


# UAB Mobility Plan 2008-2014

2008

 **University**  
Universitat Autònoma de Barcelona (UAB)  
**Country**  
Spain

**Location**   
Peri-urban. 20 km from Barcelona

**Size**   
40,000-50,000

**Mobility Organizational Structure**   
*Mobility team*

## Summary

The UAB Mobility Plan 2008-2014 (PMUAB) is a mobility management and planning tool to develop strategic lines within the Strategic Accessibility Plan.

## Aims

The main objective of the PMUAB is to develop the strategic lines of the Strategic Accessibility Plan with specific actions and schedules but with an approximate budget. The purpose of these lines is to maximise accessibility to the Bellaterra campus of the UAB in the most efficient, sustainable and integrating way possible in line with the Concepts of Sustainable Mobility.

In order to achieve this objective, the PMUAB proposes sub-objectives such as increasing campus accessibility by promoting public transport, trips by bicycle and on foot, as well as a more rational use of private vehicles, taking the principles of sustainability, safety and social equality as a reference.

## Stakeholders

- Territorial Mobility Authority of Barcelona (ATM).
- Unidad de Planificación y Gestión de la Movilidad (UPGM).
- Cerdanyola City Council.
- Generalitat (Government) of Catalonia.
- Barcelona Institute of Regional and Metropolitan Studies (IERMB).

## Background

Not available.



## Description

For the UAB accessibility is a key aspect of university policy and, as a unique metropolitan node, it requires the participation of the competent administrations. For this reason, the UAB Mobility Plan was developed in collaboration with the Mobility Planning and Management Unit (Unidad de Planificación y Gestión de la Movilidad - UPGM) of the UAB, Cerdanyola City Council, the municipality where the institution is located, the Metropolitan Transport Authority (ATM) and the Generalitat (Government) of Catalonia.

The plan enables the scheduling of actions required in relation to mobility. The implication of the competent administrations ensures a commitment to the objectives of the plan. These administrations signed a framework agreement to show their intentions towards its implementation. Nevertheless, because of political changes, no formal working agreement was ever signed to give life to said framework agreement.

The new UAB Mobility Plan 2017-2022 is currently undergoing revision. The part related to analysis and diagnosis was drafted during 2016.



## Indicators

UAB Mobility Observatory (indicators for offer, demand and impact).

## Results

All things in consideration, since its implementation in 2008, the PMUAB has been a reference for the UPGM in its work to achieve more sustainable and safer mobility on the University campuses, marking the strategic lines to work on and the specific actions to be taken. On completion, it has carried out 75% of the planned measures, the remaining 25% corresponding to measures under the responsibility of other administrations and with a higher cost.

The following is a list of the most noteworthy actions taken during implementation of the Plan:

- Actions for service improvements: extension and improvement of the inter-urban bus and train service, improvements to the UAB internal bus service through increasing the number of routes and unifying the image, adaptation to people with reduced mobility and the incorporation of new, more environmentally sustainable vehicles.
- Urban-based initiatives to promote the use of non-motorised means of transport, as well as improving the network of bicycle routes from towns close to the campus. In addition, the expansion of the internal network of cycle paths and of the number of bicycle parking areas on-campus.
- Actions in the field of information and awareness such as: the Week for Sustainable and Safe Mobility; the distribution of the Guide to Sustainable, Safe Transport; and the improvement of the UAB mobility and transport web page. Created in 2010, the web informs the university community of the means of transport available, the legislative aspects of UAB mobility and the dissemination of interesting technical information about sustainable mobility in general.
- The PMUAB has also participated in improving transit habits. The results of the Survey of Mobility Habits carried out on the University community reveal an evolution of modal distribution in travel to and from the campus that favours the use of public and non-motorised transport.
- Public transport showed an increase of 10% from 52.6% of all journeys made by the university community in 2001 to 62.6% in 2015. The non-motorised means increased by 1.6% going from 4% in 2001 to 5.6% in 2015. In line with this increase in the use of more sustainable transport, private vehicle usage dropped from 43.4% in 2001 to 31.9% in 2015

## Expense

Approximately 50.000,00 €.  
No associated material resources.

## Financing

Territorial Mobility Authority of Barcelona (ATM).

## Findings

- Mobility plans are planning tools that do not include binding financing plans. Therefore, their execution depends on the political will at any time and the financial structure of the different administrations.
- In a context of budget cut-backs, investments on sustainable mobility are usually less well received by the general public who consider there are other concepts with a higher priority for investment

## Pictures

Not available.

## Links

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

## Contact person

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