



# Facts on Active Mobility Barcelona / Spain

## City Profile Barcelona



Picture: © Ajuntament de Barcelona

- City area:** 102.16 km<sup>2</sup>
- Population:** 1,620,943 total inhabitants
- Life expectancy:** 83 years (both sexes)
- Population density:** 15,990 inhabitants/km<sup>2</sup>
- GDP per capita:** almost 40 thousand Euros
- Land Use:** 35.3% green space, 65% road space
- Modal Split:** 18% IMT, 35% PT, 46% Walking, 1% Cycling
- Car ownership rate:** 361 cars/1,000 inhabitants

## Modal Split

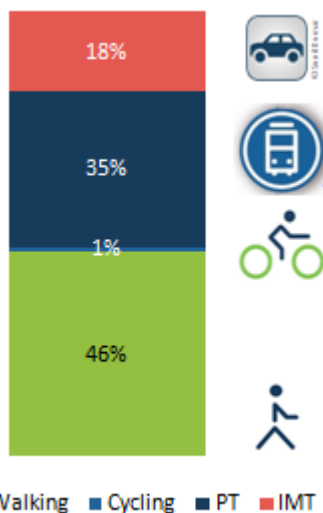


Figure 1: Modal Split in Barcelona 2012

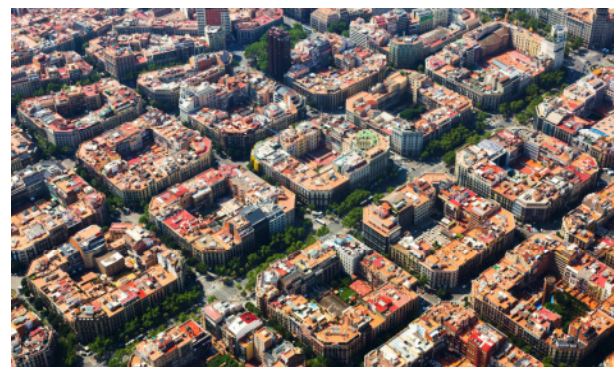
Barcelona's high population and traffic density are a challenge to spatial development and transport planning. Walking share is notably high in Barcelona (46%) due to its favorable climate conditions and dense construction, providing residential and commercial purposes, that can be conveniently accessed on-foot. Although there are a lot of efforts undertaken to increase cycling trips, cycling share is still quite low (1%) (Figure 1).

The use of public transport has risen progressively the last decade with a total of 935.4 million trips in 2011, however the demand has remained more stable in recent years.

## Barcelona's transport system in a nutshell

Car network	Walking & Cycling network	Public Transport network <sup>2</sup>
<p><b>Private car density:</b> 350 cars/1,000 people;</p> <p>High cars/km<sup>2</sup> rate with 5,500 cars/km<sup>2</sup> → high traffic density within city boundaries</p> <p><b>Road network:</b> 1,362 km</p> <p><b>Parking:</b> AREA - road-side parking management system</p> <p><b>Road pricing:</b> No</p> <p><b>Car sharing:</b> Yes</p>	<p><b>Cycling network:</b> 116 km of cycling lanes; expanded network 2013 to 2014 by 10.6%</p> <p><b>Contra-flow cycling:</b> yes</p> <p><b>Pedestrian zones:</b> New strategy of 'Superblocks'</p> <p><b>Cycle parking:</b> Private bicycle parking infrastructure for 23,559 bicycles</p> <p><b>Bike sharing:</b> Bicing – city bike system for residents (420 stations, 6,000 bikes)</p>	<p><b>Metro:</b> 12 lines; 123.5 km</p> <p><b>Tram:</b> 6 lines; 29 km</p> <p><b>Bus:</b> 100 lines, 870.8 km</p> <p><b>Suburban train:</b> 4 lines, 143 km</p> <p><b>Passengers:</b> 935.4 million trips in 2011</p> <p><b>PT priority:</b> yes</p> <p><b>Real time information:</b> yes</p> <p><b>Price for a PT month ticket:</b> 52,75 €</p>

## Barcelona's Strategies & Policies



Urban Mobility Plan of Barcelona PMU 2013 - 2018<sup>1</sup>

Superblocks in Barcelona

(Press article: *The Guardian*; Photograph: Alamy)

<http://www.theguardian.com/cities/2016/may/17/superblocks-rescue-barcelona-spain-plan-give-streets-back-residents>

Barcelona's 2013-2018 Urban Mobility Plan (UMP) is defining the lines of action that will govern urban mobility in the coming years. The main objectives and aims of the UMP are the implementation of measures aimed at putting **greater importance on pedestrians and cyclists**, promoting the **use of collective PT** and **reducing the**

**use of private vehicles**, with the objective of **improving the quality of life, road safety** and the efficiency of the entire mobility system<sup>2</sup>.

Concrete lines of the UMP contain the:

- (1) implementation of superblocks and other traffic calming measures;
- (2) implementation of the orthogonal bus network (to improve connectivity);
- (3) further development of the cycling network;
- (4) maintenance of current level of traffic services;
- (5) compliance with regulatory parameters of environmental quality;
- (6) positive discrimination measures of high occupancy vehicles;
- (7) review of the regulation of parking (on and off-road); and
- (8) improving the efficiency of loading and unloading.

In line with UMP objectives, a reduction of 30% in traffic fatalities and 20% in traffic injuries is intended, as well as more efficient use of public space and the built environment.

***“One of the measures with greater impact is to make it difficult for cars to enter into the city. The cities were planned in the past for cars. We need cities to be planned with the pedestrians as the main driver.”***

(Stakeholder, Barcelona)

## Transport & Health

Inter-sectoral collaborations between the health and the mobility sectors are not yet well established in Barcelona. The financial crisis in Spain, which impacts on public budgets, even increases the existing barriers to an inter-sectoral approach. Each policy sector with its own budget, responsibilities and interests continues to mainly work isolated. Health has no priority in mobility planning. However, stakeholders generally agreed that Barcelona would greatly benefit from synergies of the health and mobility sectors.

***“For politicians, the health issue is down in the priority scale, but maybe this interest is increasing step by step. It is important that public health Service and environmental services could find aims together with the idea of improving urban planning. Today environment outweighs health.”***

(Stakeholder, Barcelona)

## Enabling factors & challenges

A clear political will, development of strategies and visions, provision of walking and cycling infrastructure, cycling culture and awareness etc. are enabling factors for promoting walking and cycling in a challenging process.

**Political decision:** Barcelona's City council has set up an Urban Mobility Plan with ambitious goals to reduce car traffic and to improve cycling conditions. But there is no pedestrian plan.

**Administration:** "There are currently too many top-down approaches not considering the needs or wants of society." (Stakeholder, Barcelona). Integrated approaches instead of isolated efforts are needed to improve environmental quality.

**Financial issue:** It is a financial issue to promote AM measures, since the crises in Spain it's even more difficult.

**Infrastructure:** There is a great potential to improve cycling conditions and cycling infrastructure in Barcelona, which is worked out in the UMP.

**Social environment:** Society is changing its mind-set on transportation behaviors and people are slowly realizing the benefit of active mobility. Awareness raising is an important tool.

**Transport & Health:** Health is not a key driver for AM, it's just an indirect outcome.

*"It is not realistic to think everybody will use bicycles, there will always be car mobility. Our idea is as less cars as we can."*

(Stakeholder, Barcelona)

## Contact

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<sup>1</sup> [http://mobilitat.ajuntament.barcelona.cat/sites/default/files/docs/PMU%20BCN%202013-2018\\_Introducci%C3%B3%20i%20Diagnosi.pdf](http://mobilitat.ajuntament.barcelona.cat/sites/default/files/docs/PMU%20BCN%202013-2018_Introducci%C3%B3%20i%20Diagnosi.pdf)

<sup>1</sup> [http://prod-mobilitat.s3.amazonaws.com/PMU2013-2018IntroDiagnosiEscenaris\\_llarg\\_2.pdf](http://prod-mobilitat.s3.amazonaws.com/PMU2013-2018IntroDiagnosiEscenaris_llarg_2.pdf)