











#### the consequences of the model

SUP BAR ERI CEL LLA ONA

#### **HIGH LEVEL POLLUTION**

Pollution for PM2,5

659 premature deaths

Mobility of vehicles with fuel

50% pollution







NO2



#### **ACOUSTIC POLLUTION**

53,87% population over

60-70 dBa

(limit WHO, 65 dBA)



# GHG Green House Gas Effect – CLIMATE CHANGE Increase until 4°C



#### TRAFFIC ACCIDENTS

11,000 injured

traffic accidents

31 deaths

more incidence in motorbikes and pedestrians



#### **INSUFFICIENT GREEN AREAS**

Barcelona 6,6 m2/h.

Eixample 1,85 m2/h .Gracia 3,15 m2/h













# NEW URBAN MODEL

# **RE-PROGRAMMING**

**RECOVER PUBLIC SPACE OF QUALITY** 

**CO2 REDUCTION** 

**INCREASE THE VEGETATION** 





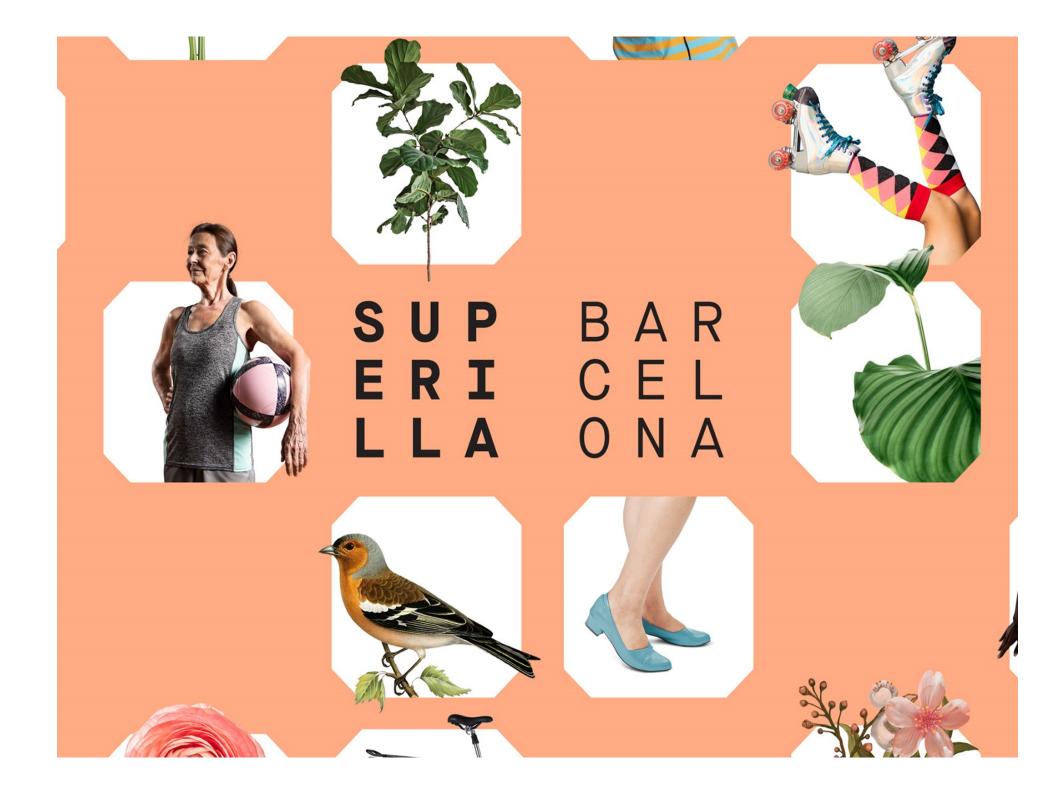
**ROADS PACIFICATION** 



WALK

#### SUSTAINABLE MOBILITY

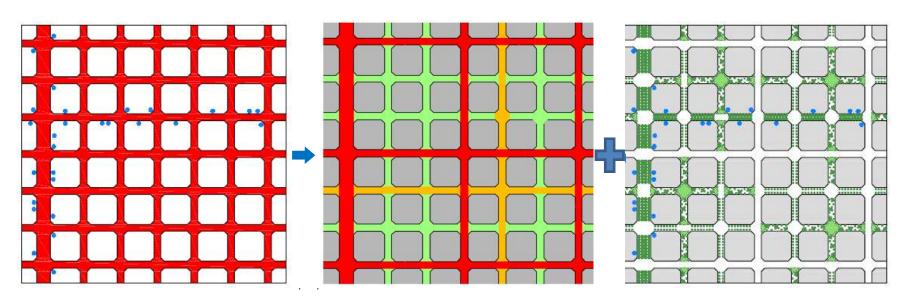
- ATMOSPHERIC AND ACOUSTIC POLLUTION
- PRIVED VEHICLE FORCED DEPENDENCY
- **➡** BICYCLE
- ➡ PUBLIC TRANSPORT (URBAN & METROPOLITAN)





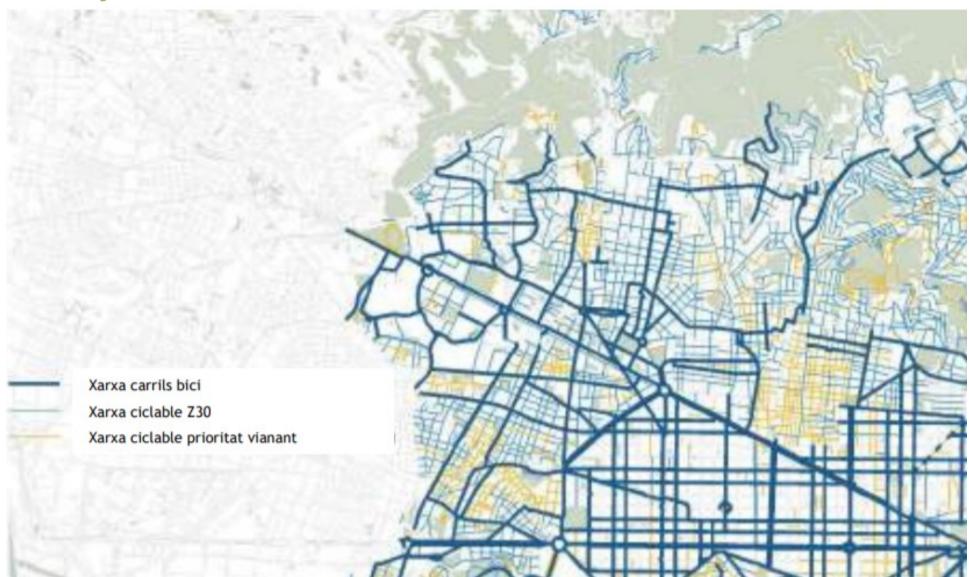


## Superblock's model



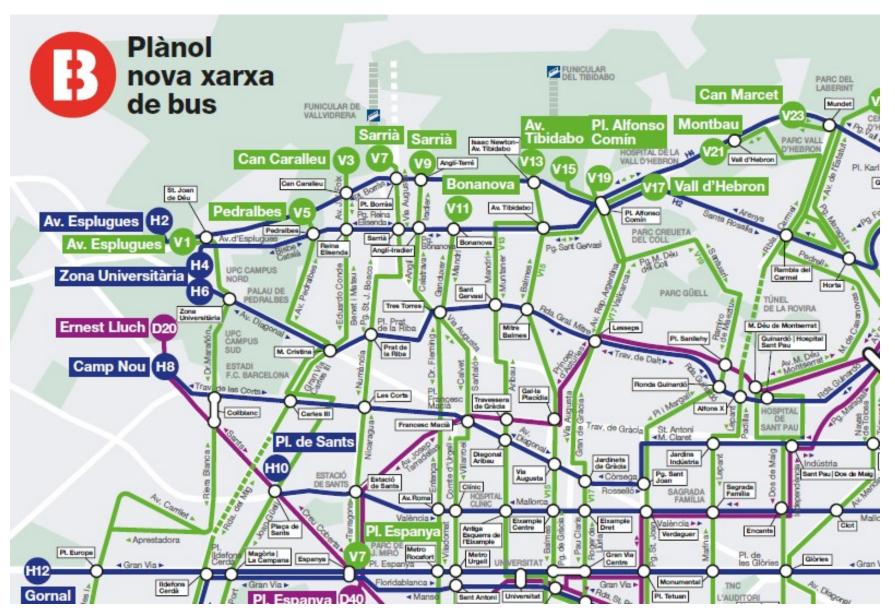


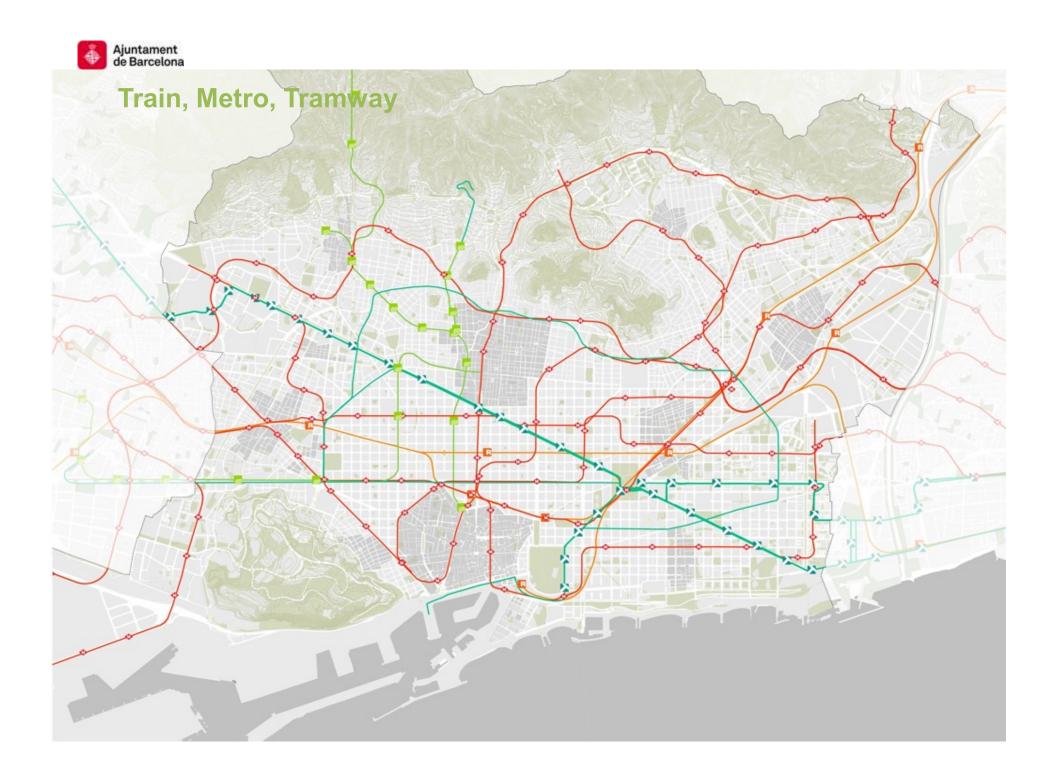
# **Bicycle network**

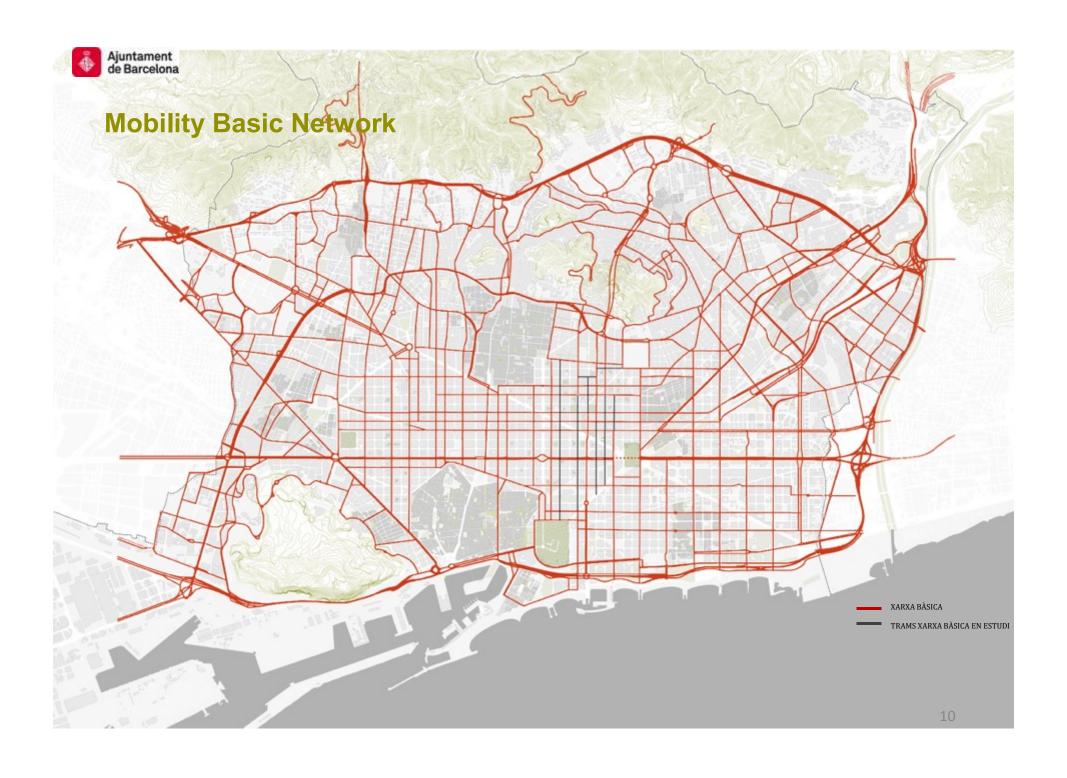


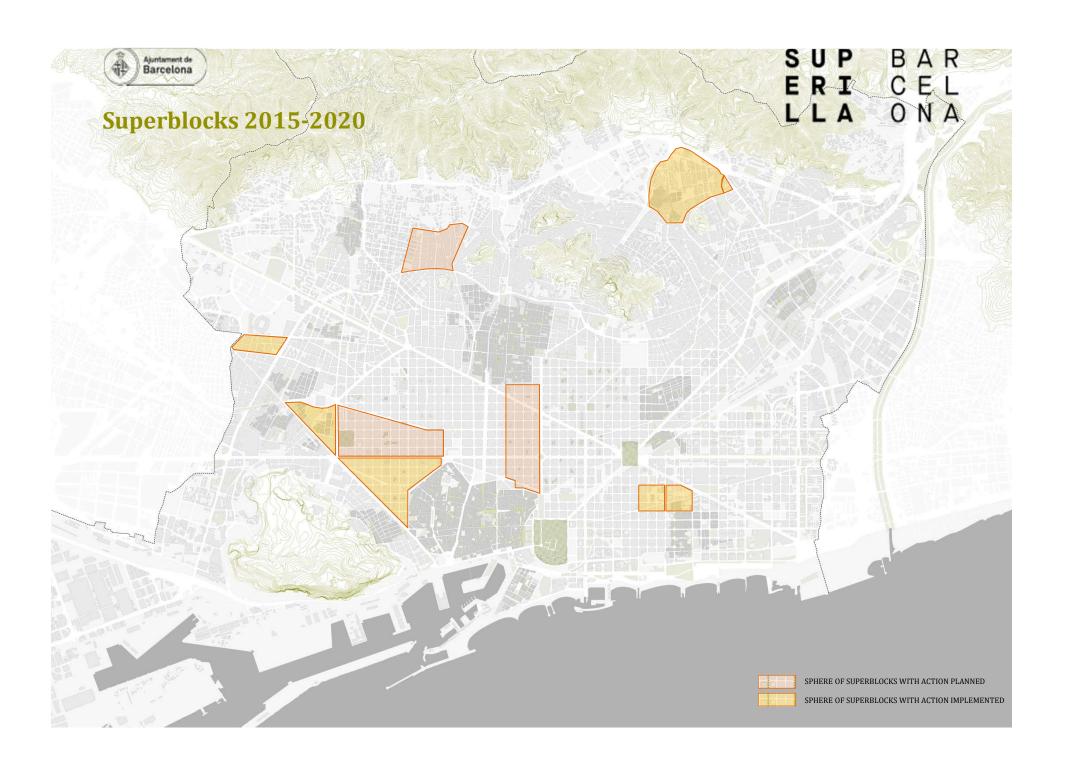


#### **Bus network**

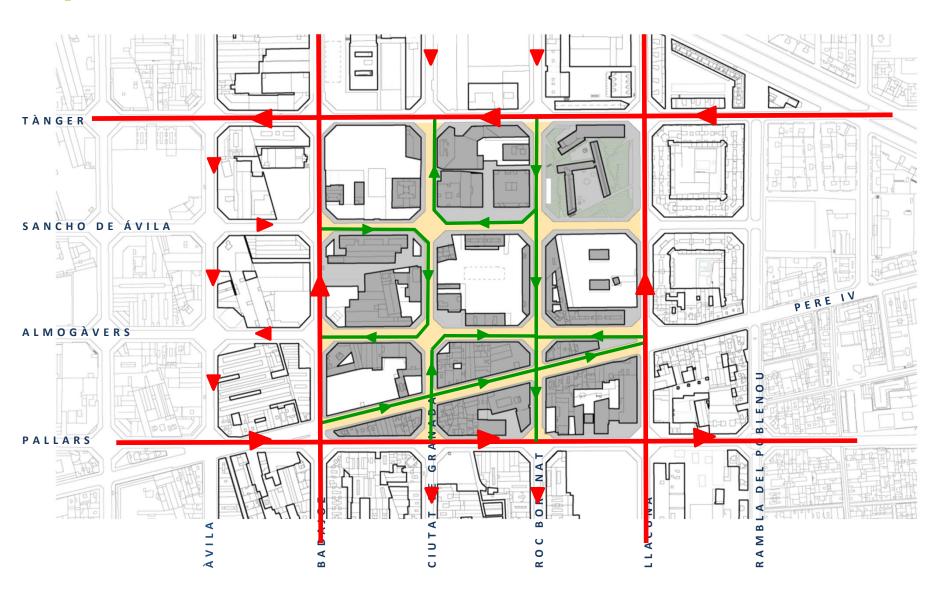












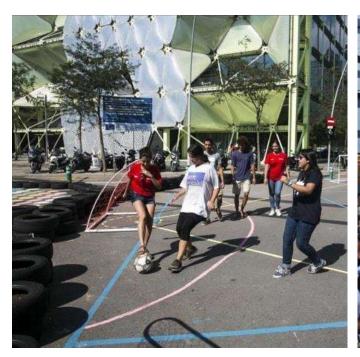


































#### SUP BAR ERI CEL LLA ONA















# EVOLUCIÓ DE LA SUPERILLA DE SANT ANTONI

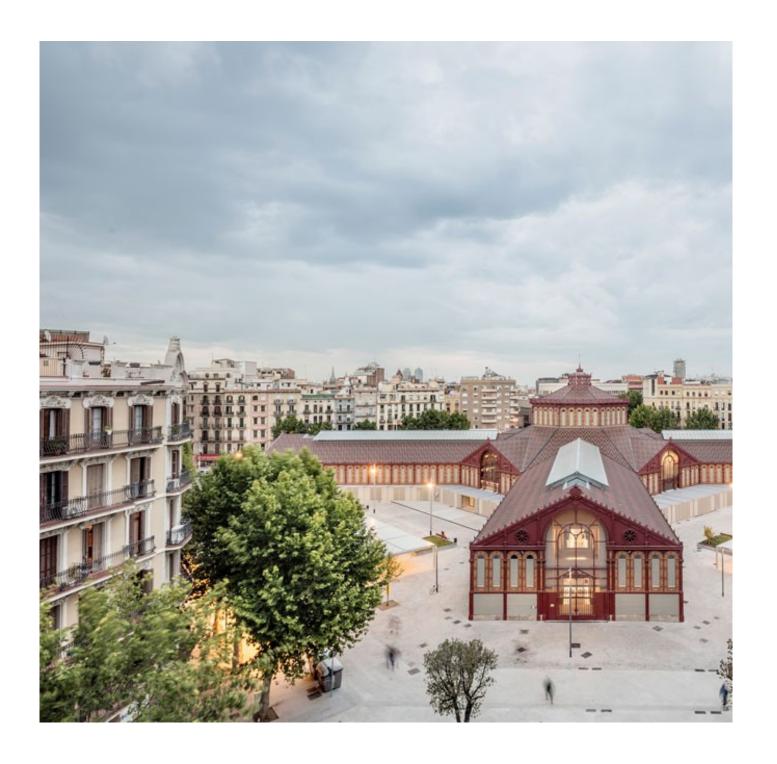


	2017	2019	Variació	
CONTAMINACIÓ				
NO2	57 μg/m3	38 µg/m3	- 33 %	
PM10	24 μg/m3	23 μg/m3	- 4 %	
SOROLL				
DIA	66,6 dB	62,5 dB	- 4,1 dB	
TARDA	65,5 dB	60,2 dB	- 5,3 dB	
NIT	61,1 dB	55,7 dB	- 5,4 dB	
VEHICLES				
Borrel/Tamarit	7.216	1.266	- 82 %	
Viladomat/Tamarit	8.498	10.387	+ 22 %	
VIANANTS				
Borrel/Tamarit	13.381	15.407	+15%	
Borrell/Manso	15.568	22.459	+ 44 %	











SUP BAR







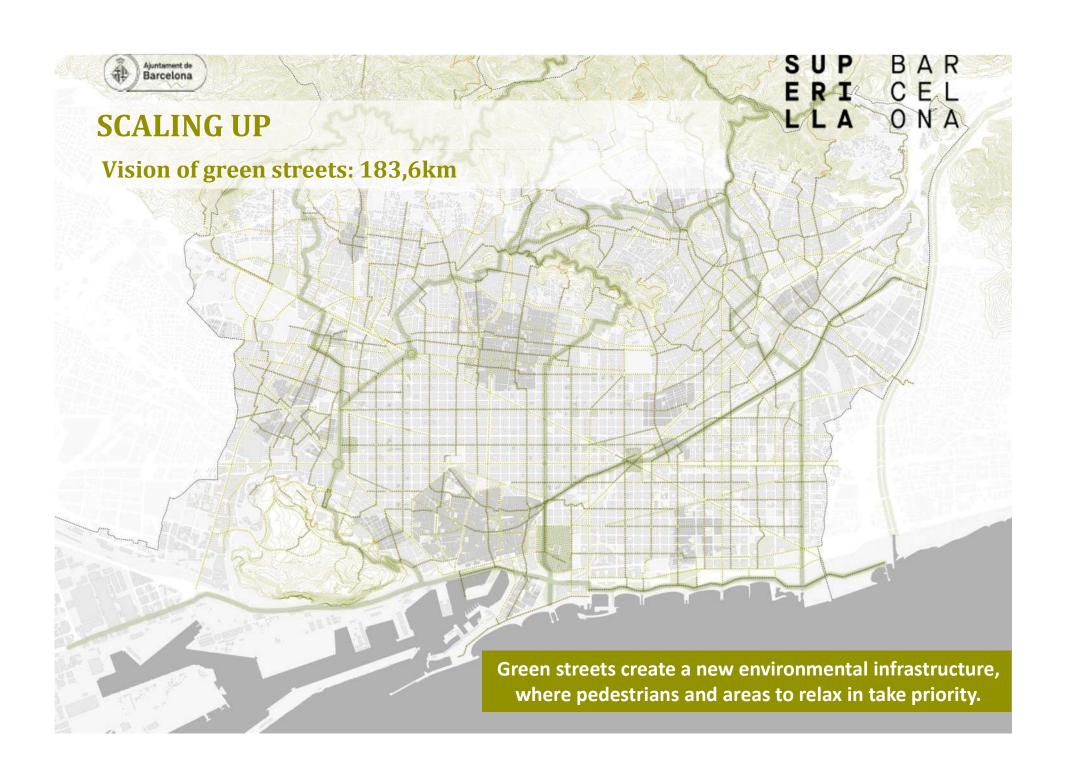












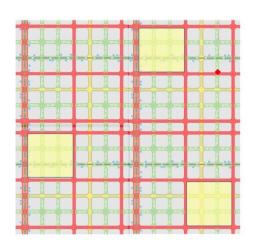


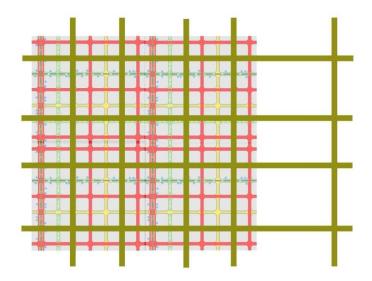


# **SCALING UP: SUPERBLOCK BARCELONA**

We want Superblocks to become the model for a 100% Barcelona transformation of public space.

Shift of focus: While we previously took action at a local level, in delimited areas, now we want to broaden the vision and seek structural changes.



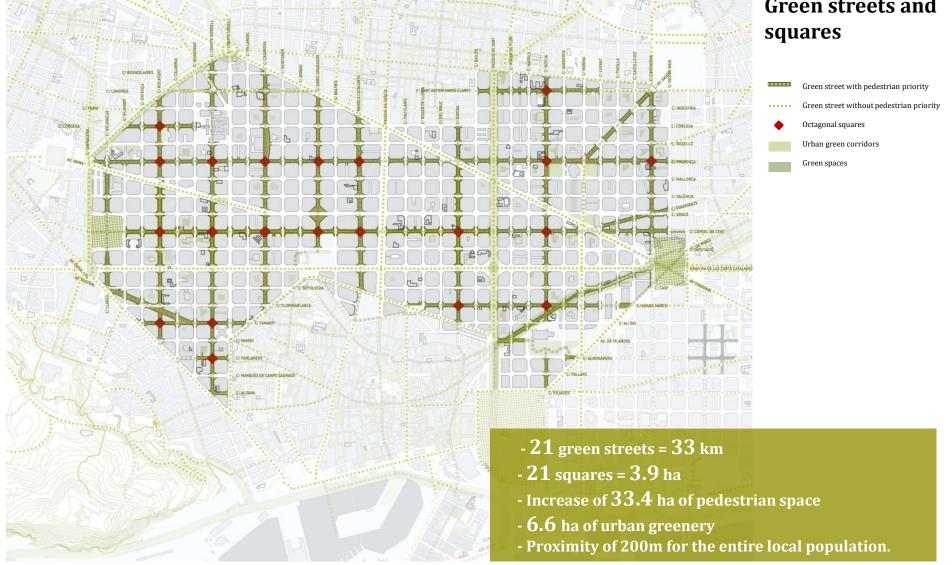




## Implementation in L'Eixample

#### SUP BAR ERI CEL ONA

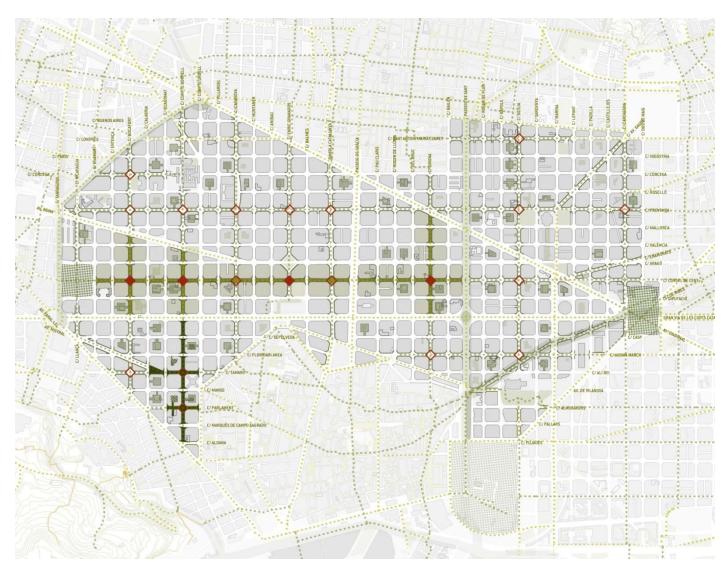
# **Green streets and**





## SUP BAR ERI CEL LLA ONA

#### **Public competition for L'Eixample**



# **Green streets** and squares

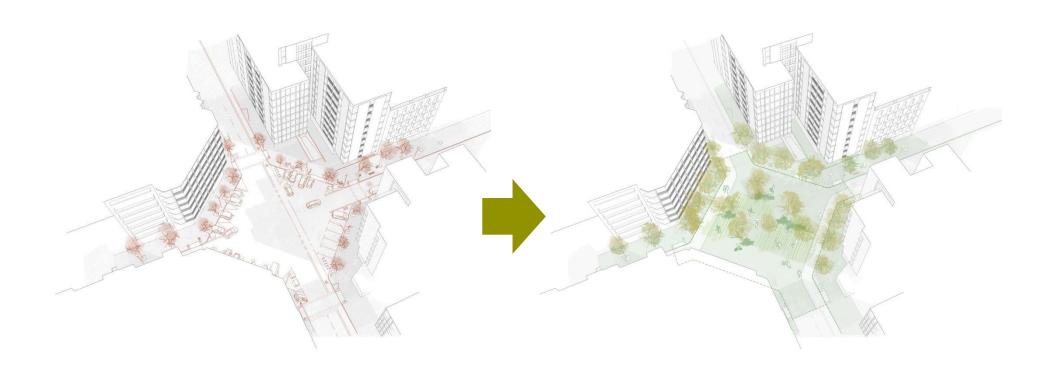
#### Competition

- Green street with pedestrian priority
- Green street without pedestrian priority
- Octagonal squares
  - Urban green corridors
- Green spaces



# SUP BAR ERI CEL LLA ONA

# From JUNCTION to SQUARE





#### **1<sup>ST</sup> PRIZE: Caminar des del centre**

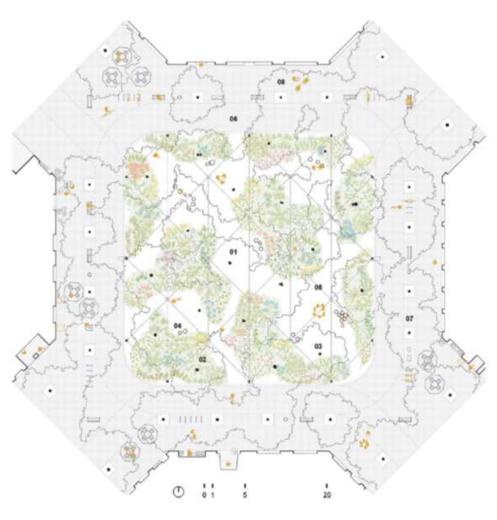


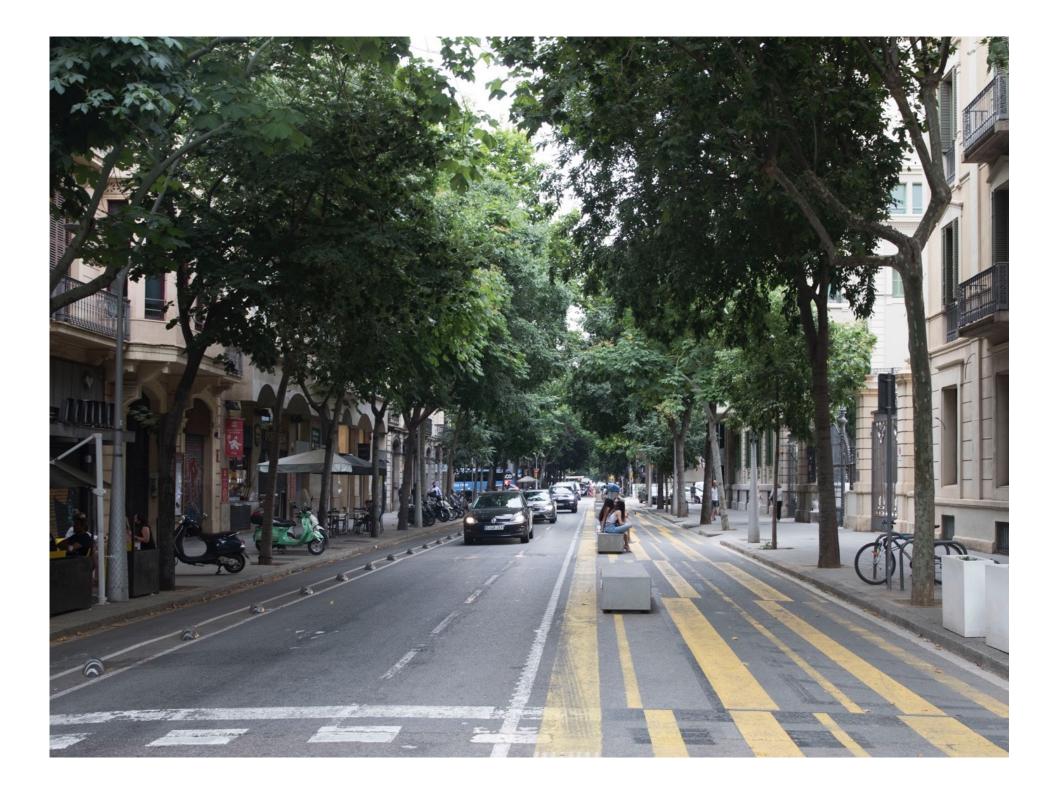


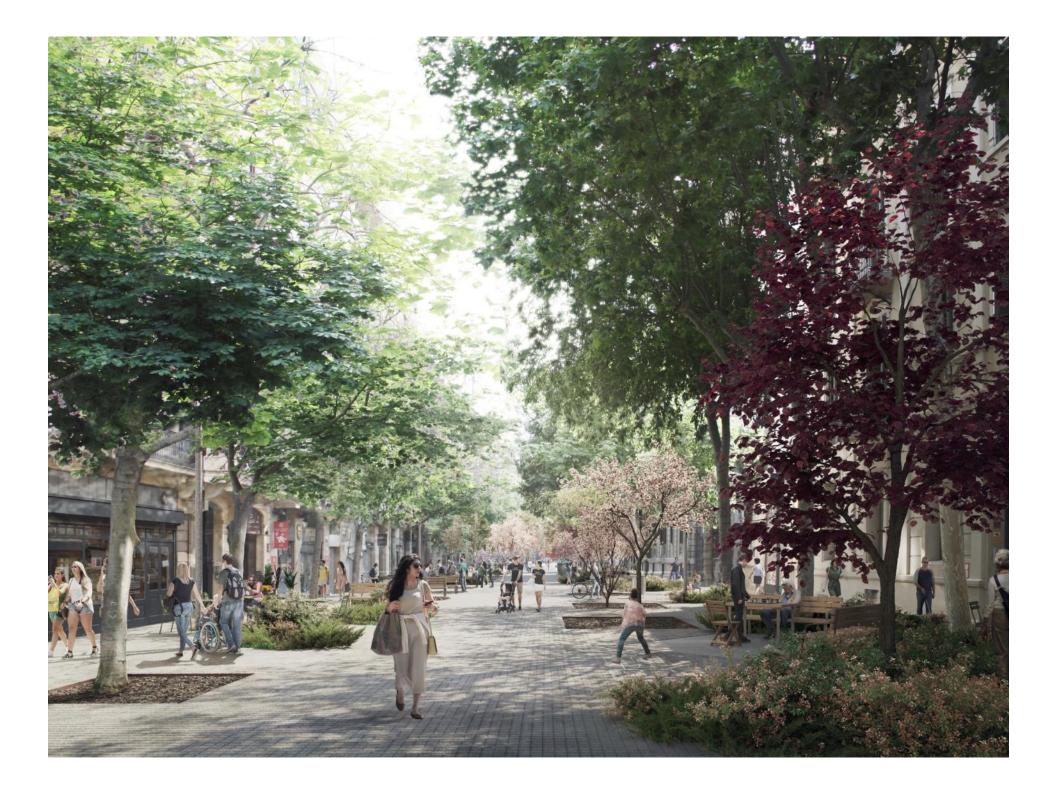
## SUP BAR ERI CEL LLA ONA

## One of the 4 squares



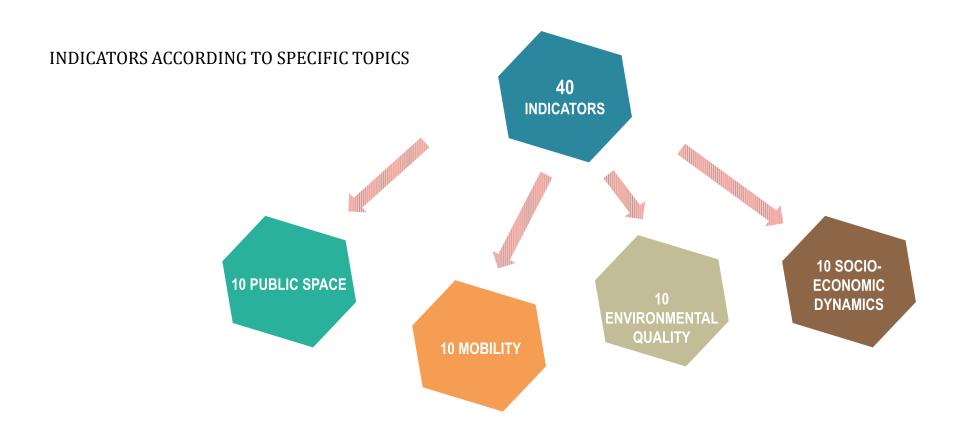












Habitability Amability indicator Environmental quality indicator

Health Education



#### **QUESTION 1**

Pedestrian streets should complement the cycling network (bike lanes and 30Km/h streets), providing a safer environment for novice users such as children. (1 totally disagree – 10 totally agree)

#### **QUESTION 2**

Public transport can cross specific areas of pedestrian streets at low speed, as long as the benefit of accessibility compensates for the loss of speed.

(1 totally disagree – 10 totally agree)

