

SUSTAINABLE URBAN MOBILITY PLAN -P.M.U.S.-

Castellón de la Plana

City key features

Administrative capital of the province, concentrating the **30% of the population**

Metropolitan area with a very important industrial activity

Assimmetric growth, specially through the West (University) and South West

Flat topography and mild climate: a perfect city for walking

It is expected the increasing on the **Public Transport demand**

It is expected the increasing on the **car and motorbike fleets**

Urban Mobility in the City



Mobility is one of the axes in urban development. Acting on the mobility is to act on key issues such as sustainability or economic activity in the city

Why an Urban Mobility Plan?

The PMUS integrates mobility actions into a **coherent strategy**, boosting **efficiency** by encouraging the use of sustainable transport modes and **defines the lines of urban transport** in Castellón.

Made from 10.000 citizen surveys

Aims of the PMUS

Increasing the use of
Public Transport in
the Castellón

Improvement of the
mobility “**soft modes**”
(**bike+pedestrian**)

Reduction and
rationalization of the
use of the **private
transport**

Improvement and
increasing of the
“**urban quality**”
(sustainability and
habitability)

Features of the PMUS

EFFICIENT

A better mobility
using less energy
consumption

ACCESIBLE

thinking in everybody,
adapted to all physical
conditions

COMPRE HENSIVE

as it includes all the
transport modes: private
mobility, public mobility,
pedestrian and bikes

EVOLVING

it allows changes
depending on the
citizens needs and
being adapted to
different situations

OPENED

including the
suggestions of the
citizenship, the
Mobility forum in the
City and the expert
staff in the City
Council

SUSTAINABLE

combining all the
transport modes
thinking in today and
tomorrow generations

Policy Areas

PEDESTRIAN

BIKES

PUBLIC MOBILITY

PRIVATE MOBILITY

Policy Areas PEDESTRIAN

A “WALKABLE” city

PEDESTRIAN

A “walkable” city

Castellón is a **medium-size, flat and good weather city**: perfect for walking.

This purpose is one of the PMUS aims, in order to get a more **intelligent mobility** and a more **sustainable city**.

PEDESTRIAN

Actions to promote pedestrian mobility

- Promoting a network starting in the center of the city (**old town**)
- Implementation of a continuous system of **pedestrian routes**
- **Enlargement of sidewalks** and creation of mixed platforms
- Improvement of the **accessibility** for handicapped people

PEDESTRIAN

Zone 30

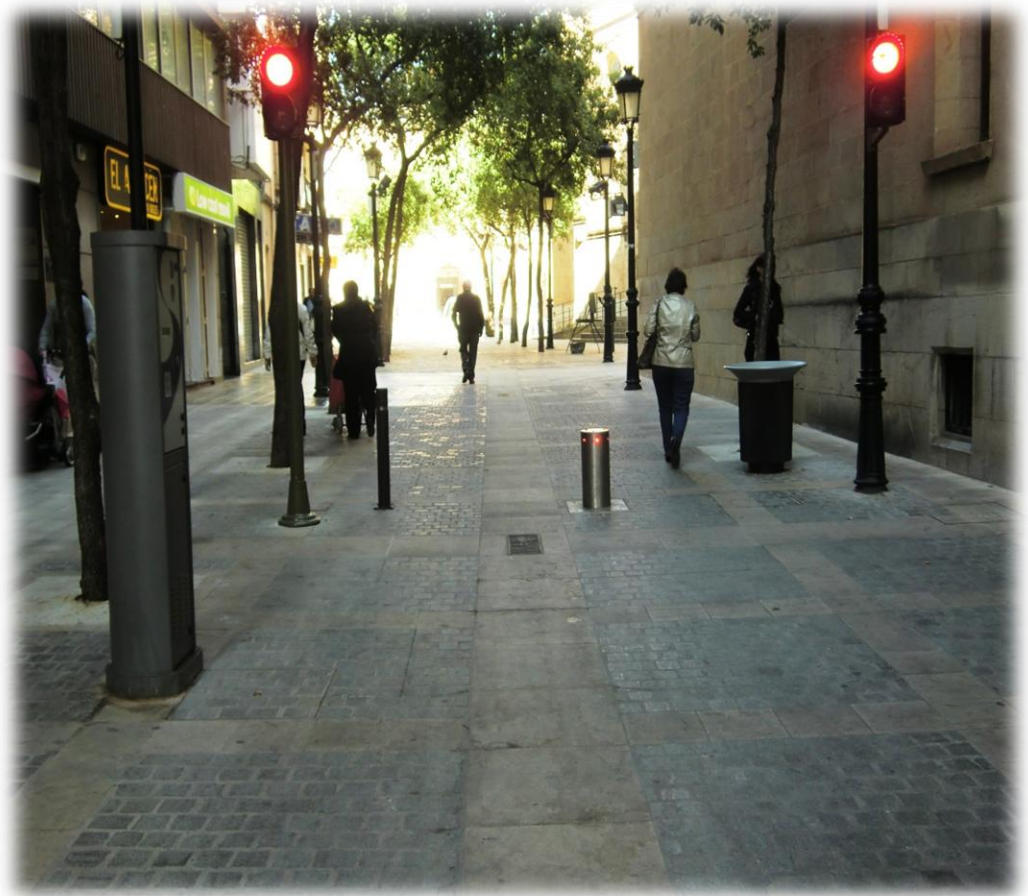


Old Town become
a zone 30 to
promote on foot
mobility
(pedestrian
priority)

PEDESTRIAN

Promoting pedestrian mobility in the center

Restriction of the private vehicles use in the center, in order to promote the walking



Policy areas PUBLIC TRANSPORT

An “EFFICIENT” city

PUBLIC TRANSPORT

An efficient city

The aim in the public transport field is to increase the **competitiveness** of the public mobility while rationalizing the private one. The purpose is to get more public transport users in order to get in **2015 to have the 25%** of the movements by **public systems of mobility**

PUBLIC TRANSPORT

SAE

The SAE

Thanks to this system, the users can know in **real time the remaining time** for the bus arrival to the stop.



PUBLIC TRANSPORT

SAE

Users have the information thanks to **22 digital pannels in the city**, placed on the points of more traffic



PUBLIC TRANSPORT

SAE

They can also get the information thanks to **SMS**. The information is obtained thanks to **BIDI codes** from anywhere the user is located in the city or even from home, indicating the exact information required

CÓDIGO PARADA

196

Código parada
para próximo
paso de autobús



PUBLIC TRANSPORT

TRAM

- Sustainable,
using a
technology which
allows the CO₂
emmissions
reduction



PUBLIC TRANSPORT

TRAM

- It links the city main points: the **University**, the **Train Station**, the **Center** and the **Sea**
- It transforms the city image, making it more modern and greener thanks to the **TRAM** and to the infrastructure it uses, as the **TRAM Bridge**

PUBLIC TRANSPORT

TRAM

- It uses a system of **Optical Guide** which allows a guarantees the accessibility (closest approach to the sidewalk in the stop).
- It has the **ability to disconnect from the catenary** in order to overcome obstacles.
- It has **right of way (priority)** and uses an special platform in order to be always punctual

PUBLIC TRANSPORT

TRAM

- **Pioneer**, as thanks to it Castellón is in the vanguard of the new mobility solutions in Europe
- **Innovative** as it uses latest technologies available



PUBLIC TRANSPORT

Bus Network

- The whole buses fleet has the **EURO5** system, which allows important pollutant gas reductions.
- Progressive replacement of the fuel by introducing **compressed gas**, in order to **reduce the pollution** in the city

PUBLIC TRANSPORT

Bus Network



100% accessible
fleet

Policy Areas BIKES IN THE CITY

A MODERN city

BIKES IN THE CITY

A modern city

The cycling is a bet of the City Council, as it contributes to a **healthy, low cost and sustainable mobility**. Castellon aims to be as many European cities with cycling tradition in the urban mobility, being it **more modern and greener**, while **reducing motorized traffic problems**

.

BIKES IN THE CITY

Measures to promote cycling

- Redaction of the **Bycycle Master Plan**.
- Implementation of an **urban network of ring roads** connected to the city center.
- Adapting** the city roads for cycling.
- + de 70 km** of cicly routes in the city

BIKES IN THE CITY

BiciCas

- BiciCas (public service of bikes lending) is the main action developed by the city council in order **to promote the cycling** mobility in Castellón
- Consolidation of the bike use for urban transport: **from 350 to 4.000 daily uses** (both public + private).



BIKES IN THE CITY

Urban Cycling Roads



Cycle-street

*Speed limited to 30km/h.
Recommended route for
cyclists*



Segregated bike lane

*Road that
runs parallel
to the road
in one or
two
directions*

BIKES IN THE CITY

Urban Cycling Roads



**Cyclable
route**
*Shared
way for
both bikes
and
pedestrian*



Zone 30
*Priority
of passing
to bikes
and
pedestrian
over
vehicles*

BIKES IN THE CITY

Urban Cycling Roads



Cycling SideWalk

*Cycling road
marked on the
sidewalk*

BIKES IN THE CITY

Bike Parkings

- Installation of bike parkings in P.O.I.(48 parkings in the city)
- Installation of touristic routes (over 140 km)



Policy Areas PRIVATE MOBILITY

A SUSTAINABLE city

PRIVATE MOBILITY

A Sustainable City

The PMUS seeks to promote the **rational use of the private vehicle** by reinforcing the use of the “**soft modes**” of transport while ensuring an efficient public mobility in the city..

PRIVATE MOBILITY

Measures to improve private mobility

To reduce traffic congestion in Castellón, the City Council has launched the following roads:

- Completion of the Round City
- North-South axis
- Creating the ring road Center

PRIVATE MOBILITY

Motorcycles parking

Expansion of parking areas for motorcycles (**over 600 seats**) to **encourage the use of this transport** which cleaner and more suitable for the city.



PRIVATE MOBILITY

Friendly Mobility Program

**MOVILIDAD
RESPETUOSA**

El Ayuntamiento de **CASTELLÓN**
apuesta por la Formación y la Prevención

The program promotes
the values of **coexistence**
and **respect** in the urban
environment

Friendly Mobility is
an exchange program
that allows to
change fines for
training courses to
raise awareness and
correct attitudes in
the urban mobility

PRIVATE MOBILITY

VideoWall System



Installation of the urban Mobility Control Center in order to control the traffic in real time using the **VideoWall System**

PRIVATE MOBILITY

Information in real time

This system allows the users to know the traffic in real time through the installation of pannels in different points of the city



PRIVATE MOBILITY

Parking Plan

- Creation of **parking for residents** in the old town
- Creation of a network of car parks at the **entrances to the old town**
- Regulation of the loading and unloading



PRIVATE MOBILITY

Blue Zone (ORA)

Extension of controlled
parking zone (ORA)-Blue
Zone



PRIVATE MOBILITY

Blue Zone (ORA)

Aims of the ORA:

- Facilitate parking by rotation
- Avoid unnecessary traffic
- Boost the economy of the area



the best MOBILITY...

...for a SMART city

THANKS!

+info:

www.castello.es