



Barcelona Sustainable Urban Mobility Plan

March 30, 2023





**Ajuntament
de Barcelona**



BARCELONA
Municipality of Barcelona
1.611.822 inhab - 100 km²
16.150 inhab./km²





**NEW
URBAN
MODEL**

RE-PROGRAMMING

RECOVER PUBLIC SPACE OF QUALITY

CO2 REDUCTION

INCREASE THE VEGETATION

+1m2
X CITIZEN



ROADS PACIFICATION + WALK

SUSTAINABLE MOBILITY

- ATMOSPHERIC AND ACOUSTIC POLLUTION
- PRIVILEGED VEHICLE FORCED DEPENDENCY
- + BICYCLE
- + PUBLIC TRANSPORT (URBAN & METROPOLITAN)





Barcelona SUMP 2024

LOCAL Plan with METROPOLITAN vision

4 CHALLENGES

- Guarantee the right to mobility
- Ensure citizens Health and safety
- Contribute to the recovery of economic and commercial activity
- Combating climate crisis and improving air quality



4 CRISIS

- Environmental
- Health
- Safety
- Economic

Until 2024 and beyond

5 AREAS

- Safety mobility
- Sustainable mobility
- Healthy mobility
- Equitable mobility
- Smart mobility

60 ACTIONS





7 KEY OBJECTIVES

1. **Increase modal share of sustainable modes:** walking (+7,5%), public transport (+15,7%) and bicycle (+129%).
2. **Guarantee the right to mobility,** increasing and improving pedestrian areas **accessibility** and **safety**.
3. Increase and enhance **urban and metropolitan public transport network** and boost construction of new and pending infrastructures.
4. Increase and improve cycle **infrastructure as well as safety, parking, coexistence and intermodality of bicycles and scooters**.
5. **Conditioning use of motorized vehicles,** encouraging energy transition towards clean energies, parking regulation, efficiency and sharing.
6. **Extend logistics regulation** and improving sustainability, efficiency and territorial integration.
7. **Move from mobility to** safety, efficient and sustainable **mobility services** focused on clients and using ICT, Internet and data management.



MODAL SHARE

2018 (Data)



SUMP OBJECTIVE (2024)



General Mobility:
8,063 millions trips/day

+4,72%

8,444 millions trips/day



Walking: 34,35%
modal share

+7,51%

35,27% modal share



Public Transport: 37,33%
modal share

+15,70%

41,25% modal share



Bicycle/VMP: 2,28%
modal share

+129,44%

5,00% modal share



Private vehicle: 26,04%
modal share

-25,64%

18,48% modal share



60 ACTIONS (15 Key Actions)

1. Pedestrian streets (+32 km).
2. Sidewalks 100% accessible: no obstacles, no motorcycles, no cycle lanes.
3. Extension of bus lanes to connect metropolitan areas and intermodal bus and trains stations.
4. Bus lanes (+70 km) and increase bus on demand services.
5. Public APP for Taxi and increase taxi micro-stops.
6. Improve Metro accessibility, comfort and safety.
7. Metropolitan expansion of bike-sharing and moto-sharing (electric).
8. Bike lanes network (+ 40%).
9. Logistics regulation and one logistic micro-hub per District.
10. Boost last mile tax for large distributors.
11. Regulation of 90% of on-street parking.
12. 30 km/h city except connectivity roads.
13. Stimulate 0% emissions vehicles and implement LEZ.
14. Invest in vertical mobility on mountain neighbourhoods.
15. Move from mobility to safety, efficient and sustainable mobility services

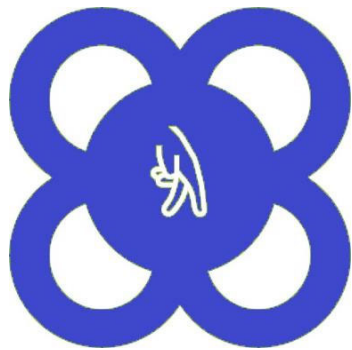




Ajuntament
de Barcelona

01

Walking





2018 (Data)

SUMP OBJECTIVE (2024)



2,770 millions walking trips
34,35% modal share

+7,51%

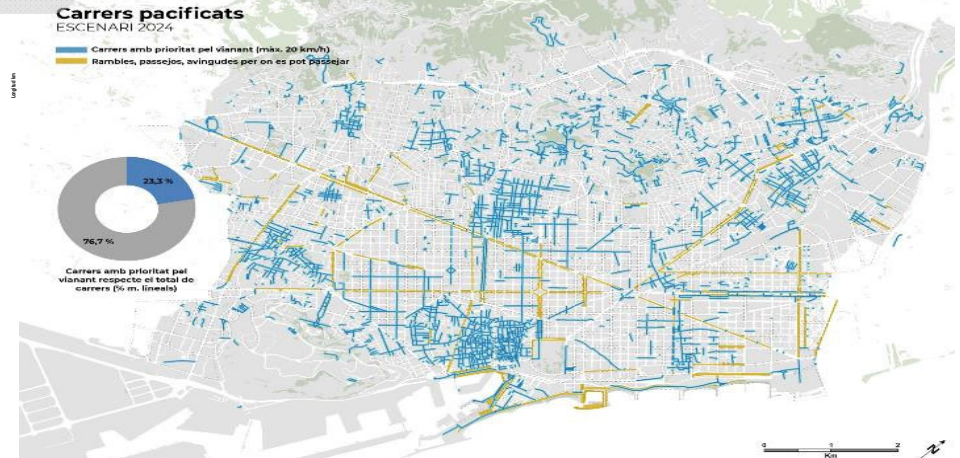
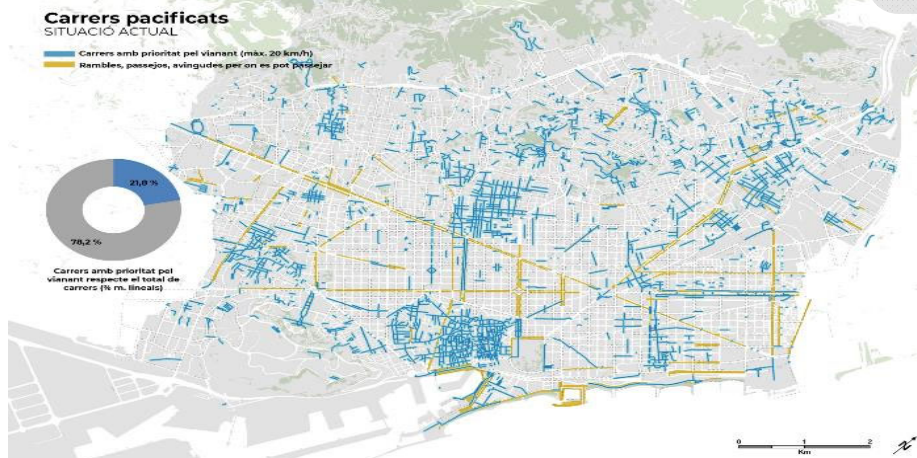
2,978 millions walking trips
35,27% modal share



462 km Pedestrian network
21,8% Pedestrian priority streets

+6,9%

494 km Pedestrian network
23,3% Pedestrian priority streets



 Pedestrian priority network

 Wide sidewalks

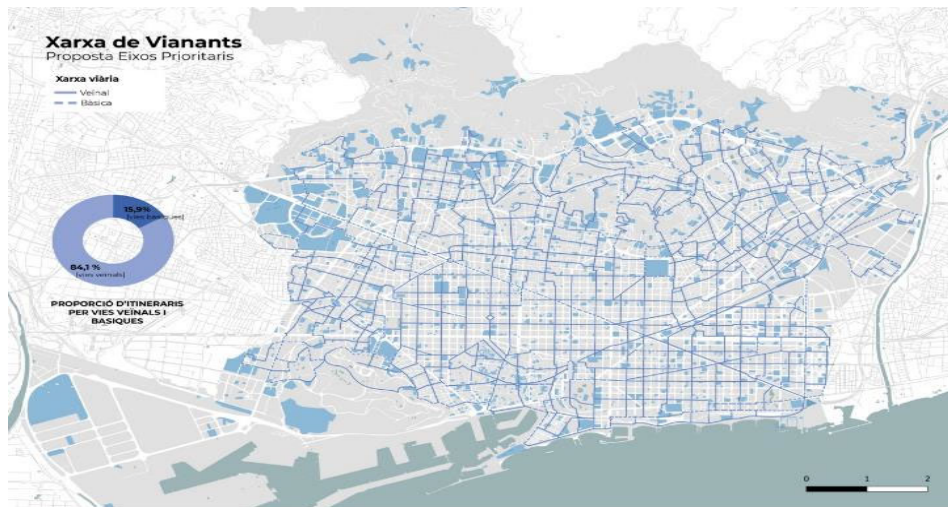



SUMP OBJECTIVE (2024)



Pedestrian activity network

> Objective: connect urban hubs and equipments trough an alternative pedestrian network



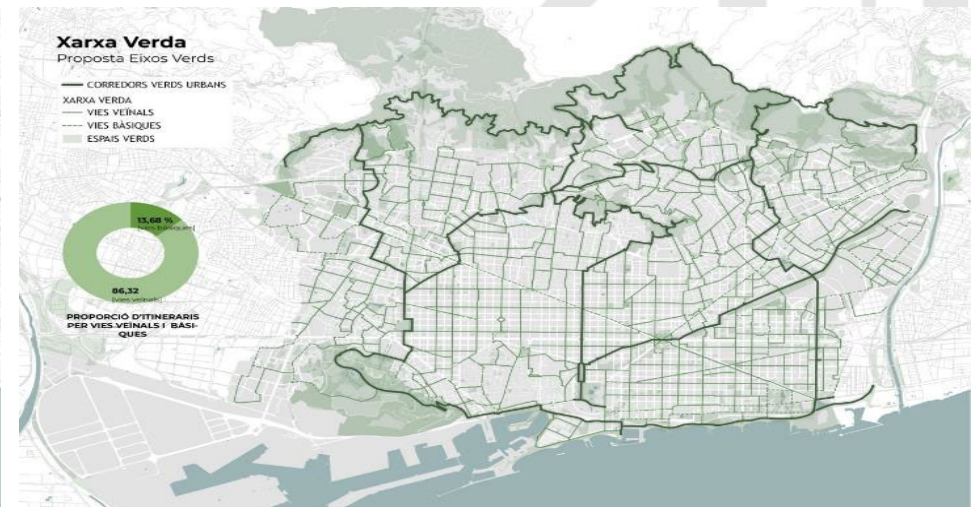
 Pedestrian mobility network

SUMP OBJECTIVE (2024)



Green mobility network

> Objective: make urban area permeable for biodiversity and facilitate mobility of natural species



 Main eco-corridors network

 Green mobility network



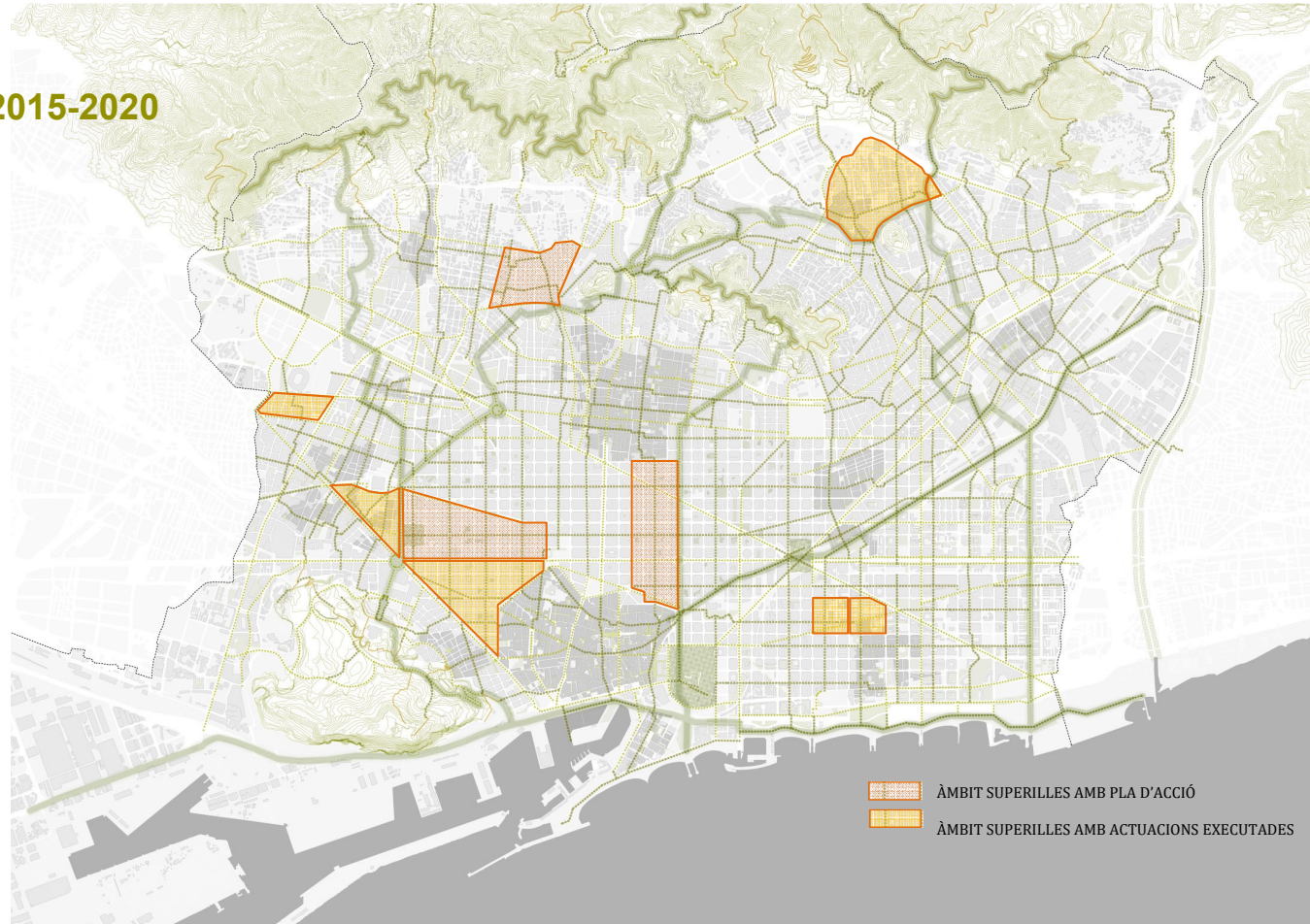
S U P
E R I
L L A

B A R
C E L
O N A





Superblocks 2015-2020



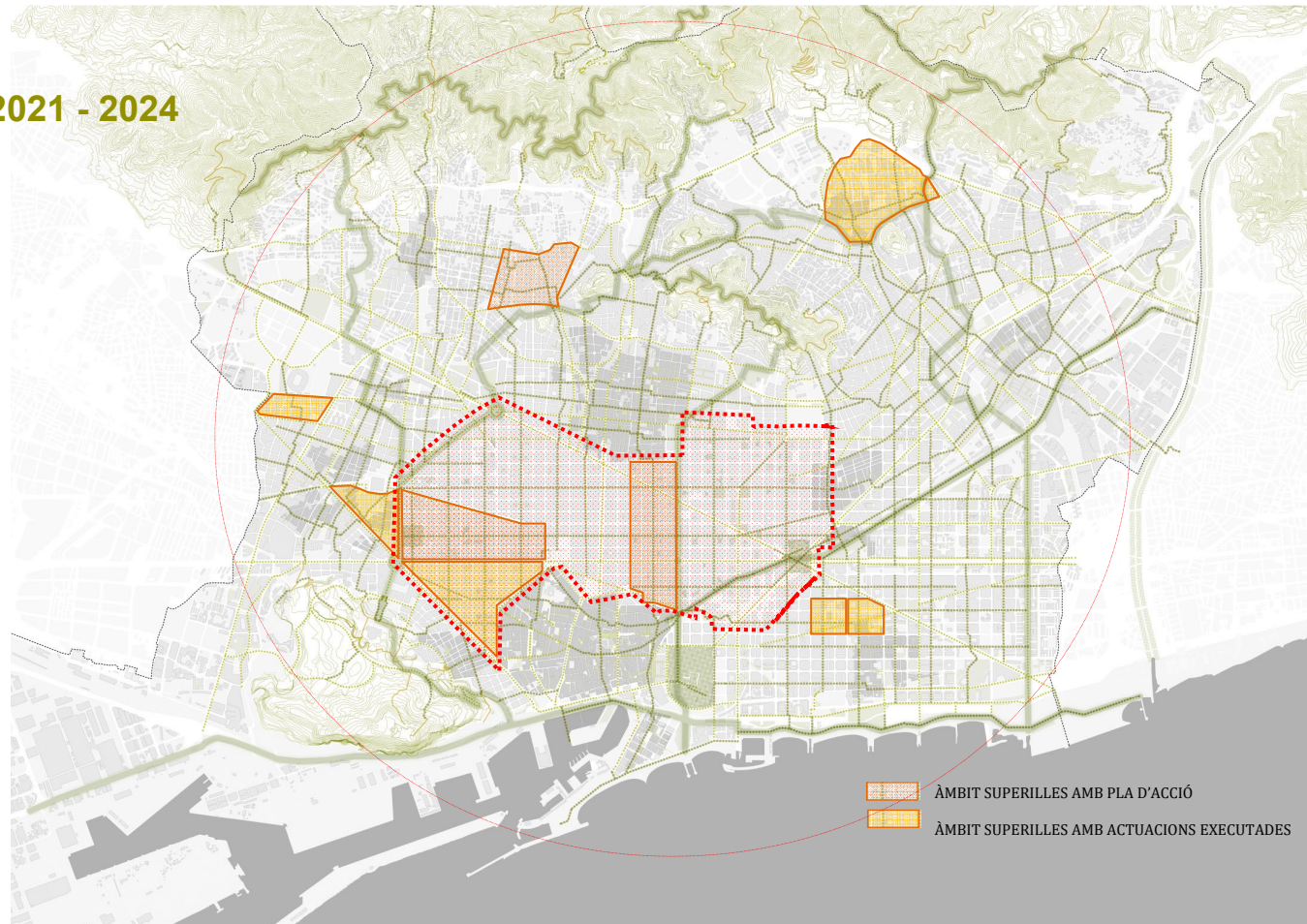








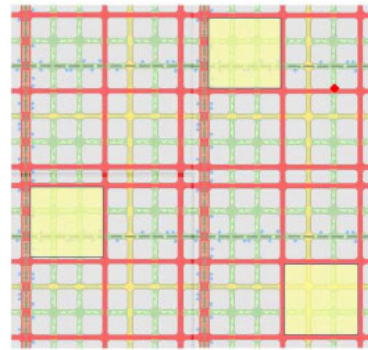
Superblocks 2021 - 2024



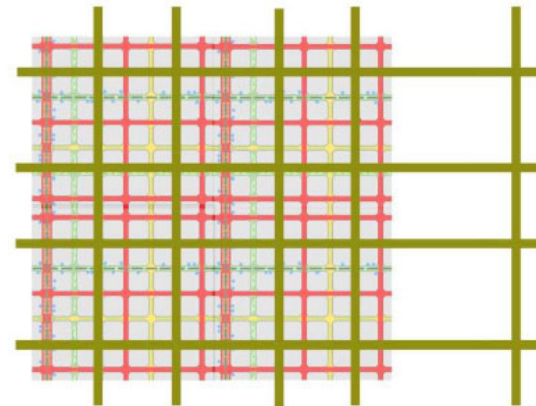
SCALING UP: SUPERBLOCK BARCELONA

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 strategy by area

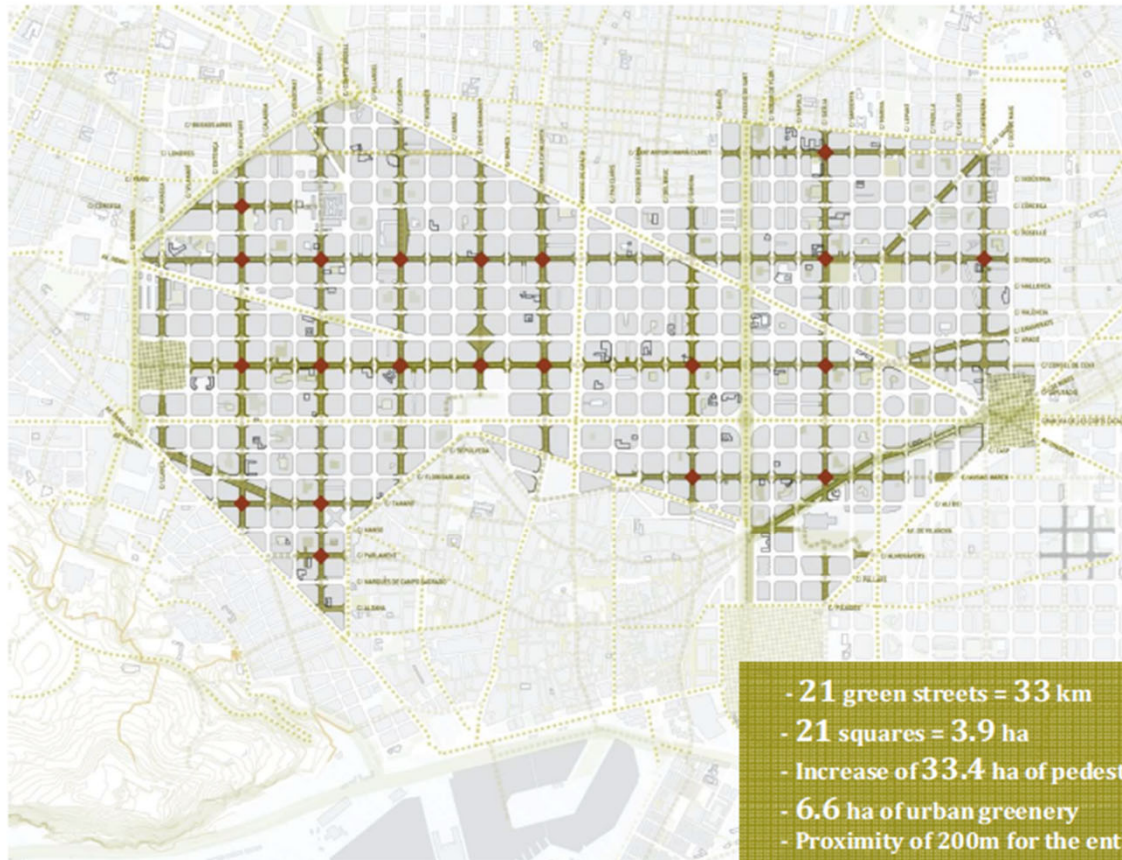


Implementation strategy by green street





Implementation in L'Eixample



Green streets and squares

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

- 21 green streets = 33 km
- 21 squares = 3.9 ha
- Increase of 33.4 ha of pedestrian space
- 6.6 ha of urban greenery
- Proximity of 200m for the entire local population.



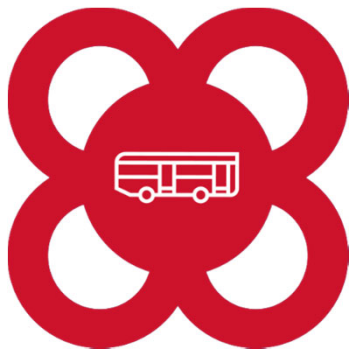




Ajuntament
de Barcelona

02

Public Transport





2018 (Data)

SUMP OBJECTIVE (2024)



3,010 millions of trips
37,3% modal share

+15,70%

3,483 millions of trips
41,25% modal share



BUS

Bus lane
203 km (24%)

+33%

Bus lane
270 Km (33%)

BUS





2018 (Data)

SUMP OBJECTIVE (2024)



Commercial speed BUS Top40
11,7 km/h

+10%

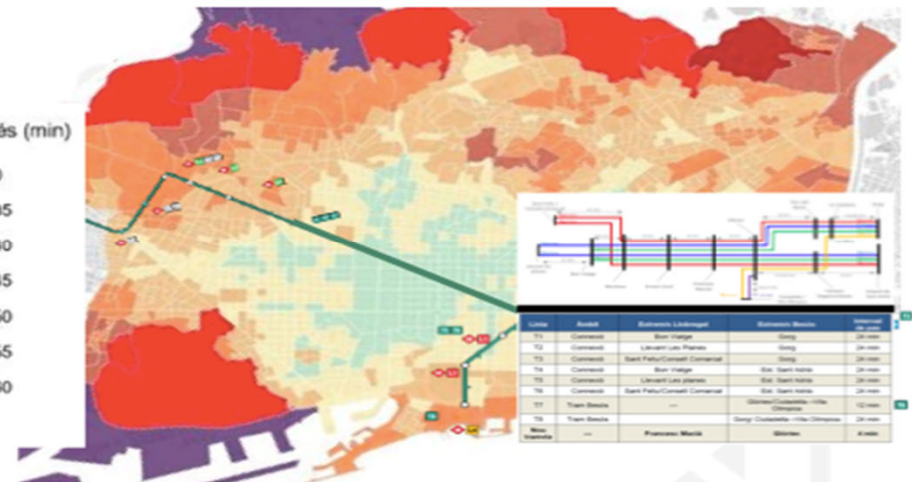
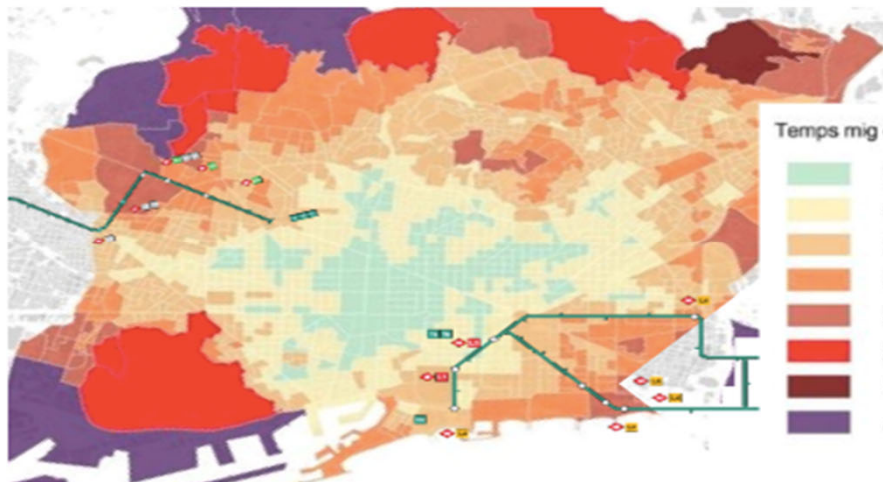
Commercial speed BUS Top40
12,9 km/h



6 Tram lines
50,8 km Lines length Tram

+160%

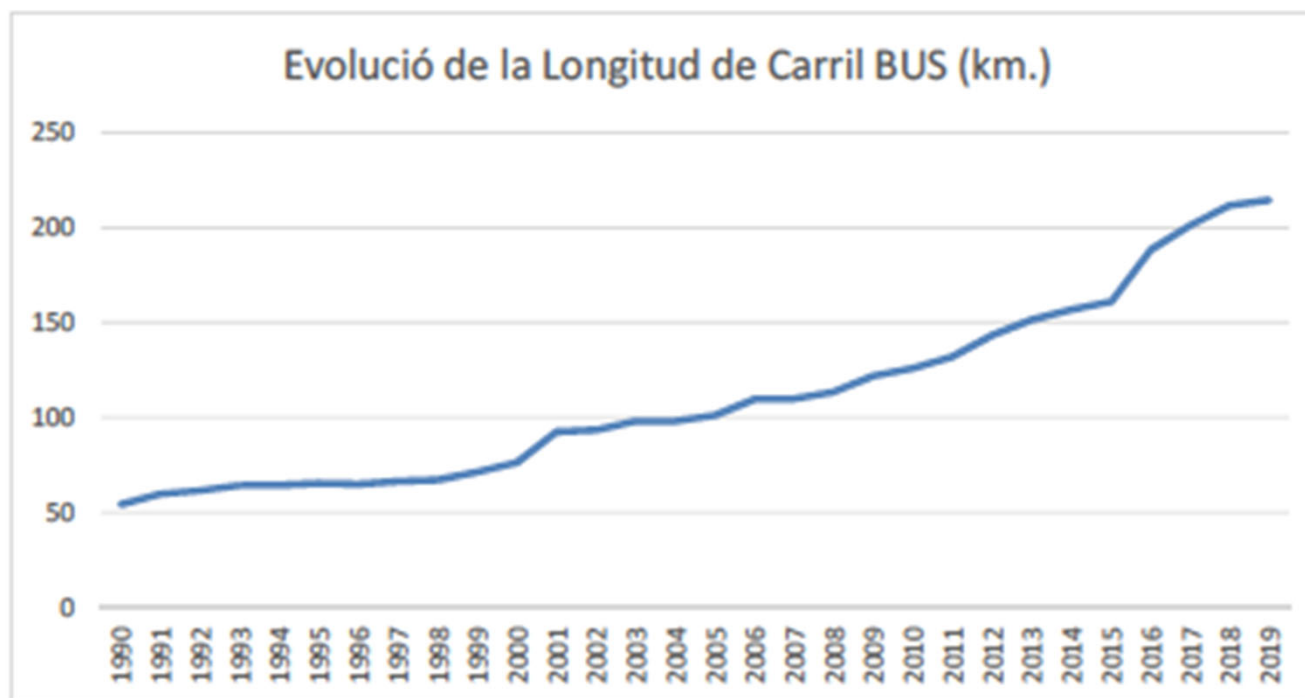
8 Tram lines
132,2 km Lines length Tram





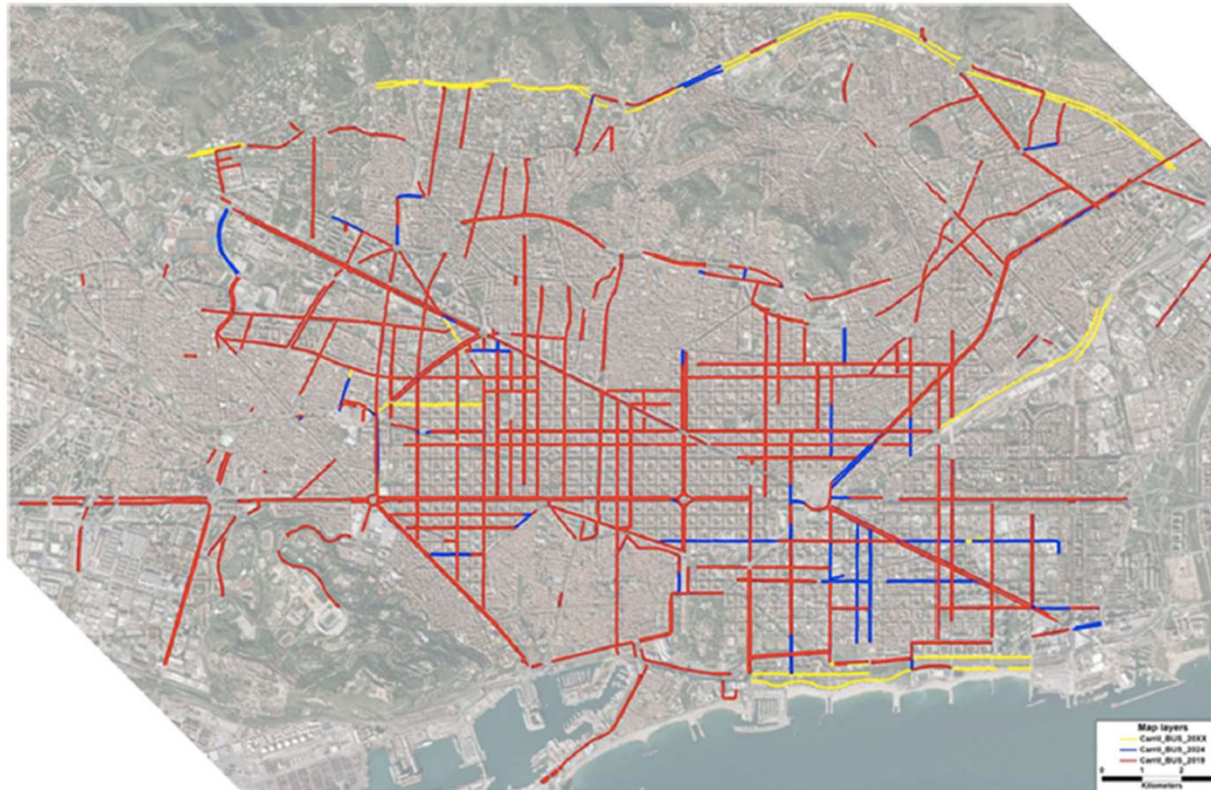
Nova Xarxa de Bus nXBus. Font: TMB





Evolució de la Longitud de Carril BUS (km.). Font: Dades bàsiques de TMB (2020)



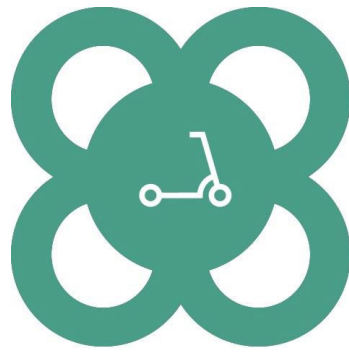


Extensió de carrils Bus pels escenaris: '2024' i 'Horitzó', Barcelona. Font: Ajuntament de Barcelona



03

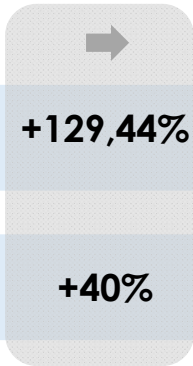
Bicycles and Scooters







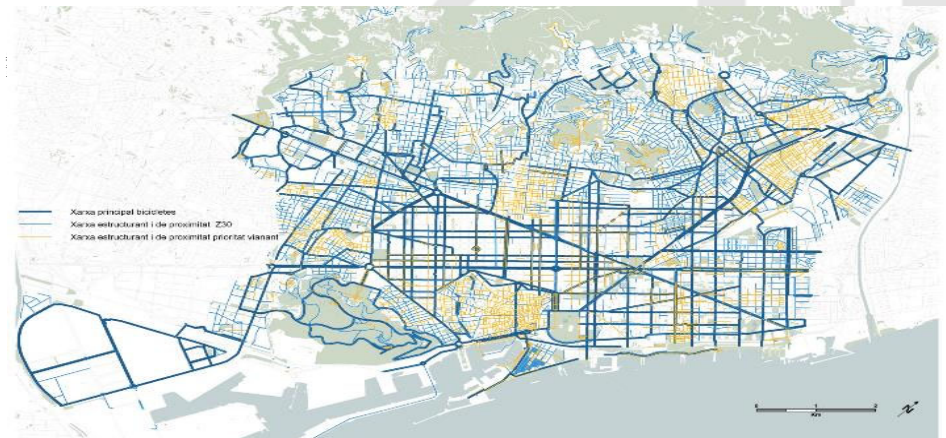
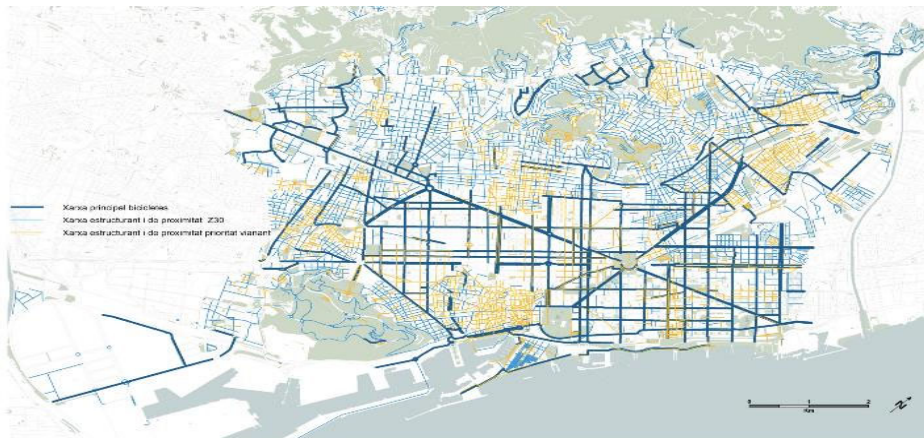


2018 (Data)

SUMP OBJECTIVE (2024)



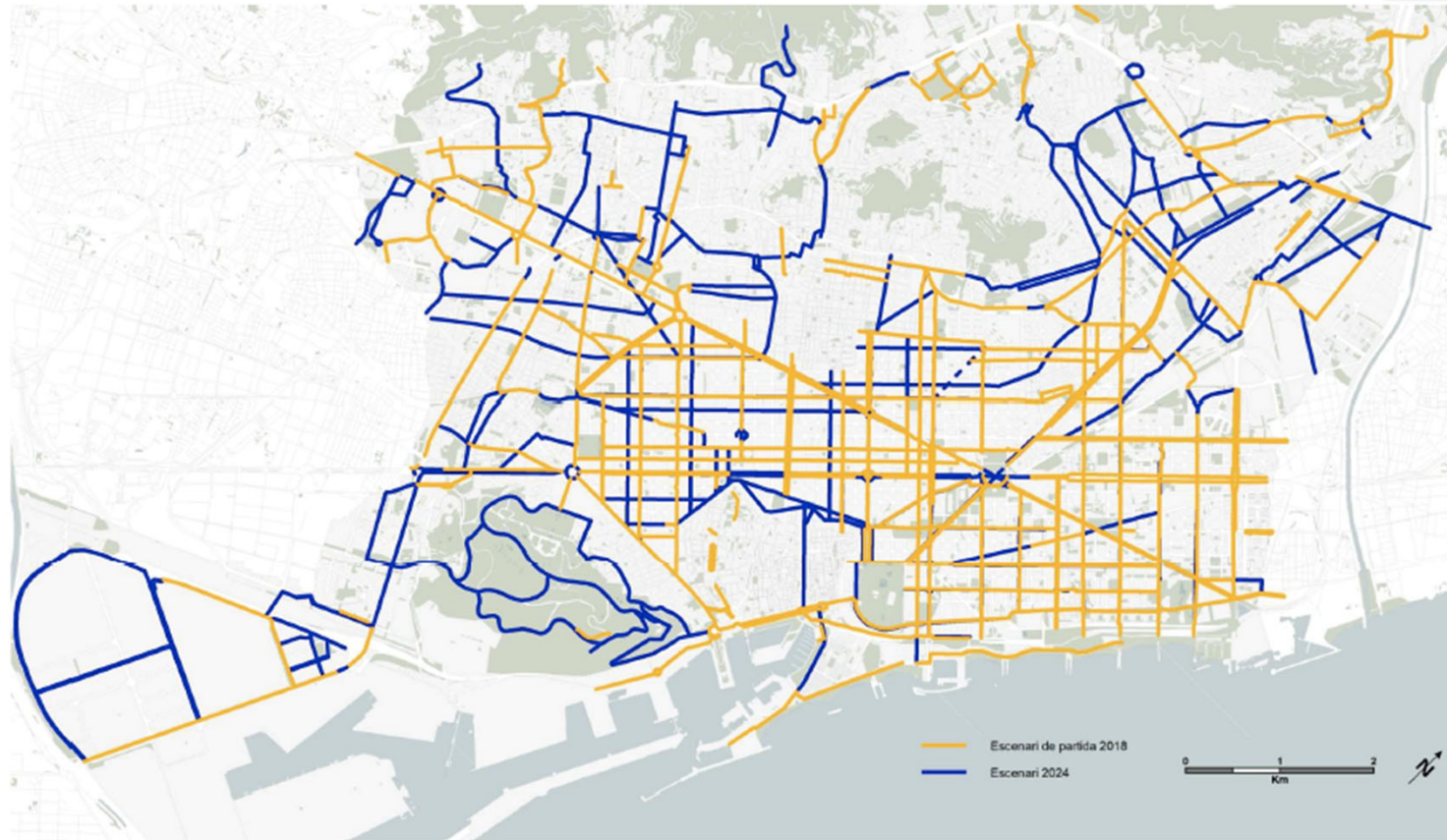
	<p>0,184 millions of trips 2,28% modal share</p>	<p>+129,44%</p>	<p>0,422 millions of trips 5,00% modal share</p>	
	<p>218 km Bike lanes network 867 km Cyclable network</p>	<p>+40%</p>	<p>305 km Bike lanes network 1.216 km Cyclable network</p>	



● Main network

● Z30 structural network

● Pedestrian priority network



Ampliació de la xarxa carrils bici al 2024 a partir de l'escenari base (2018). Font: BCNecologia a partir de les dades de l'Ajuntament de Barcelona.





2018 (Data)



Bike lanes network coverage
Population < 300m = 80,5%

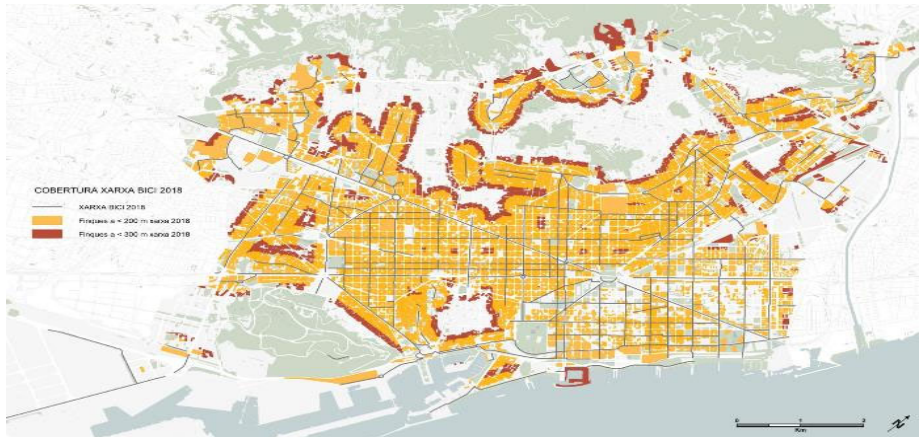


+13.4%

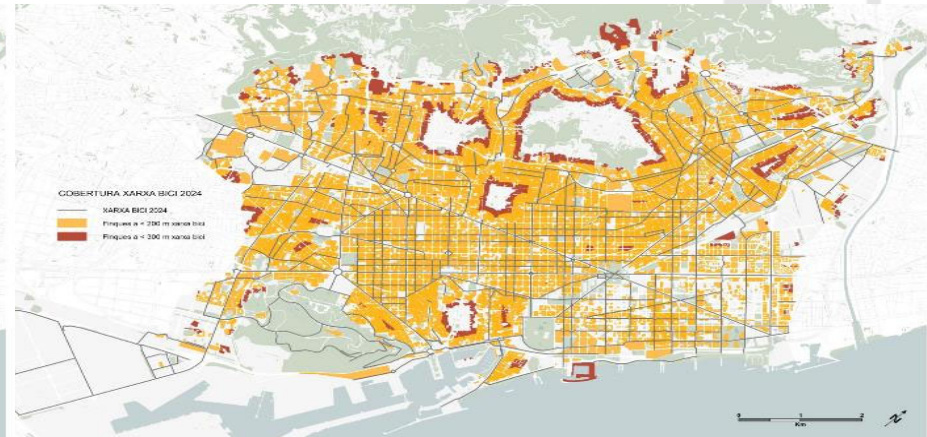
SUMP OBJECTIVE (2024)



Bike lanes network coverage
Population < 300 = 91,3%



● Buildings < 300 m bike lanes network



● Buildings < 200 m bike lanes network

04

Urban logistics



2018 (Data)

SUMP OBJECTIVE (2024)



7,8 km² Area covered by logistic micro hubs

+ 50%

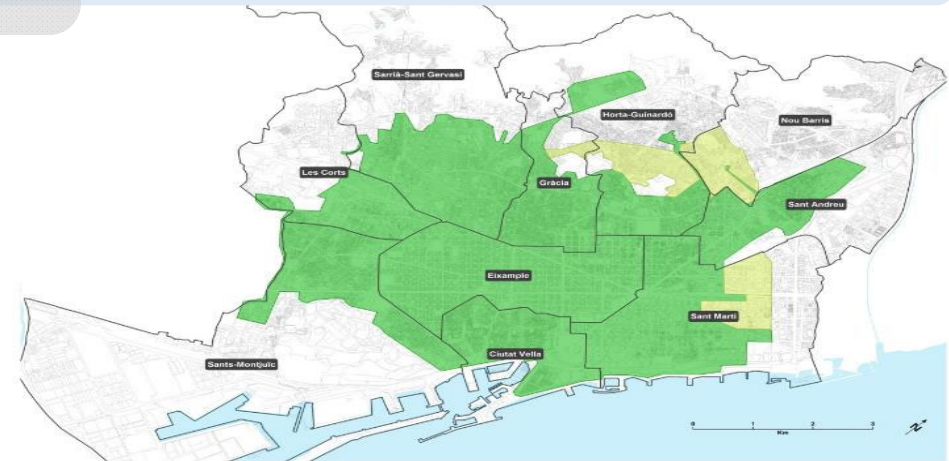
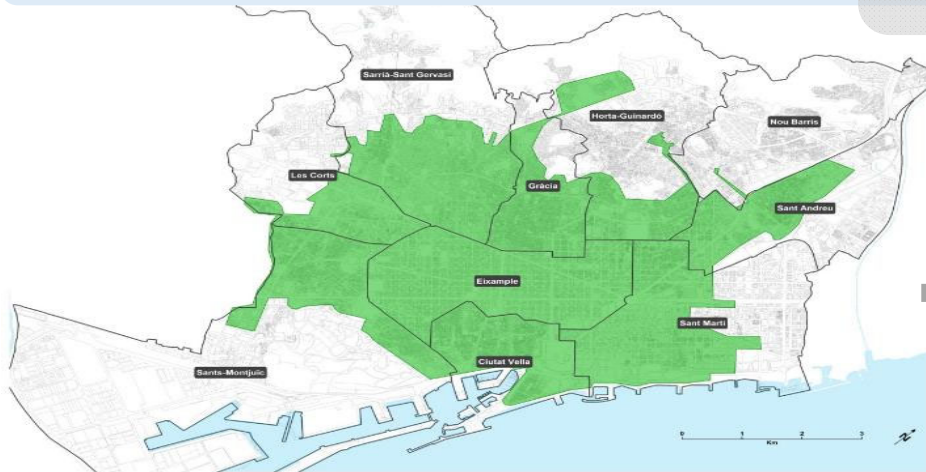
11,7 km² Area covered by logistic micro hubs



65 % coverage of Àrea DUM

+ 15,4%

75 % coverage of Àrea DUM

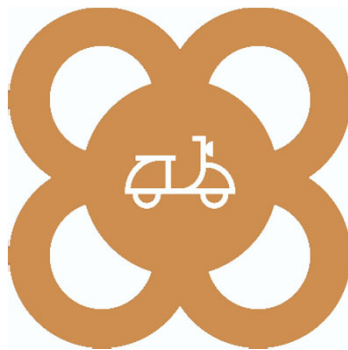
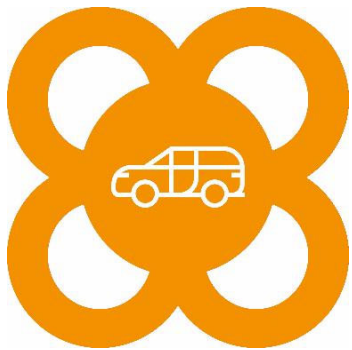


 Àrea DUM current coverage

 Àrea DUM future coverage

05

Motorized Privat Vehicle





2018 (Data)

SUMP OBJECTIVE (2024)



2,099 millions of trips
26,04% modal share

-25,64%

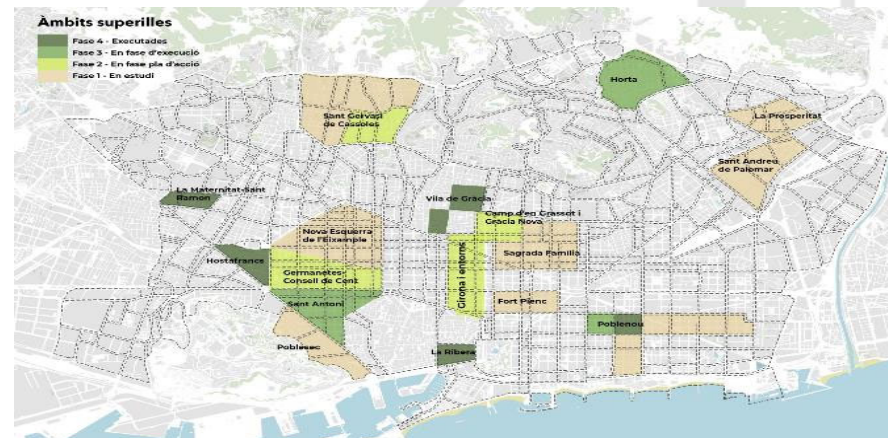
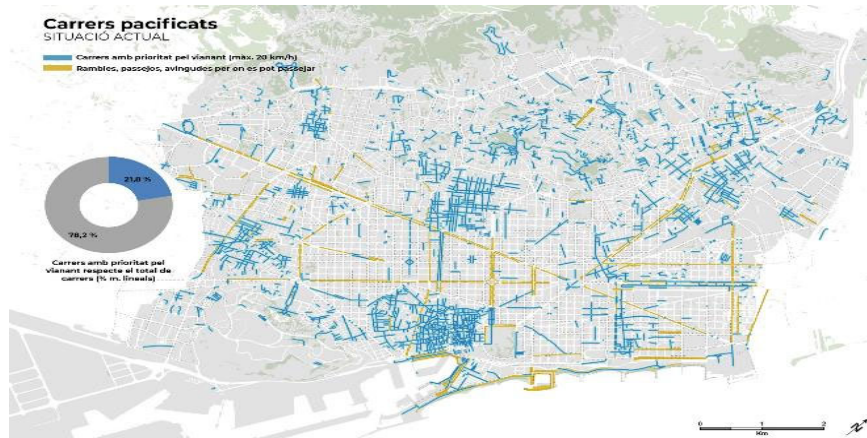
1,561 millions of trips
18,48% modal share



213 km pedestrian priority streets

+32,4%

282 km pedestrian priority streets





2018 (Data)

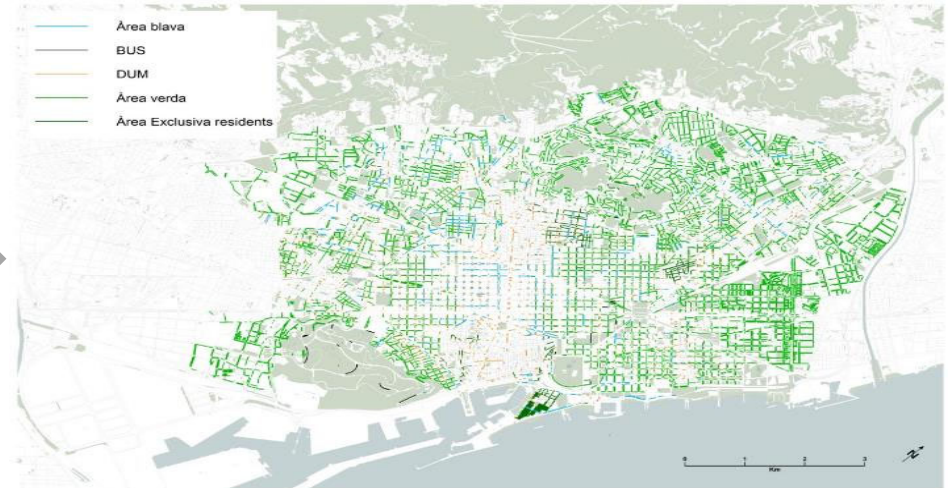
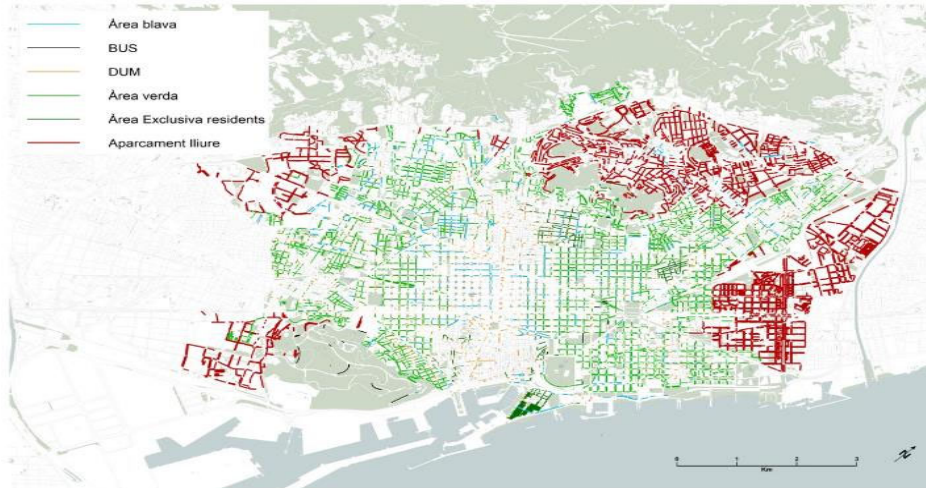
SUMP OBJECTIVE (2024)



56% Regulated on-street parking slots

+ 60,7%

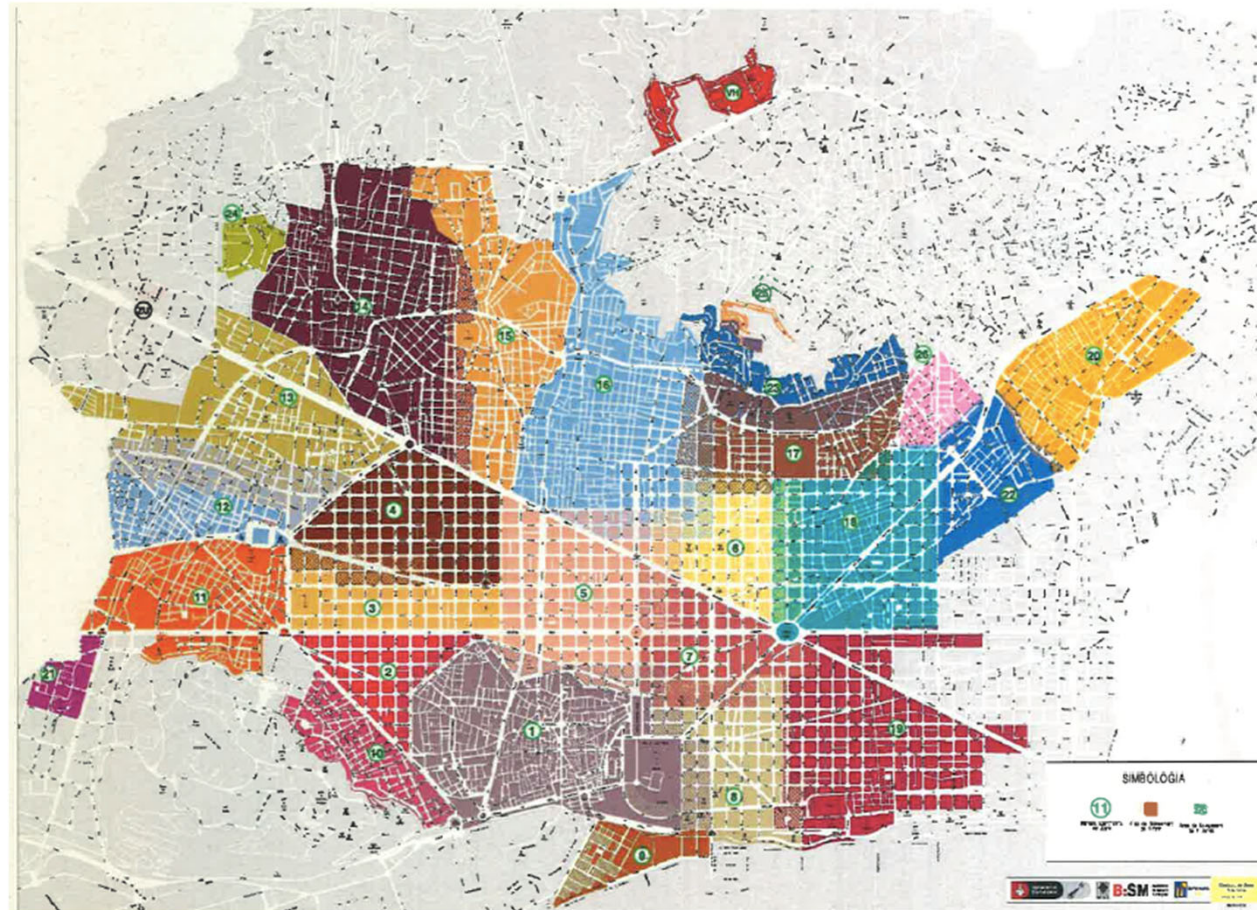
90% Regulated on-street parking slots





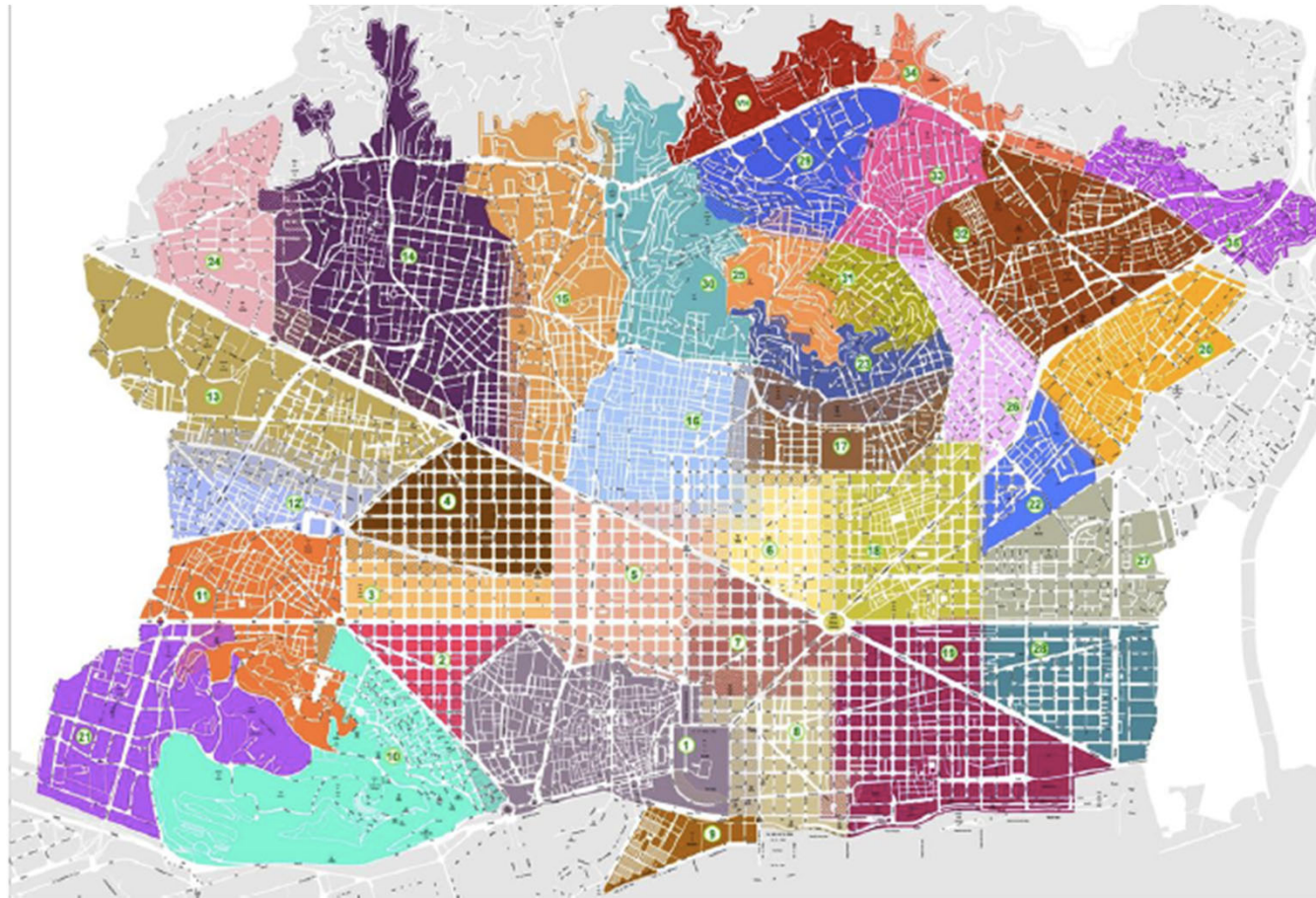
On-street Parking Regulation

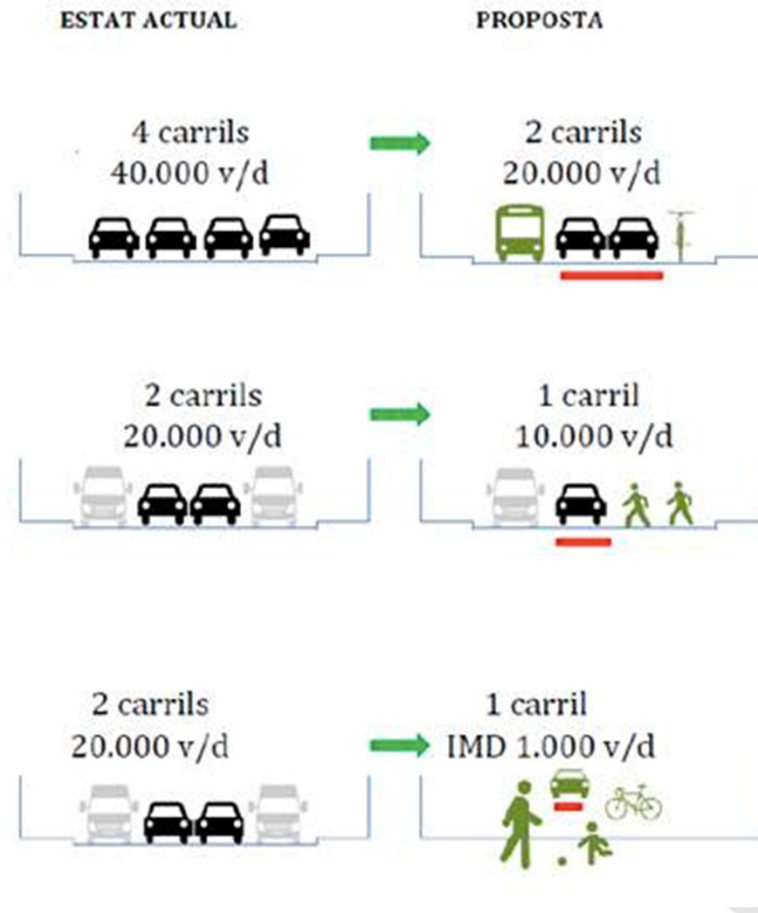
March 2019



**On-street
Parking
Regulation**

December 2022





Thank you!

<http://barcelona.cat/mobilitat>

