other surprises too.

The music for the event was provided by the Barcelona Municipal Band.

#### **Event logistics:**

12,000 free tickets were given out for the event at the Palau Sant Jordi of which 6,000 were issued to members of the department, shared between the Guardia Urbana, other authorities and special guests.

The rest of the tickets were made available to the public at the stands situated on the children's floors of the Corte Inglés department stores. Each person was allowed a maximum of 4 tickets.

The event was organised by *Ogilvy Bassat*. We were lucky enough to get Xavier Mariscal to design the logo for the 150<sup>th</sup> anniversary.

#### **Media graphics:**

- Press Advertisements
- Opis
- Banners

#### **Children's Event 2006**

The Barcelona Children's Festival, this year called "A world of colours", provided the traditional choice of educational games for children so they could enjoy themselves over the Christmas holidays.

The City Council took part by putting on and exhibition titled "All the colours of Barcelona" Which focused on the cultural richness and diversity in the city.

The Department provided various activities so kids could get to know more about the green zone and the 30 zones, the Guardia Urbana organized a traffic education workshop where children could paint pictures, there were also demonstrations by the Mounted Unit and the Canine Unit; The fire department showed off their old Genoveva Engine dating back to 1922.

#### **4. Publications:**

Collaboration in the production of written materials linked to the Department of Crime Prevention using a single identifying graphic layout.

- *Mediation* Leaflet (images)
- Publication of a book titled *Young Latinos, Many Viewpoints, none of which are cooperative*.
- Production of materials on preventing crimes against bicycles and the home.
- Leaflet on *educational measures benefiting the city*.

#### **5. More services on the Internet:**

##### **Renewal of the Safety and Mobility**

##### **Department Websites**

During the last quarter of the year we have been working on updating the main page and the other websites in the mobility section (<http://www.bcn.cat/mobilitat>), these will come on line in January of 2007.

The updating consisted of compliance with regulations on accessibility to put them in line with double-A level according to WCAG 1.0 ranking.

This means that the websites will be able to be consulted by many disabled users as they can be viewed correctly on any browser and also using special tools or adapted software.

- Travelling on foot
- Travelling by bike
- Where can I park
- Traffic conditions

Within this context, we updated the Mobility Pact and Publications sections to adapt them to the same regulations.

**Edita**

AJUNTAMENT DE BARCELONA

**Coordinació de l'edició**

DEPARTAMENT DE COMUNICACIÓ I QUALITAT  
DEL SECTOR DE SEGURETAT I MOBILITAT

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