

# PONTEVEDRA

## Walking does it!



Today, 66% of recorded displacements in the urban space are done on foot or riding a bicycle, 4% of them by public transport and 30% by private car. This is happening in a city where there are 68 cars per 100 citizens. On the whole, there are 54,741 cars and 46 million displacements by car each year.

### Speed limits and life-saving speed humps

Pontevedra was the first in the whole of Spain to reduce the top speed to 30 km/h citywide, as well as everywhere else in the local road network. Consequently, there has been a noticeable decrease in the risk pedestrians are exposed to, in air and noise pollution, and in fossil fuel consumption. The rules are not for drivers to choose. This measure would not be completely effective unless life-saving speed humps were installed in the local road network. These have a tried and tested traffic calming effect.



Administrative coordination in favour of mobility is a fundamental aspect for the system as a whole to be successful. There are many concurrent circumstances affecting urban mobility and they must obey certain criteria and follow certain common strategies.



### Recognition

- Cerini Prize, awarded by the National Committee of Disabled Persons
- National Prize of Galician Culture, in recognition of urban transformation
- Festival Road Safety Prize
- Safe Mobility Prize, awarded by the Directorate-General for Traffic and the Spanish Federation of Municipalities and Provinces
- Childhood-friendly city recognition, awarded by Menifios Association
- European Intermoda Prize, in recognition of pedestrian mobility

## Move with your own energy

Metrominuto is a map that defines the distances between 28 key points in the city and the approximate time an average individual needs to cover them. This is a way to encourage citizens to move on foot around the city.

### metrominuto Pontevedra



## HEALTHY LIVING IN THE CITY



### Footpaths and cycle paths

Pontevedra, its rivers and its estuary offer very many possibilities to promote healthy living, such as walking, running or doing some sport. There is a 40-kilometre long network of footpaths and cycle paths, most of which are completely free of noise and car fumes.



**CAREFUL!**  
Children going to school and playing in the street



### SCHOOL PATH

By reducing the number of displacements to the local schools using private cars, and by making children a key part of the sustainable city, this programme has proved to be successful in allowing children aged 6 to 12 to be autonomous going to school on their own. Out of 2,000 schoolchildren, 1,300 go to school on foot, 412 of which do so on their own.

- Supervisors stand in the main crossroads to give parents assurance of their children's safety.
- Six in ten local shops participate in this programme in case children need help.
- Parking spots are available close to all local schools for those who get to school by car.
- All stakeholders in the education and mobility systems take part in designing the routes and making them work smoothly.



### INTEGRATED BICYCLES



Bicycles can share their space with cars, as the 30-km/h speed limits reduce potential threats to bikers.

Bicycles are also allowed in pedestrian spaces, but maximum priority is given to the latter.

