



Mobility ▶ Summer perspectives and plan for a new sustainable model 2030

Forecast 400,000 vehicles in August

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EL PERIÒDIC
ANDORRA LA VELLA
@PeriodicAND

With four weeks left until the quintessential tourist month of the year arrives, in August, Mobility has already dared to give the forecast for the entry of vehicles on both borders. In this way, the department predicts that the figure will be a record and will be at pre-pandemic levels. Thus, between 400,000 and 410,000 vehicles could visit the country during this month, while in 2019, the last pre-pandemic, the data climbed to 425,000 vehicles. If we separate the borders, 250,000 would enter through the border crossing of the Runer River and 150,000 would do so through the Franco-Andorran.

«Following the data of the Puríssima, Christmas and the rest of the winter of this year and taking into account the international context in which we move and the increase of the price of the fuels, from Mobility we have the sensations that could be a summer of strong records», predicted the director of the department, Jaume Bonell. In this way, and apart from the impact of the Cirque du Soleil show in July, «we anticipate the maximum traffic complications around August, the month of the year in which we historically have the most visitors, at least if we take into account the vehicle units, since for Christmas we have episodes concentrated on certain dates, four days for the Puríssima and two weeks for Christmas, but not in the set of 30 days».

As for July, according to Bonell, «the sensations are good, as Cirque du Soleil said it is a good claim, but it is a month that I think we will manage quite well, especially considering that many citizens who work in domestic economic sectors will be on holiday», while in August «we have fewer residents who are out of the country, and this is also good, because those who left leave room for those who come to visit us».

On whether the entry of more than 400,000 vehicles in a single month could cause a collapse of the country's road network, from the Department of Mobility consider that «our network gives for what it gives, so with these figures we would be very close to reaching the ceiling, especially if we start from the premise that our car fleet is 80,000 vehicles and that we have a country designed for it», so receiving almost four times more makes it difficult to manage».

For this reason, several special traffic devices will be activated in which about 250 people will participate between the Police, the communal traffic services and the Mobility agents, and there will also be the involvement of the Spanish security forces: Mossos d'Esqua-

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dra, Civil Guard and National Police, with the aim of facilitating the exit of cars by road along the Spanish-Andorran border.

In this context, and to avoid a possible collapse, «we have the device quite well organized, we have recorded peaks in the last five years that tell us that we would be rubbing the 18,000 vehicles in one day, and we have had the capacity to manage it». On the other hand, Bonell added, «in August we are far from these figures, because it must be borne in mind that not everyone who goes up in the morning will leave in the afternoon, as this month is characterized by stays of two or three long days or weekends, so there is an added alternation to the fact that the day is much longer, that the weather is more favorable, and that this makes the departure times much longer than in a winter period, when the closing of the stations marks much the time of exit». ≡



Jaume Bonell

Director of Mobility

«Occasional driver withdrawals must lead to training to re-

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He has been caressing the administration for the last few months, as after 40 years, he intends to fold once the new government that has emerged from the upcoming elections enters. Meanwhile, continue ready for weather.

–A few days ago he was at the presentation of the Imaca report of the Automobile Club. What did you think?

–Very interesting. As always, the ACA is a good source of motivation and the other day was no surprise. For example, there has been talk of the future of interconnection, which is very close here, although there are still many fringes. I would like to emphasize that administrations have been working with a lot of data for years, the niches of information are the-

re and now possibly what is needed are platforms to launch all this information and to be interconnected.

–The fact that Andorra Telecom is a new player or the connected car in which mobility can help?

–The fact that we go with 5G technology and an immediate transfer of information means that the final recipient, the driver, can make decisions, and this is mobility.

–Could the rise of technology improve security?

–The third lane seems like a good idea to me, as the interconnection optimizes the road network by 200%, because every driver will have information that he already has today, but he has it in a very disintegrated way in various applications. If you can get this information right away in the car, it can make a lot of difference.

–The ACA report collects some data that, although they vary with respect to 2020, are similar in relation to 2019 in terms of sanctions and accidents. In this sense, the ACA stated that the sanctioning framework is already quite restrictive and that good drivers should be trained. How do you see it?

–First of all, the figures are stubborn, and the fact that we are in data similar to before the pandemic, are actually lower, because the car fleet, and the number of drivers and residents has grown. Given this nuance, life-long learning is always important, but so is awareness. In this sense, the administrations are making great efforts through different campaigns. For example, social media has reached a very high level of communication. We, in particular, have a lot of followers and we are repeatedly influencing them in terms of behaviors or advice. After the holidays, we will resume the campaign «We want you



A. B.
Jaume Bonell, in his office in the department

Driving license must be made subject to recover it»

to come back» that we did last year, with good results, although it will be a different motto but with the same message. The car tells you, the one who wants you back and the administrations, and that's relevant. In addition, other agencies advertise this impact, in this case in collisions.

-Do you think they are useful?

-I think so, and also these impacts, with the point of cruelty they have, make us think, but for a short time, just like when we have an accident while driving on the road. At that time we have a reflective drive, but the memory is very short.

-Returning to training, what possibility would you bet?

-Everything is evolutionary. We came from very lax sanctions, today they have been updated in terms of amounts, and in the future we will see, but possibly, rather than toughen the sanctions, will have to make

timely withdrawals from the driver's license subject to a training to get it back. This is a path that has been traced by different traffic directions from neighboring countries, and in the end the result has been good. We are also seeing a part of the population behaving irresponsibly, with alcohol and drugs behind the wheel. At this point, we have a more social than traffic problem.

-We also see people flaunting speed and risk.

-I would stick with my routine alcohol intake. Most of the society is very clear that when you have to drive you don't drink, and another one that you still have to be aware of.

-After so many years, are there still people who are not clear?

-The figures tell us so, and above all they have told us about an age group that I think is very dangerous, between 30 and 49 years old. We've been

doing the road safety program in schools for 25 years, and we're seeing a significant reduction in road accidents in children under 30, which means pedagogy works.

-The smaller they are, more easy to learn it.

-It is also worth noting that the fact that the police and teachers talk and go out with children on the street, and that we at Mobility teach them how traffic management works, generates a concern for their young age.

-The 2030 Sustainable Mobility Plan will be approved shortly. When are you expected to move forward and what do you think you should include?

-In fact, the mobility plan for the central valley was presented a few days ago to the National Mobility Board, which transferred the main lines to the consuls, and this plan gives a roadmap of what should be a philosophy of mobility facing 2030.

-What should be the philosophy?

-A philosophy aimed at pedestrian policies, new forms of mobility, road safety policies or the pacification of cities.

-Would this mean reducing cars on public roads and increasing the weight of public transport?

-A paradigm shift should prevail. Private car mobility will not be sustainable in the end, so we must try to limit travel as much as possible, use other forms of mobility and use public transport.

-This requires a change of mentality, is there a real will from the Government?

-I would give you an example. We just have to go through the bus station and there have been queues for four or five days.

-But when something is given for free, there is usually a queue.

-Or maybe it's the chance to find out something. I will make a small confession: I do not use public transport, because I always travel on foot, but just before the pandemic, I participated in a radio program in which we did a live report from inside a bus and we moved from Sant Julià to the upper part of Escaldes-Engordany, and I will tell you that it is the great discovery that many of us should make, because they are modern, comfortable buses that move easily. Doing it for free can be the discovery by many people. In this sense, the Luxembourg model should be highlighted, where the reduction in private mobility was drastic.

-But free is not everything, maybe what would advance public transport is that it had a preference on public roads, for example.

-If they have had the opportunity to visit Bilbao in recent months, they will realize that it has no internal traffic and this is because the public transport service has been expanded with a very affordable price, which has transferred private mobility to

public transport. However, our geography is different, with separate places of residence, and in this the transport on demand that have launched certain municipalities, combined with the rest of the lines, there would be more people who could approach with this type of transport. In this sense, much work remains to be done.

-I insist, is the will that public transport dominates the public road over the private car?

-I don't think we should demonize anything. The paradigm of a city where everyone lives and works is very different from our reality. Every morning, 6,000 vehicles arrive in the central valley, coming from other parishes to work and do business. If we look at these movements, the gentleman who lives in the Ordino pass may not have access to public transport. The aim is to analyze this demand and, in conjunction with the municipalities, to link it with long-



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«Perhaps we have other options that current engineering allows us to make cheaper and faster to do in a drilling or tunnel»

distance lines. All things must have a price, but if the price is lower than the usual cost to go to work, it is certainly a good offer.

-In any case, if it is free, it means that all citizens pay it with taxes.

-It's clear. Let's make a hypothesis, imagine that with this shift to public transportation, the state should probably invest less in infrastructure.

-Is the electric vehicle powered enough?

-If we replace one type of vehicle with another we will have the same mobility problems. However, if we talk about the environment, we will

improve air quality.

-Is there room for more bike lanes?

-We are working to have a bike lane that is free of traffic. As it is designed today it is great for cycling tourism, but you need to give it a safety tip.

-The other day the widening of the CG3 at the entrance to La Massana was presented and the variant was parked? Is it necessary the variant?

-The variant is alive. The sectoral plan for new road infrastructure is 18 years old and we have realized over the years that the reality was different, so it needs to be updated and perhaps the pharaonic works that had been planned will be more rational and acceptable. We may have other options for drilling or tunneling that current engineering allows us to do, such as road sections on pillars, which are cheaper and faster to do. Also, it can take three to four years from the beginning to the end. If we resize the project and make it more adapted to the need it can be quite important.

-And the second section of the Sant Julià variant?

-I think the same. An open-air section makes it much less expensive to maintain and run.

-Let's go to safety. Are you planning to expand your radar network?

-Our radar ratio is 7.4 kilometers. In addition, interconnection is the opportunity of speed, with a guidance system, which knows what the speed limit is and what you are going at. Let's move on to these systems. We know who you are, what car you drive, where you are going, the speed limit and what you are going at. Radars perform a pedagogical and also sanctioning function, with 14,000 infractions in a year.

-What else can be done?

-The government is making great efforts in road maintenance. The mobility network is in good health, we got three stars out of five, we have a remarkable one, although we don't have to relax.

-How do you imagine mobility in Andorra in 10 years?

-If I had been told in 1977 that we are the way we are, I would not have believed it. Prat de la Creu was a dirt road. Great efforts have been made in communications in recent years. I imagine an ideal country, with continued progress and a model city, because there is a great desire to change things to increase the vital appeal of the country.

-Will we see you in the next administration?

-I would like to take a well-deserved break, I have been in the administration for 40 years and I am starting to show signs of fatigue.

-Are you satisfied?

-I left glorious through the big door, we have a lot of work and we have left mobility at a very good level and with international recognition. ≡