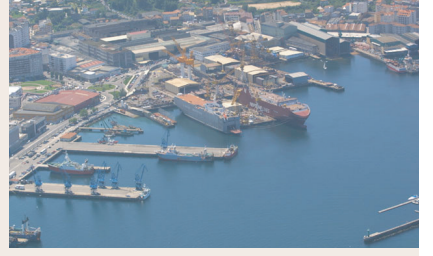
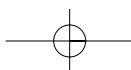
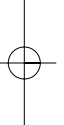
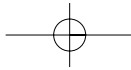


# 6



## SECTOR PRIORITIES AND FIELDS OF ACTION





STRATEGIC INFRASTRUCTURES AND TRANSPORT PLAN **PEIT****6.1. THE DEGREE OF DEFINITION OF THE ACTIONS IN THE PEIT**

The following pages describe the main actions foreseen during the planning period covered by the PEIT (2005-2020). These actions are structured into three phases, following the pattern for the definition of the PEIT 2020 scenario (Section 4.3).

Naturally, the extent to which these actions are defined varies. In general, the prior studies have already been completed on those planned for the period 2005-2008 and, in some cases, the designs have been prepared and some work actually begun. There has been a socio-economic, environmental and territorial evaluation of most of them, making it possible to confirm the degree of priority for that action. Because there were Ministry of Public Works and Transport activities spread over a wide area, under way or in an advanced stage of study before the PEIT was drafted, the choice of projects has also sought to ensure the greatest possible functionality for the system as a whole by 2008.

On the other hand, subsequent actions will benefit from longer deadlines for their study, and will draw on more comprehensive tools for analysis and valuation. Thus the inclusion of actions as from 2009 must be understood in terms of a commitment to make a thorough study of each, so that its contribution to the PEIT targets can be evaluated, and its interest and level of priority for that period can be defined. The PEIT review planned for 2008-2009 will make it possible to specify the actions which are to be taken in the following four-year term.

In any event, the Plan takes on the commitments acquired by the government in parliament (e.g. the "Galicia Plan") and in bilateral agreements with neighbouring countries, the Autonomous Communities and Local Corporations, and in the State's backing for actions with repercussions in tourist areas, along with those of a cultural and sporting nature where there is an international projection, planned in various Spanish cities in the coming years. This commitment is independent of the extent to which the activities established in this document are defined and for which, because of their strategic nature, it is not possible to define in detail all the action to be taken, which will be dealt with subsequently, in sector or intermodal plans or through the regional coordination provided for in the PEIT.

These actions are grouped below according to the structure set out, combining modal divisions with others of a transversal nature:

- Transport safety
- The road transport system
- The rail system
- Sea transport and ports
- Air transport
- The intermodal goods system
- The intermodal passenger system
- Urban transport
- Innovation in transport

**6.2. TRANSPORT SAFETY AND SECURITY**

There are three facets of safety and security in transport: in the first place, the risk to the user of being involved in an accident; secondly, the need to protect persons, the goods transported and the installations themselves, from illicit action; and finally, the prevention of job-risks.

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These three facets are dealt with independently in each mode of transport. In many cases, safety demands arise from international commitments or agreements. Moreover, jurisdiction in the safety field affects various Ministerial Departments, where the appropriate coordination mechanisms will be set up. This independence must however be compatible with the aim of offering more consistent safety conditions from one transport mode to another, and the reinforcement of cooperation among specialists, so that risk-assessment systems and the planning of actions may benefit from the experience of modes offering higher levels of safety in the three facets referred to.

To these ends, each Ministry of Public Works and Transport Directive Centre and Public Enterprise will provide information on its activities in the safety field as part of the biennial monitoring report on the PEIT, and a mechanism will be established for cooperation in the area of safety in transport, for periodic review of that information.

The creation of a Transport Safety and Quality Agency is intended to provide a specific body which will facilitate more integrated safety policies in the various modes, fomenting research and studies in the field, and favouring increasing autonomy in the analysis and evaluation of safety in each transport mode in the Centres and Public Enterprises responsible for the management of infrastructures and of services.

### 6.3. THE ROAD TRANSPORT SYSTEM

#### 6.3.1. Priorities

Road transport system priorities for the period 2005-2008 seek to improve and standardise the conditions of service throughout the network in terms of safety and conservation, to rationalise the network by structuring it, to finish high-capacity routes which have been begun, to set objective criteria for the selection of investments, and to launch a system of additional user services, coordinated with other competent Administrations, and deploying the possibilities of ITS (see table).

#### Road transport system priorities. 2005-2008

##### *Safety and Conservation*

- To contribute through transport policy to the Community objective of reducing the accident rate by 2010, and maintaining the same approach for the period 2010-2020.
- To adequately conserve existing routes, bringing investment in conservation up to 2% of the network's value.
- To provide users with an adequate level of service in the use of the infrastructure, to be explicitly defined in each four-year term, and which enhances the network's safety, reliability and efficacy.
- To pursue these activities at the lowest possible overall cost, aiming to reduce as far as possible not just the financial charges but also, and most especially, the accident and environmental costs.
- To modernise management as an essential measure for optimising fulfilment of the previous objectives.
- To obtain consistent parameters in the dual carriageway network (first-generation dual carriageways).

##### *The structuring and development of the network*

- An agreed definition of a new basic system for the Network of High-Performance Roads which includes the main routes in the State Network (of more than 15,000 km) and the Autonomous Community networks, as a base for the future definition of coordinated actions, superseding the radial structure.
- Completion of high-performance routes currently under construction, or those where programming is advanced, and with high or medium demand (Average Daily Intensity > 10,000 vehicles /day).

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- Programming of actions on long-distance routes which might, initially, be conventional roads, with controlled access and safe design, allowing for dualling when justified by demand. Priority will be given in this type of action to transverse trunks.
- Feasibility studies for new connections proposed by the PEIT.
- Coordination with other Administrations for assignment of title to sections of roads which may be considered to have fallen outside the State Roads Network for various reasons (construction of bypasses, the presence of parallel high-capacity routes, etc.).
- Updating of the network inventory.
- Upgrading: Design of a program for the construction of town bypasses and for minimum standards to be attained throughout the State Roads Network, acting on those with greatest priority.
- Actions in the framework of the Concessions Act: projects will be conditional upon a prior analysis of their economic-financial feasibility and their compatibility with PEIT objectives.
- Review and updating of project standards to assess requirements and, where applicable, to include specifically the needs for non-motorised mobility, public transport, etc.

### *Operation and user service*

- Definition of the concept of territorial traffic-management centres and for dealing with incidents, in cooperation with the Directorate-General of Traffic (DGT) and the Autonomous Communities. Introduction on a pilot basis in large metropolitan areas and in a network's main corridors.
- Definition of a strategy for deployment of ITS and associated services for road users. Implementation of a pilot program of action.
- Development of a clear public information system, up-to-date and easy to consult, including questions such as the state of the roads; of public transport services; of new actions submitted or which are open for public debate ...

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From 2009, priorities will aim at enhancing levels of quality in the Basic High-Performance Network, through full cover of the coordinated network management system, the introduction in the Basic High-Performance Network of systems to control user service, including on-board information and multimode action in congested sections of the Basic Network, systematically analysing alternatives to the enlargement of capacity. On the other hand, the Sector Plan must be fully implemented, particularly in relation to the upgrading program (construction of town bypasses to avoid conflicting through-routes, and improved conditions on other through-routes, securing minimum parameters throughout the network). Finally, a review must begin of road transport taxation, and the development of a legal framework for an alternative system allowing for the introduction of charge-systems linked to real use of the network on the part of the various Administrations holding title to the route networks.

It is likely that priorities will be progressively focused on making the services offered by ITS system available throughout the network, on the doubling of interurban routes where there was action in previous periods under the Plan and which were provided for doubling in the second phase, and on the progressive introduction of the new system of taxation and charges for the use of the infrastructure by the various user groups.

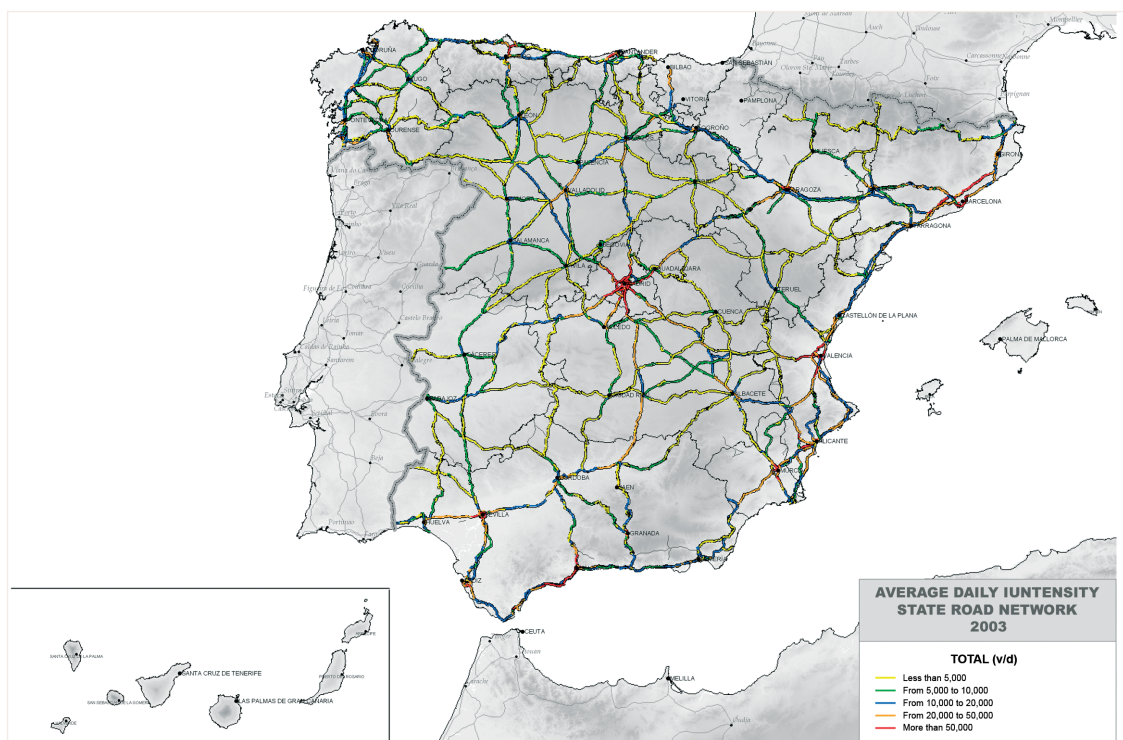
### **6.3.2. The structure of Planning in the Road Sector**

Sector road planning is structured through three differentiated plans, although mechanisms must be set up to coordinate them all during design, implementation and review:

- The Roads Sector Plan.
- The Road Transport Sector Plan.

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FIGURE 20. Average daily intensities on the State Roads Network (2003)



- The National Plan for Deployment of Intelligent Transport Systems (ITS).

The Roads Sector Plan (2005-2012) will be drawn up within a year following the date of approval of the PEIT, and developed on the basis of the guidelines fixed in Chapter 5, of the elements described in this section, and of the current legislation, in particular the Roads Act and Directive 2001/42/EC on the Strategic Environmental Assessment of Plans and Programs. This Sectorial Plan contemplates two main lines of action:

- Interurban actions, including in turn:
  - Action on the State's Basic High-Performance Network, including that for the creation of high-performance intercity routes, and cross-border connections.
  - Upgrading (including that of town through-routes and bypasses). Upgrading will be proposed on routes not demanding conversion to dual carriageways within the PEIT's time horizon, but where upgrading is considered necessary as a result either of the planned level of service mid-term, or of the application of territorial criteria. The startup is also proposed of actions on town through-routes and bypasses aimed at resolving through-route tensions and creating improvements to safety and traffic conditions, generating significant social benefit. Finally as part of this program, there is to be a set of actions known as "green roads" concentrating on trunks through areas of great environmental value, and designed to contribute to the local development of the natural zone into which they are embedded.
- Conservation and exploitation, including:
  - Action on safety, conservation and exploitation, designed to fulfil the targets set in this field by the PEIT, and where modernisation of management is seen as an indispensable element:
    - To halve the accident rate by 2010;

## STRATEGIC INFRASTRUCTURES AND TRANSPORT PLAN **PEIT**

- To adequately conserve the existing body of routes, aiming for a target of 2% investment of the network's asset value;
- Provision to users of a service level in line with the use of the infrastructure, improving the network's safety, reliability and efficacy;
- To attain all these objectives at the least possible total cost, as far as possible reducing economic, accident and environmental costs;
- Action to integrate the infrastructures into their surroundings, such as improvements to the route and facilities, noise protection, paths for fauna and transversal permeability, and planting on the margins.

All the actions will be programmed according to two time horizons, according to the priorities already set out: the 2005-2008 horizon, and that for 2009-2012, with an intermediate review in 2009. The final period of the PEIT (2013-2020) will be implemented through a new Sector Plan. A description of the main lines of these actions follows.

Action on the Ministry of Public Works and Transport route network in urban and metropolitan areas, to be defined preferentially in the context of the Sustainable Mobility Plans, explained in Chapter 6.9 of this document, and of understandings with the Territorial Authorities. This action, and its scheduling, will be integrated into the framework of the Roads Sector Plan.

### 6.3.2.1. Obtaining basic data for the Sector Plan

Monitoring of the PEIT, and the drafting of the Roads Sector Plan demand enhanced base data on the roads network, and trends in terms both of traffic and of infrastructure. Thus the Sector Plan must include initiatives such as the following:

- Reorganisation of metering stations
- Development of a new computerised traffic operational system
- Development of an automatic system for the classification and weighing of vehicles at the 250 permanent stations
- Development of vehicle classification systems at the remaining 200 stationary points
- To convert all cover stations to stationary installations
- An inventory of geometric characteristics and facilities
- An aerial inventory
- The route infrastructure construction processes and materials
- To obtain new route facility systems and materials (signalling, beacons and vehicle retention elements)
- Specialised technical monitoring of the road network in service.

Similarly, drafting of the Sector Plan will require significant improvements to basic data on the environmental effects of road infrastructures in connection with the natural values of the territories into which they are embedded. The results obtained from actions under the Sector Plan in this field will eventually be integrated into the tools for the observation and monitoring of the PEIT, described in another chapter of this document.

All the actions referred to may be included in national R&D programs, or may be the subject of specific action under the Sector Plan.



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FIGURE 21. The Roads Network. Actions under the PEIT

