

Diagonal campus university mobility board

2012

 **University**
University of Barcelona
Country
Spain

Location 
Urban

Size 
30,000-40,000

Mobility Organizational Structure 
Office for Safety, Health and The Environment (OSSMA)

Summary

The Diagonal Campus University Mobility Board was constituted in July 2012 as part of the actions established in the UB Sustainability Plan referring to the "Constitution of a mobility table on each campus" with the objective of working with the competent authorities to promote sustainable mobility in the university environment and request the competent administrations to regulate the roadways, pathways and car parking spaces on the campus.

Aims

The main objectives of the University Mobility Board are:

- Determine university mobility and establish strategies to improve it, promoting sustainability and the modal change to walking, cycling and public transport, based on the fact that the university community is receptive to new forms of mobility.
- Study micro-actions to improve mobility (signalling, control, safety, etc.), propose measures and follow them up.

Stakeholders

- Barcelona City Council.
- University of Barcelona.
- Polytechnic University of Catalonia.
- Other sector-specific companies have collaborated on specific projects.

Background

Not available.



Description

The University Mobility Board is comprised of representatives of Barcelona City Council (Les Corts District, Mobility Management and Local Police), the University of Barcelona and the Polytechnic University of Catalonia.

The first phase combined the different Plans for sustainable mobility drafted by the universities and the city authorities, establishing the objectives of the University Mobility Board, its function and the approximate period between meetings (3 months approximately). This required adequate coordination between the different agents involved to improve the effectiveness of any actions taken.

The second phase established the actions required to improve campus mobility and accessibility as well as their order of implementation and the agents involved. This phase also promoted collaborative projects between the different agents that are part of the Mobility Board to improve campus mobility.

A third phase extended the scope of the University Mobility Board to count on the participation of other agents (Good Neighbour Associations, local companies and organisations, etc.).

University Mobility Board has performed activities such as:

- Improvement of the public space (accessibility, safety ...).
- Promotion of car sharing (carpooling), through the Fes_edit UB-UPC university community platform.
- Promotion of the use bicycle sharing (Bicing) assessing extension of the service coverage with new on-campus stations.
- Promotion of the use of the bicycle by assessing new cycle paths.

The actions to be performed are divided into two different levels:

The first level corresponds to all the general actions related to university mobility, considering the university environment as an area of innovation and a suitable place to implement new systems for sustainable mobility. One example has been the promotion of carpooling through the creation of the Fes_edit UB-UPC university car sharing community.

The second level corresponds to more specific actions relative to signalling, urban development, control of spaces, etc.



Indicators

Related to the specific objectives:

- Active participation of the university community.
- Increase the modal quota on public transport and non-motorised vehicles.
- Promote the use of the private bicycle and secure bicycle-parking racks.
- Reduce the mobility associated emissions.
- Zero accidents.
- Equity in mobility.
- Guarantee 100% accessibility.
- Increase the vehicle occupation rate.



Results

Taking these actions on the university campuses has enabled increased safety levels for users of motorised vehicles as well as pedestrians and cyclists. Through improved signalling, control of car parks, traffic lights along with having the pathways in better conditions, and the construction of ramps for people with reduced mobility and the decongestion of streets, etc.

 Expense

No cost was associated with the constitution and operation of the Board. The cost is determined by the projects and actions taken.

 Financing

The financing of actions taken was wholly achieved through resources of the Barcelona City Council who implemented the actions on public roadways under their responsibility.

 Findings

Work carried out with collaboration between organisations and administrations simplifies the implementation of projects as they share economic resources, knowledge and forces. The Mobility Board has been a very useful tool for implementing actions when they could not have been done individually or would have implied greater effort and difficulty.

 Pictures



Fig. 1. Installation of a traffic light to improve pedestrian safety and improve the movement of vehicles



Fig. 2. Improved accessibility with new ramps on pedestrian crossings and the re-painting of horizontal signalling

 Pictures



Fig. 3. Improved pedestrian accessibility with the construction of new pavements



Fig. 4. New pedestrian area on the Diagonal Campus



Fig. 5. Promotion of carpooling through the Fesedit UB-UPC car sharing project

 Links

- <http://www.fesedit.cat/portaclubupc.jsp>
- http://www.ub.edu/ossma/wp-content/uploads/2016/03/01_mobi_llista_taula.pdf
- <http://www.ub.edu/ossma/mobilitat/taula-mobilitat-universitats>
- <http://www.ub.edu/plasostenibilitat/2013/09/taula-mobilitat-universitats/>
- <http://www.ub.edu/plasostenibilitat/2014/04/noves-accions-de-mobilitat/>
- <http://www.ub.edu/plasostenibilitat/2015/03/si-vens-en-cotxe-comparteix-lo/>

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