



Ajuntament  
de Barcelona

# Adaptation plan for sustainable mobility

## COVID scenario

5/06/2020

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## Summary

- 1. Monitoring mobility**
- 2. Adaptation to COVID scenario**
- 3. Plan for sustainable mobility**

# 01

## Monitoring mobility





## Important changes

**Severe activity reduction since 13/03/2020**

**COVID scenario is an abnormal scenario**

**Demand reduction:**

Private transport	-70 / -80%
Public transport	-90 / -95%
Bicycle lanes	-85%

**Modal split:**

	Before	COVID	SUMP
Private transport	26%	34,4%	19,9%
Public transport	37,3%	19,5%	40,8

- Accident reduction in the same proportion as traffic reduction.
- Increase (in proportion to the reduction in traffic) of speeding offenses

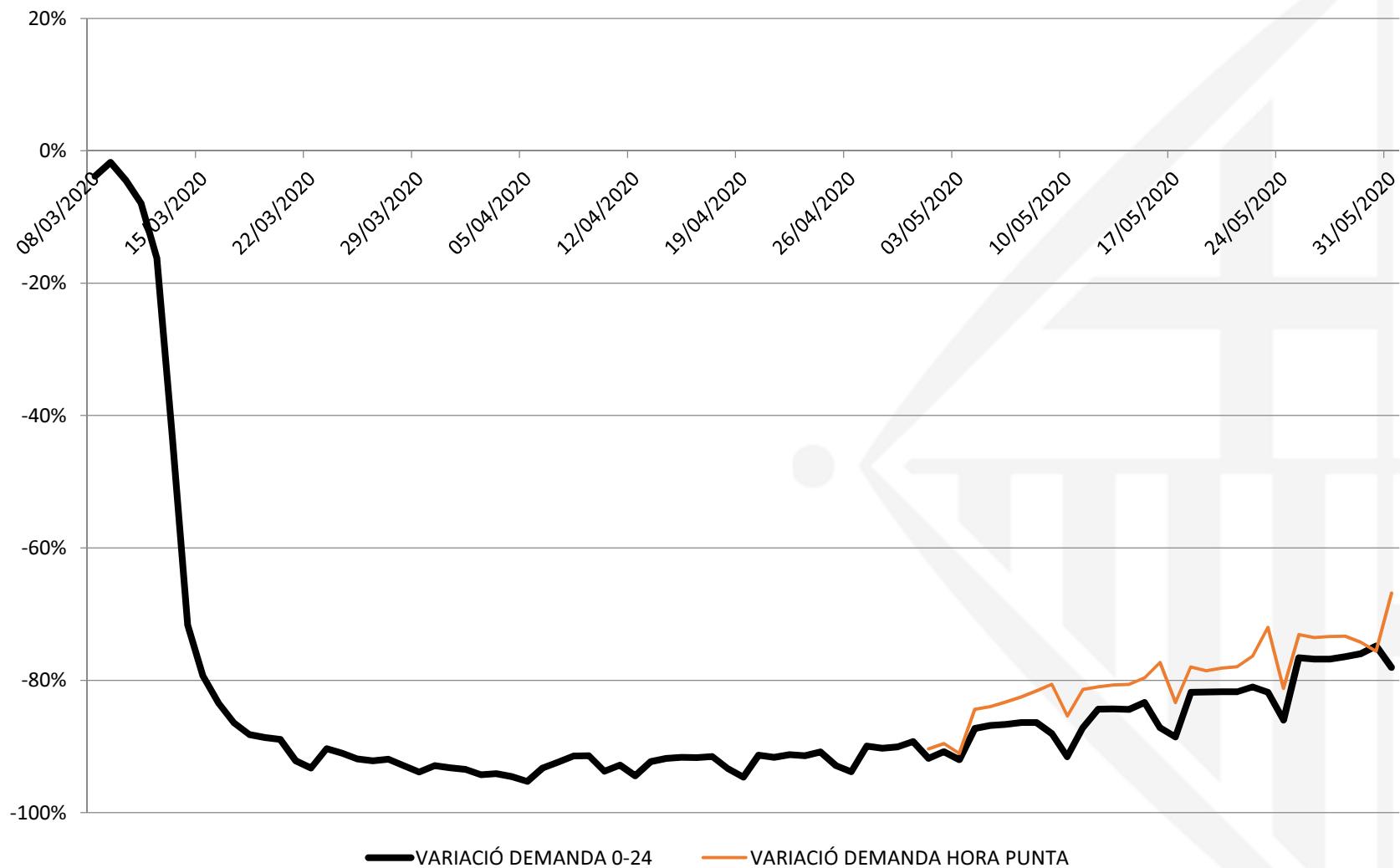


## Monitoring mobility is essential to manage the general crisis





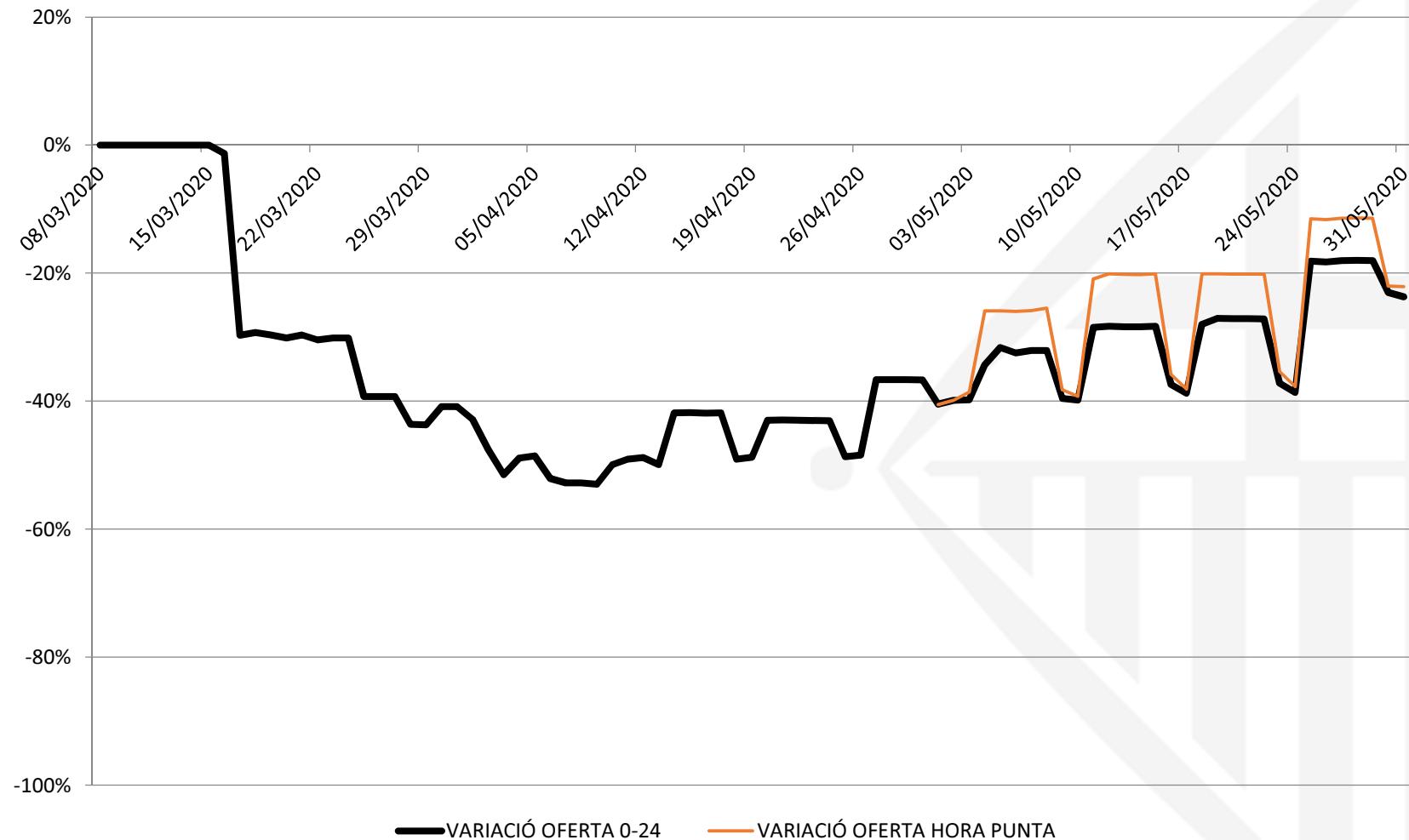
## Public transport demand reduction



Font: ATM



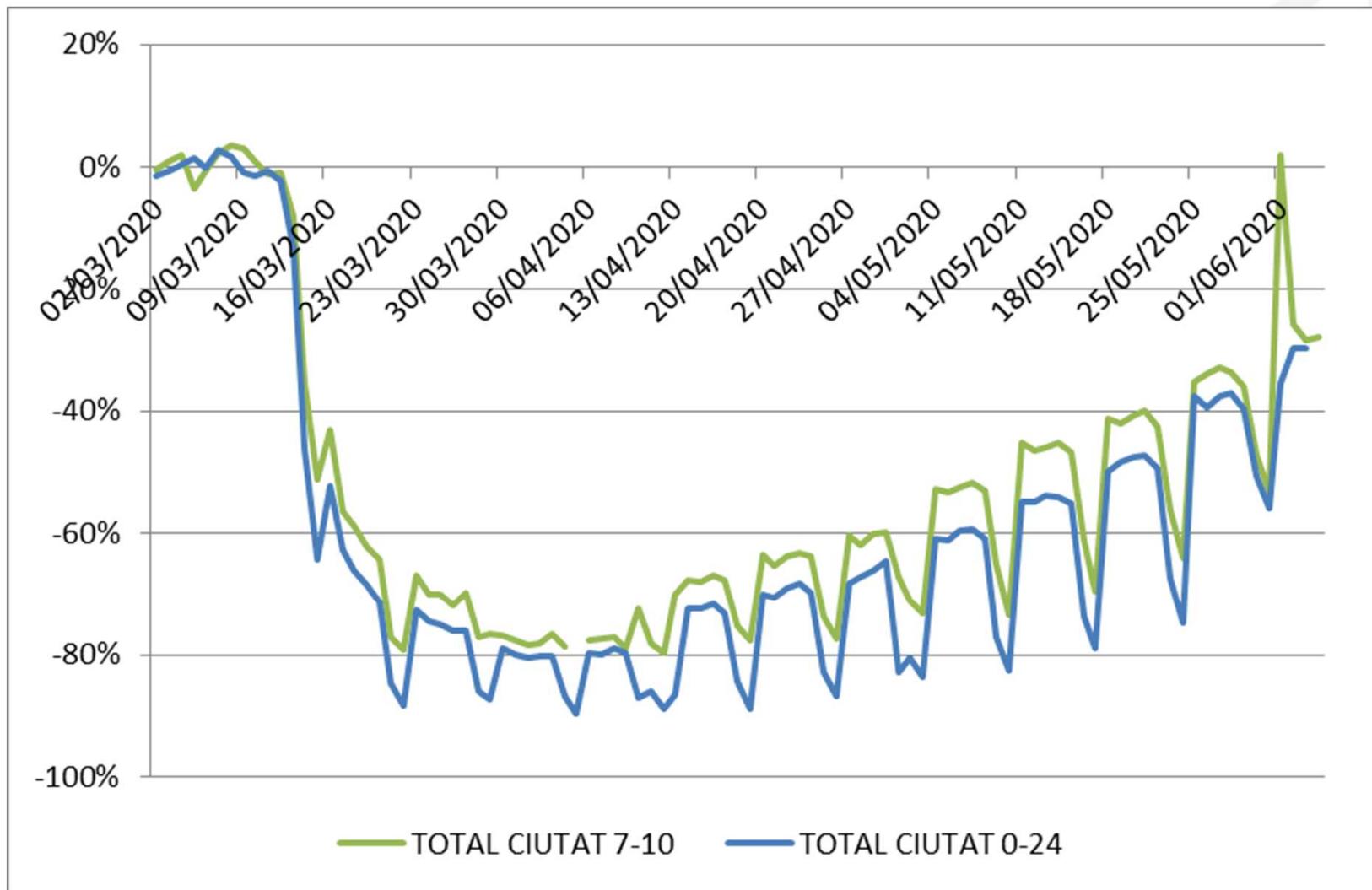
## Public transport supply reduction



Font: ATM



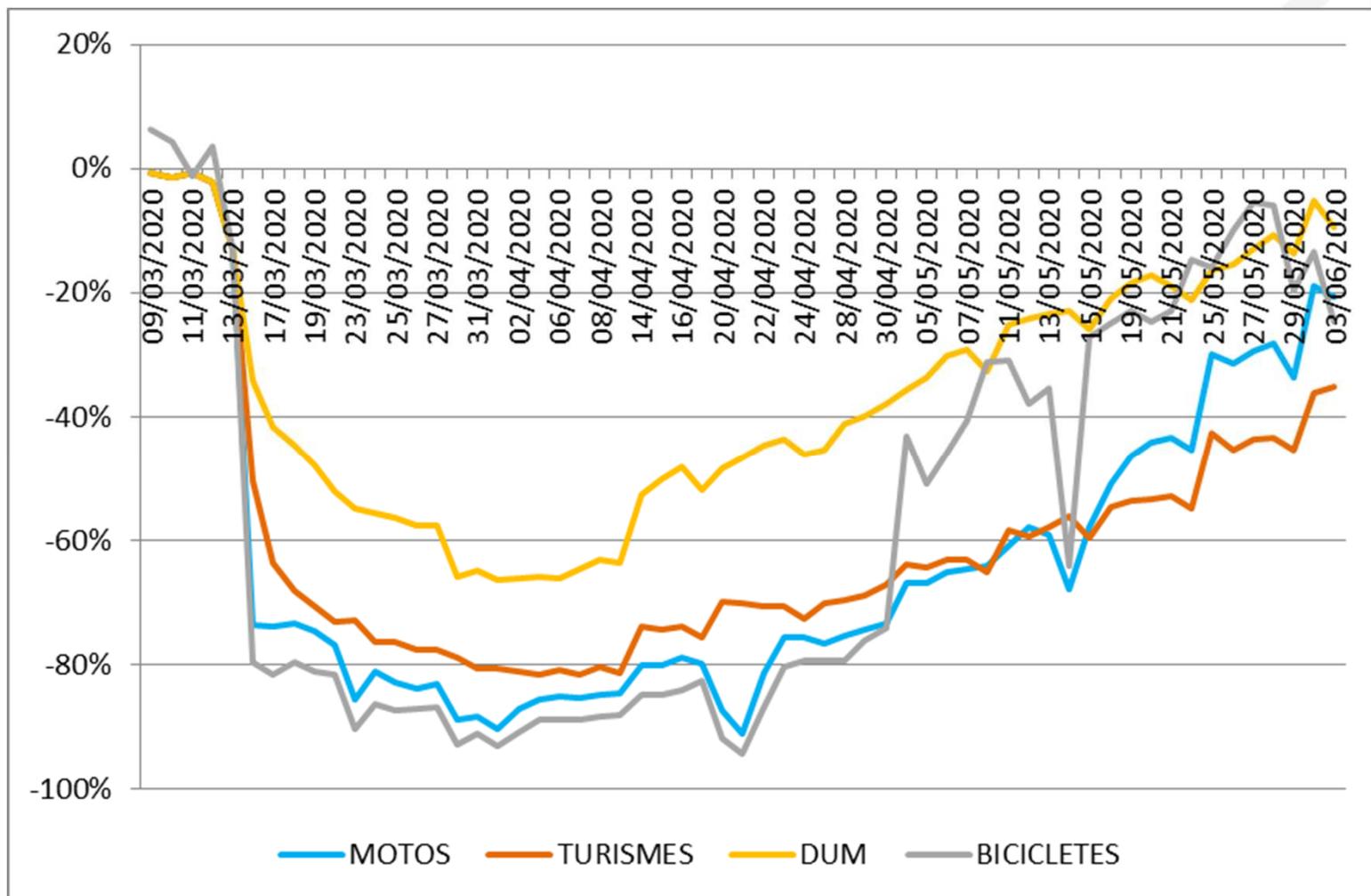
## Traffic reduction



Font: AjBarcelona



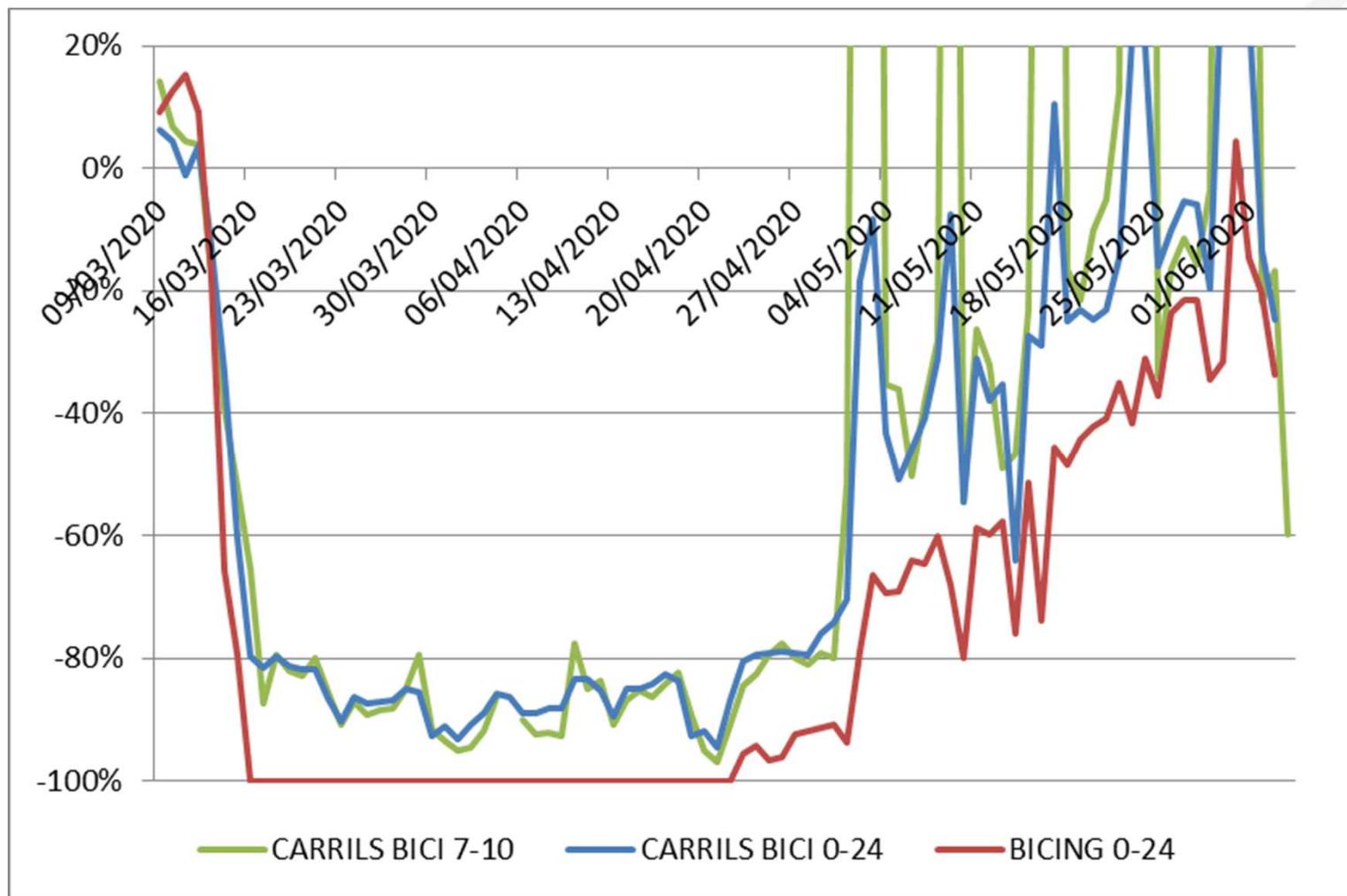
## Traffic reduction – type of vehicle



Font: AjBarcelona



## Bicycle lanes reduction





## **Information update**

**Metropolitan public transport (Autoritat Transport Metropolità):**

<https://datastudio.google.com/reporting/8de36517-9570-4cab-bd16-bb3542710859/page/NX5JB>

**Regional traffic (Servei Català Trànsit):**

<https://datastudio.google.com/reporting/6cb44796-0d48-46bb-93ce-b7c36fb057d6>

**Barcelona City: traffic and bicycle lanes (Ajuntament Barcelona)**

<https://drive.google.com/drive/folders/14gVWJPtVtJE7rACmPQDOIfK8sgWXswiK>

# 02

## Adaptation to COVID scenario





## **During the activity lockdown:**

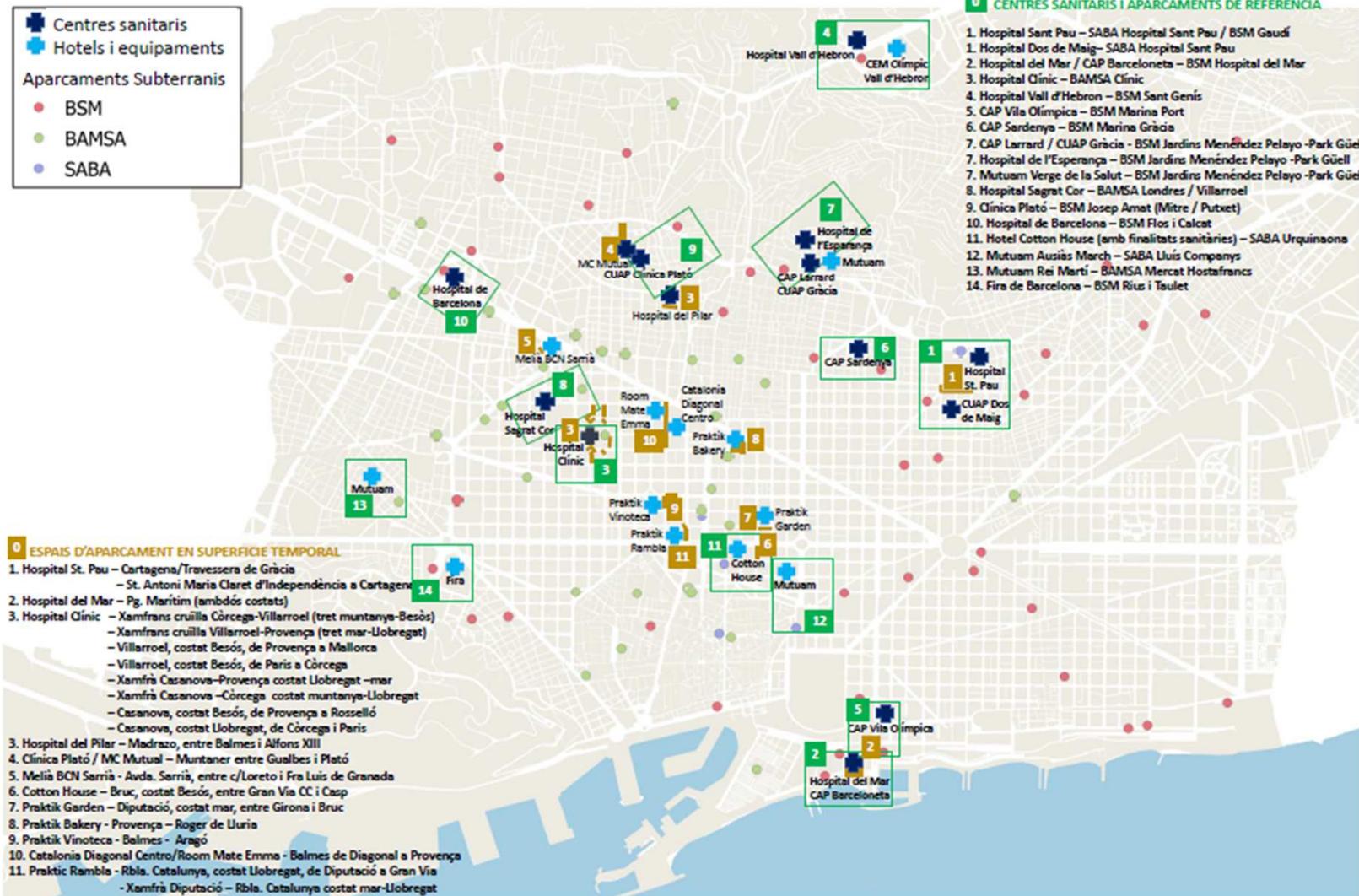
- Avoid COVID infection on the trips.
- Facilitate essential services mobility (health services, essential supplies...).
- Extraordinary financing of public transport.

## **During the activity recovery:**

- Avoid COVID infection on the trips.
- Leaving the confinement will led to a significant increase in mobility, and individual citizen responsibility.
- Recover general activity according to the public transport recovery capacity
- Health and hygiene measures in public transport.
- Communication campaign to recover prestige of public transport and taxi service.
- Extraordinary financing of public transport.



# Facilitating health services mobility



# 03

## **Plan for sustainable mobility**





## A new sustainable mobility in a new public space - April

- SUMP objectives
- Public transport and active mobility

### Opportunities

- ✓ Reduction in the number of trips (especially during rush hours) due to the increase in teleworking and non presential academic activity.
- ✓ Greater public awareness of the impact of mobility on air quality and environmental noise, and increase in the individual citizen responsibility
- ✓ Increase in travel on foot and by bicycle
- ✓ Move services from on-street to off-street parkings

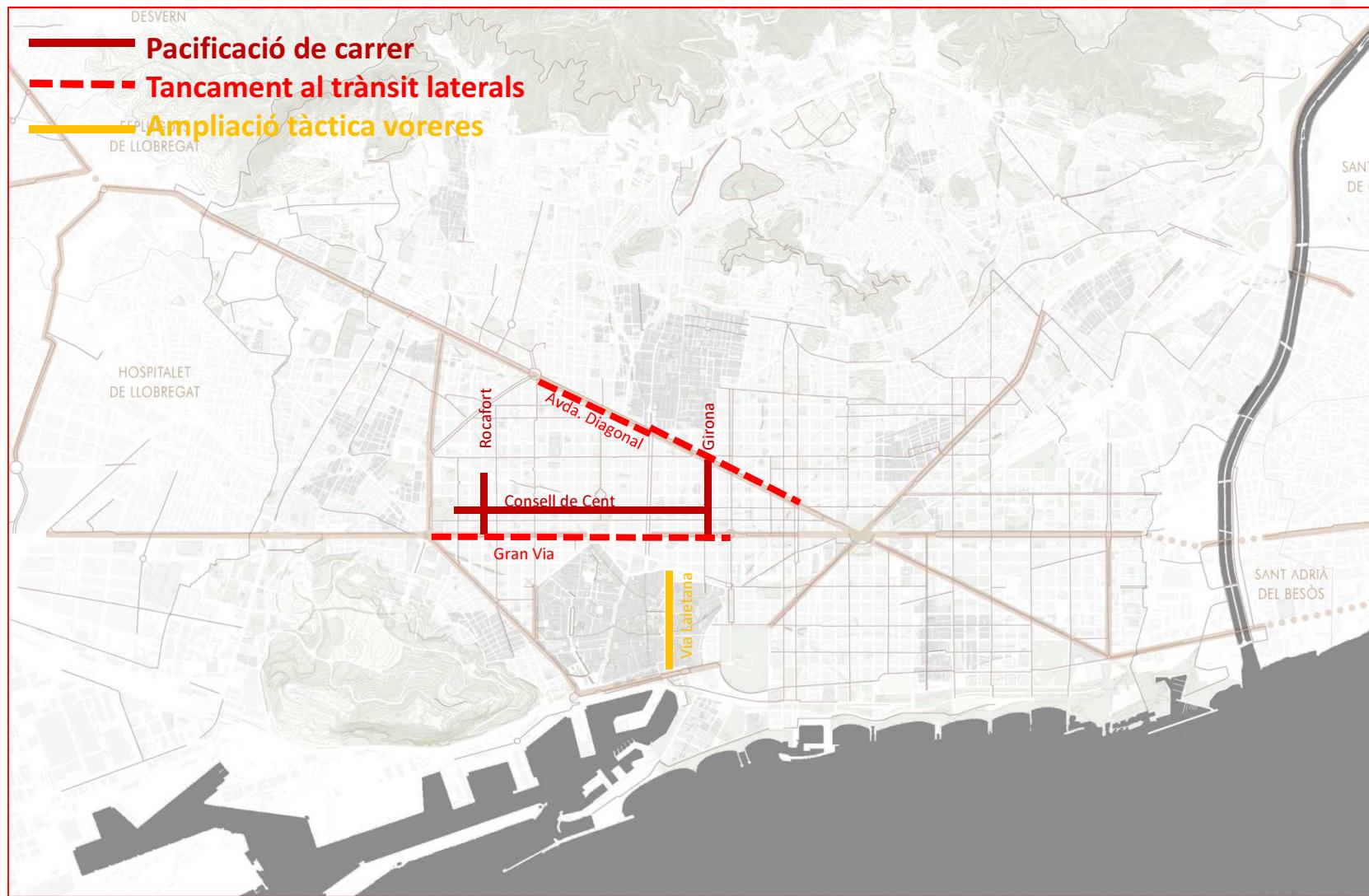


## Measures

- Adjust the distance restrictions on public transport to the recovery of the general activity
- The overall recovery process includes enhancing teleworking, flexible working hours, non presential academic activity, ...
- Communication campaigns public transport, walking and cycling.
- Extraordinary financing of public transport
- Public app for taxi
- Promote mobility services in parkings (off-street) with reinforced health measures; bicycle parking, motorcycle parking, goods distribution, electric vehicle charging points, shared car operators...



## Pedestrian spaces: wider sidewalks (12Km)







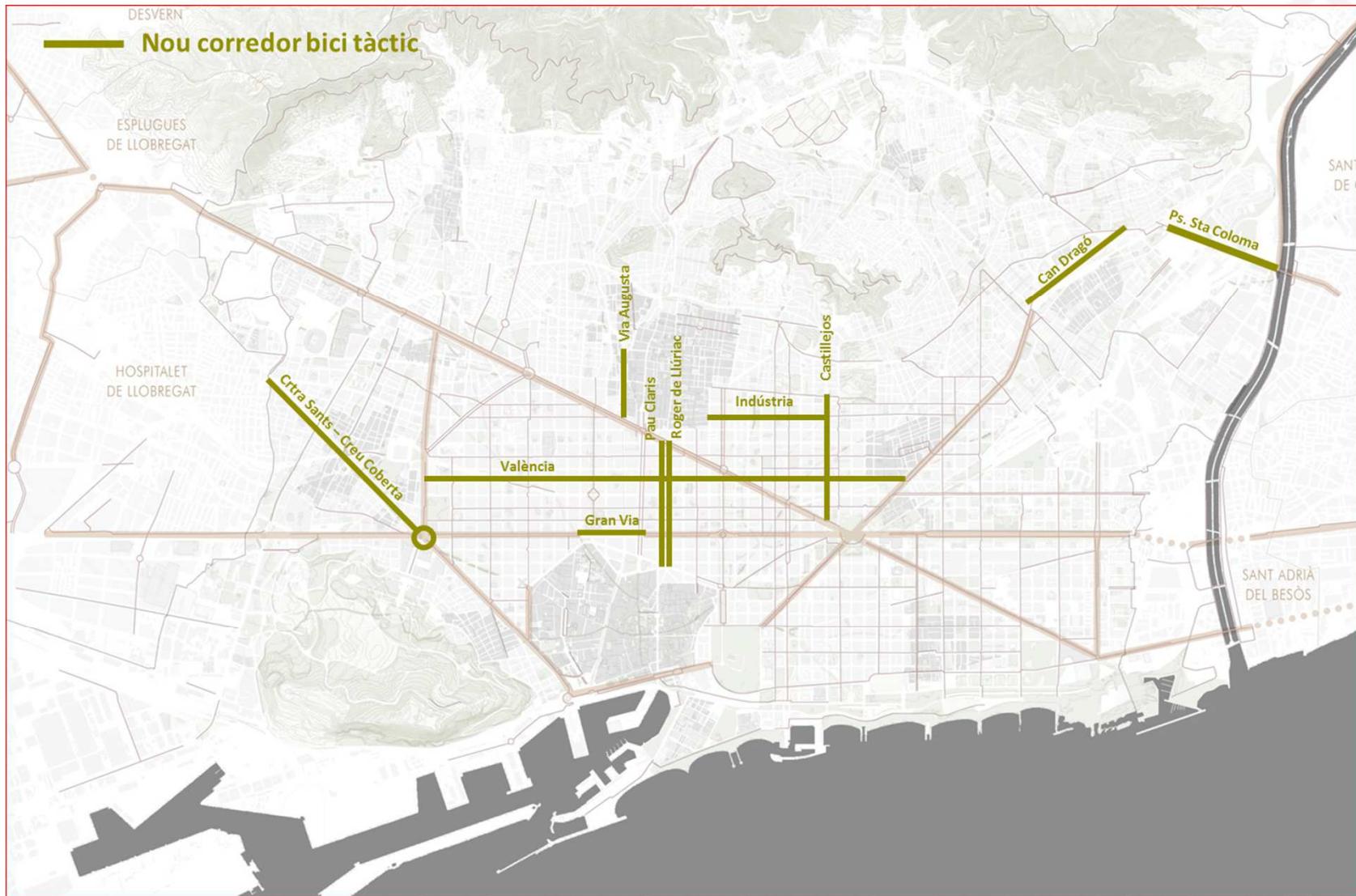


## Pedestrian spaces: motorbike enforcement





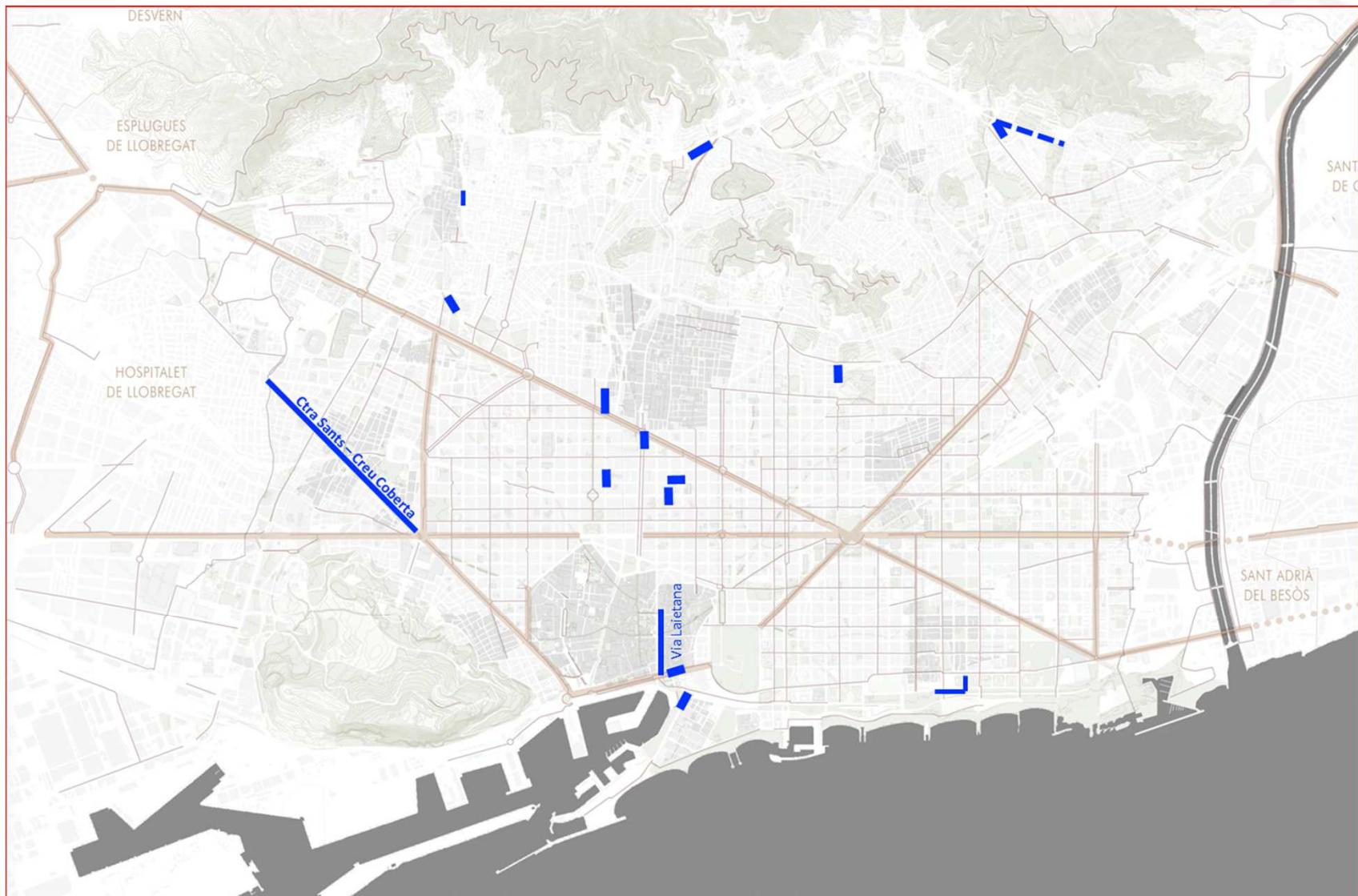
## New bicycle corridors (21Km)







## Improvements in bus lanes











# Pedestrian spaces: temporary without traffic

Districte	Barri	Carrers
Sants-Montjuïc	Poble-sec	c/Olivera c/Magalhães
	Sants	c/Alcolea c/Violant d'Hongria Reina d'Aragó
	Sants-Badal	c/Violant d'Hongria Reina d'Aragó (continuació)
	Hostafrancs	c/Leiva c/Béjar
Sarrià-Sant Gervasi	Sarrià	c/Manuel de Falla c/dels Caponata
	Les Tres Torres	c/Vergós i c/Carrencà (formen un sol eix)
	El Putget i el Farró	c/Escipió c/de la Costa
	Sant Gervasi - Galvany	c/Brusi (fins a Via Augusta) i c/Dènia c/Marià Cubí
Gràcia	Sant Gervasi – la Bonanova	c/Sant Gervasi de Cassoles c/Arimon i c/Cerignola (formen un sol eix)
	Vallcarca i els Penitents	c/Cardedeu c/Castellterçol
	El Coll	c/Beat Almató
	La Salut	c/Mercedes c/dels Albigesos
Horta-Guinardó	Vila de Gràcia	c/Torrent de l'Olla (Lesseps-Providència)
	Camp d'en Grassot	c/Taxdirt
	Horta	c/Canigó
	El Carmel	c/Lluís Marià Vidal c/Lugo
Nou Barris	La Font d'en Fargues	c/Peris i Mancheta i c/Marí (són perpendiculars) av/Frederic Rahola
	Can Baró	c/Vallseca
	Guinardó	c/Amílcar i c/Vinyals Passatge Flaugier
	Baix Guinardó	c/Taxdirt
Sant Andreu	La Teixonera	c/Fastenrath
	Roquetes	c/Vidal i Guasch c/Simancas
Sant Martí	Verdum	c/Casals i Cuberó c/de la Font d'en Canyelles
	Trinitat Vella	c/Finestrelles c/de la Mare de Déu de Lorda
	Camp de l'Arpa del Clot	c/Muntanya c/Coll i Vehí



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## Itineraris segurs cap de setmana i festius





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