


Recovering Car Space for Sustainable Means of Transport

2015

 **University**
Universitat Autònoma de Barcelona
Country
Spain

Location 
Peri-urban. 20 km from Barcelona
Size 
40,000-50,000
Mobility Organizational Structure 
Mobility team

Summary

The university has a policy related to increasing space dedicated to public transport, bicycles and pedestrians while reducing space available for cars.

Aims

To give priority to non-motorised means of transport in the redistribution of campus space.

Stakeholders

Not available.

Background

Not available.



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Description

The UAB Mobility Plan promotes alternative means of transport to the car along with a more rational use of the automobile. Among other promotional activities, the equitable redistribution of resources and, more specifically, space, has become a reference policy that gives priority to means of transport according to their sustainability, efficiency and impartiality. In this regard, the policy of the University is to provide space in favour of public transport, bicycles and pedestrians while seeking to reduce space available for cars whenever possible.

This is the case of the area around Calle Can Magrans and Calle de l'Albareda in the north of the campus where the free access of cars and a lack of any means of control together with undisciplined use had resulted in mass occupation of space and restricted access for pedestrians, people with reduced mobility and bicycles in safe conditions. Restricting vehicle access and reorganising the space has made this area attractive, liveable, safe and practical for the different activities taking place there.

This action is based on a series of strategies seeking to:

- Reduce traffic volume and speed by restricting private vehicle access through the installation of a control barrier (except authorised vehicles, loading and unloading and emergencies).
- Reorganise urban space.
- Restrict the number of spaces in the reserved car parks of buildings in this area.

This activity forms part of strategic line 6 of the Mobility Plan linked to promoting a more rational use of private vehicles. More specifically the plan for road priority on the campus which re-defined the role of this road in the campus network as a complementary route of inverted priority.



Indicators

Amount of the space dedicated to cyclists, pedestrians, parking spaces.

 Results

In spite of the arguments clearly in favour of sustainability and safety, cutting back on the “established rights” of drivers always meets resistance. Reducing this resistance as much as possible and guaranteeing a minimum acceptance level of the new situation requires previously informing the affected parties, detecting possible unexpected dysfunctions, seeking alternative solutions and negotiating their implementation.

 Expense

90.000,00 €.

 Financing

UAB budget.

 Findings

In spite of the arguments clearly in favour of sustainability and safety, cutting back on the “established rights” of drivers always meets resistance. Reducing this resistance as much as possible and guaranteeing a minimum acceptance level of the new situation requires previously informing the affected parties, detecting possible unexpected dysfunctions, seeking alternative solutions and negotiating their implementation.

 Pictures



Fig. 1. Before and after the implementation of the project.

 Pictures



Fig.2. Before and after the implementation of the project.

 Links

<http://appbuses.accessibilitat-transports.uab.cat/>

 Contact person

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