

More Info

This is a special edition. It brings the essence of 2,5 years of hard work and new insights.

PARTNER CITIES OF SUB>URBAN
Antwerp, Baia Mare, AMB,
Brno,
Casoria, Düsseldorf, Oslo,
Solih, Vienna

www.urbact.eu/sub.urban
[@suburbanfringe](https://twitter.com/suburbanfringe)

SPRING 2018

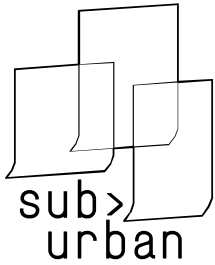


BARCELONA METROPOLITAN AREA SPAIN

STRATEGY FOR THE TRANSFORMATION OF THE FRINGE IN BADIA DEL VALLÈS



English summary of the Integrated Action Plan
in the framework of the URBACT network sub>urban, Reinventing the fringe.



Strategy of Barcelona Metropolitan Area for the transformation of the fringe in Badia del Vallès

English summary of the Integrated Action Plan
with the framework of the URBACT network *sub>urban*, *reinventing the fringe*





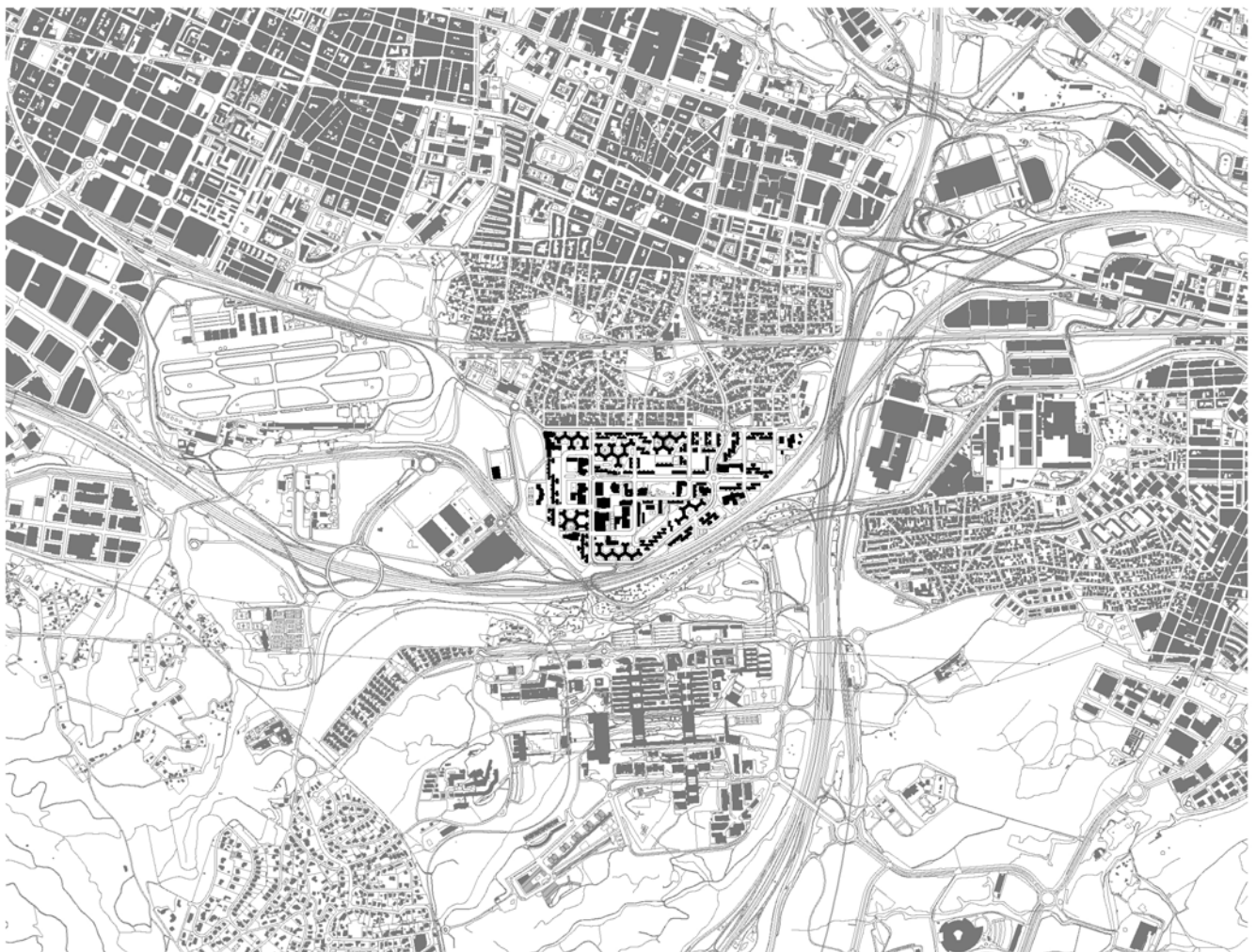
Strategy of Metropolitan Area of Barcelona for the transformation of the fringe in Badia del Vallès
English summary of the Integrated Action Plan

Table of Contents

1. Initial situation	5
2. Objectives of the transformation	16
3. Action plan & Transformation timeline	18
4. Management & Governance structure for the transformation process	28
5. General idea of the transformation of the entire fringe in the future	30
6. Further information	34
7. Annex	43



1.1.1 Morphological Urban Area



1.1.2 Map of existing buildings

1. INITIAL SITUATION

BADIA DEL VALLÈS

Area: 0.93 km²

Population: 13,482 inhabitants (2016) Most of the population is 35 to 49 years old.

Proximity: 15 km from Barcelona

Metropolitan fringes

The metropolitan area of Barcelona has 3.2 million inhabitants. 60% of the population is clearly located in the compact and central fabric of Barcelona, 5% in the urban sprawl located at its edges and the remaining 35% is located in a string of midsize cities which draw an urban continuum in between both of them. This in between territory is a kind of conurbation that it has its origin in several historical small towns. Initially, they were isolated one to each other, and mostly dependent from Barcelona. Over the last century, although, they have been growing to almost connect one to each other, mainly through emerging monofunctional urban fabrics, which have become in metropolitan fringes in many senses.

It is a puzzle of residential and economic activity areas, developed between the Second World War and the 80's, which were built in between this intermediate conurbation, in parallel with the large metropolitan road and railway infrastructures. As a result, in many cases, this pieces of the metropolitan puzzle have been segregated from its surroundings and hasn't been allowed to mature and reach its proper "urbanity" in terms of functional mixticiy and social cohesion. However, these fringes still have a great deal of potential to get its metropolitan role.

In this sense, Badia del Vallès is a paradigmatic case since its problems of physical integration have kept it isolated from its surroundings and has lead the city to a kind of stagnation of its urban functions, which have been greatly reduced to the residential ones. However, its proximity to large metropolitan centralities, but at the same time its disconnection, put Badia in a privileged position for the future.

For this reason, the drafting of the IAP can clearly help Badia del Vallès to combine big scale challenges with a deep knowledge of the urban environment on a local scale in order to solve out its problems; a double scale strategy that has revealed to be very effective in order to reverse urban dynamics.

Location

Badia del Vallès is a municipality which is part of the Barcelona Metropolitan Area (AMB). Built in the late 60s on a large plot split in halves between Barberà del Vallès and Cerdanyola del Vallès, the town was established as an independent city in 1994.

Originally, Badia was built to allocate civil servants from the central government that were moved to Catalonia to reinforce the postal, railway and police services. However, problems arouse in the allocation of flats for different reasons, one of them was that people had to move in before the housing estate was ready, and another one was that their salaries were good enough to afford a flat in Barcelona so they refused to live in the suburbs. Therefore, finally a great portion of the flats were allocated, with a controversial process, to non-civil servants, mostly immigrants from southern Spain.

Function, physical conditions and connection

Physical conditions

Badia has a series of tangent barriers around almost its entire perimeter which isolate it. It is bounded on the northeast by an area of freestanding single-family homes belonging to the neighbouring town of Barberà del Vallès, through which the railroad runs. Furthermore, it is bounded on the south by the C-58 and AP-7 motorways, on the northwest the Sabadell airport, and on the west the retail and industrial area of Sabadell.

Its urban design leads to a barrier with its closest environs around its perimeter, along with internal barriers that hinder all kinds of mobility (blocks more than 120 m long, large areas with facilities, car parks, etc.).

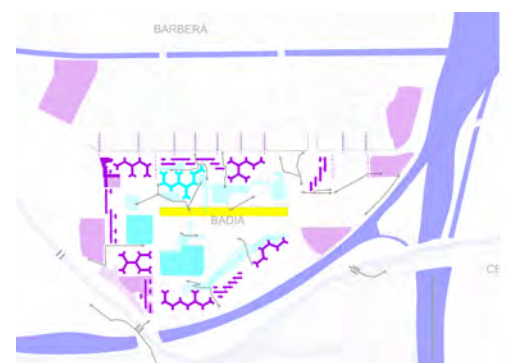
Topographically, Badia is located over two platforms at different levels—with the southern side at a lower level—that challenges the internal mobility (there are escalators to connect both levels).

In terms of buildings, there is little typological variety, since all the apartment buildings essentially fit within two typologies: 'star building' is five storeys tall, and 'barra building', which can be up to 15 storeys tall. This responds to the prioritisation of quality of the homes while optimising construction costs by applying economies of scale and minimising the communal elements.

The physical conditions of the buildings are relatively good. There have been improvements in accessibility, reducing elements of asbestos and maintenance. Now, the municipality is working on a pilot project to reshape façades with better insulation.



1.2.1 Orthophoto Map



1.2.2 Architecture barriers

KEY

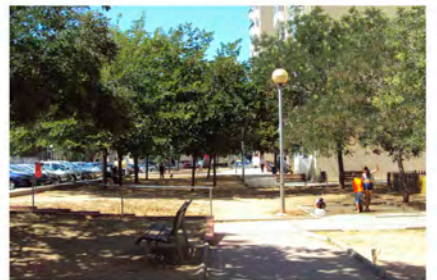
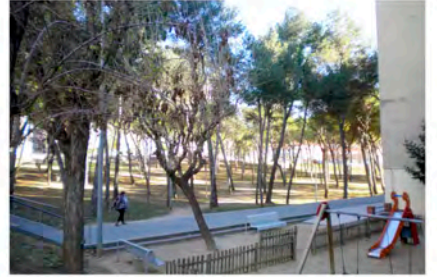
- ← MAIN PEDESTRAIN CONNECTIONS
- CITY CENTRE
- HOUSING STATES
- DETACHED HOUSES
- ECONOMIC ACTIVITY

1.2.3

General view and infrastructure



Parks and Public space



Housing



Existing functions

The existing functions in Badia are, basically, residential buildings, public facilities (20% - educational, administrative, cultural, health centre, social...) and open spaces (63% - streets, carparks, local squares/parks, orchards and unused space). Almost all land is occupied, and only few plots are still available. Few months ago, the urban development plan was changed to include two areas for commercial, office, cultural, recreational, hotel and industrial use. For the first time, Badia will have specific land available for economic activity, one of the main demands of the population. These areas will be developed in the following years improving the financial resources of the municipality and hopefully reducing the unemployment rates and the average commuting time.

There are two residential building types with basically three flat types. On the ground floor of the residential buildings, only a quarter is intended for shops. These units (252 in total) are very small, about 40 sqm, with only two different shape options. Therefore, the homogeneity of retail units, as well as dwellings, constrains the type of business that can feed in.

Indications of un(-der)used open space and buildings on the site

OPEN SPACES

- 30% of the space is used for people (pavements, squares and parks). There is a strip of open areas between the motorway and the Sec River occupied by allotment gardens. The Sec River is a major territorial connector.
- 32% of the space is used for vehicles (circulation and parking). There are four times more parking places on roads in Badia than in the rest of the province of Barcelona. This makes the amount of space used for cars extremely high, occupying seven times more space than squares and parks.
- 14% of the space is related to buildings (front gardens and paths leading to apartment buildings)
- 25% of the space has no defined function.



1.3.2 Views












KEY

- CITY CENTRE
- HOUSING STATES
- DETACHED HOUSES
- ECONOMIC ACTIVITY
- PUBLIC FACILITY
- OPEN SPACES
- MAIN INFRASTRUCTURE PROTECTION

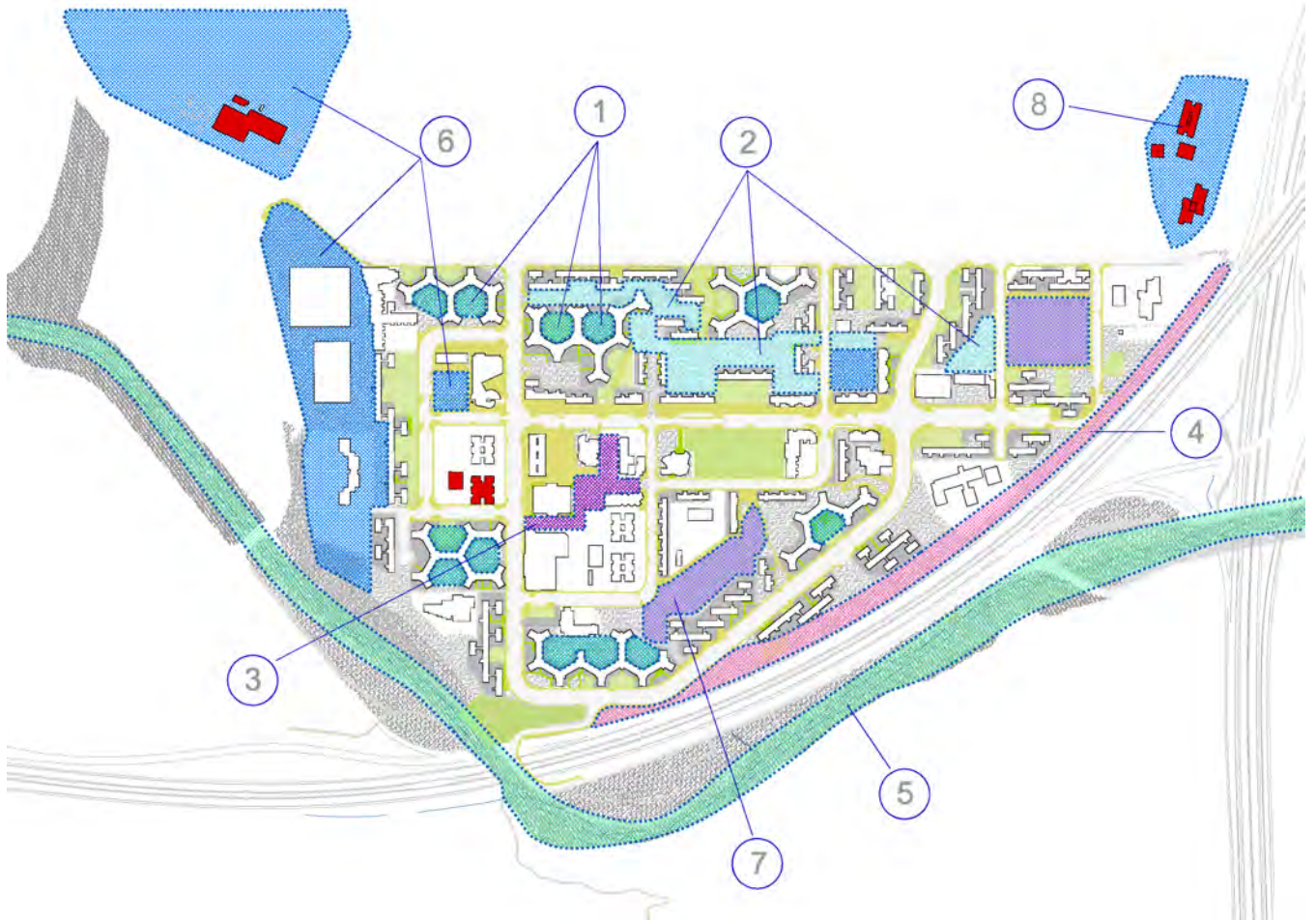
1.3.1 Urban Plan

KEY

- 3%  Civic axis sidewalks
- 9%  Structural axis sidewalks
- 4%  Sidewalks without use
- 5%  Community park
- 8%  City park
- 22%  Roads
- 10%  Car park
- 13%  Housing gardens
- 1%  Access roads to dwellings
- 25%  Spaces without specific functions



1.3.3 Function of the open spaces



1.3.4 Open spaces

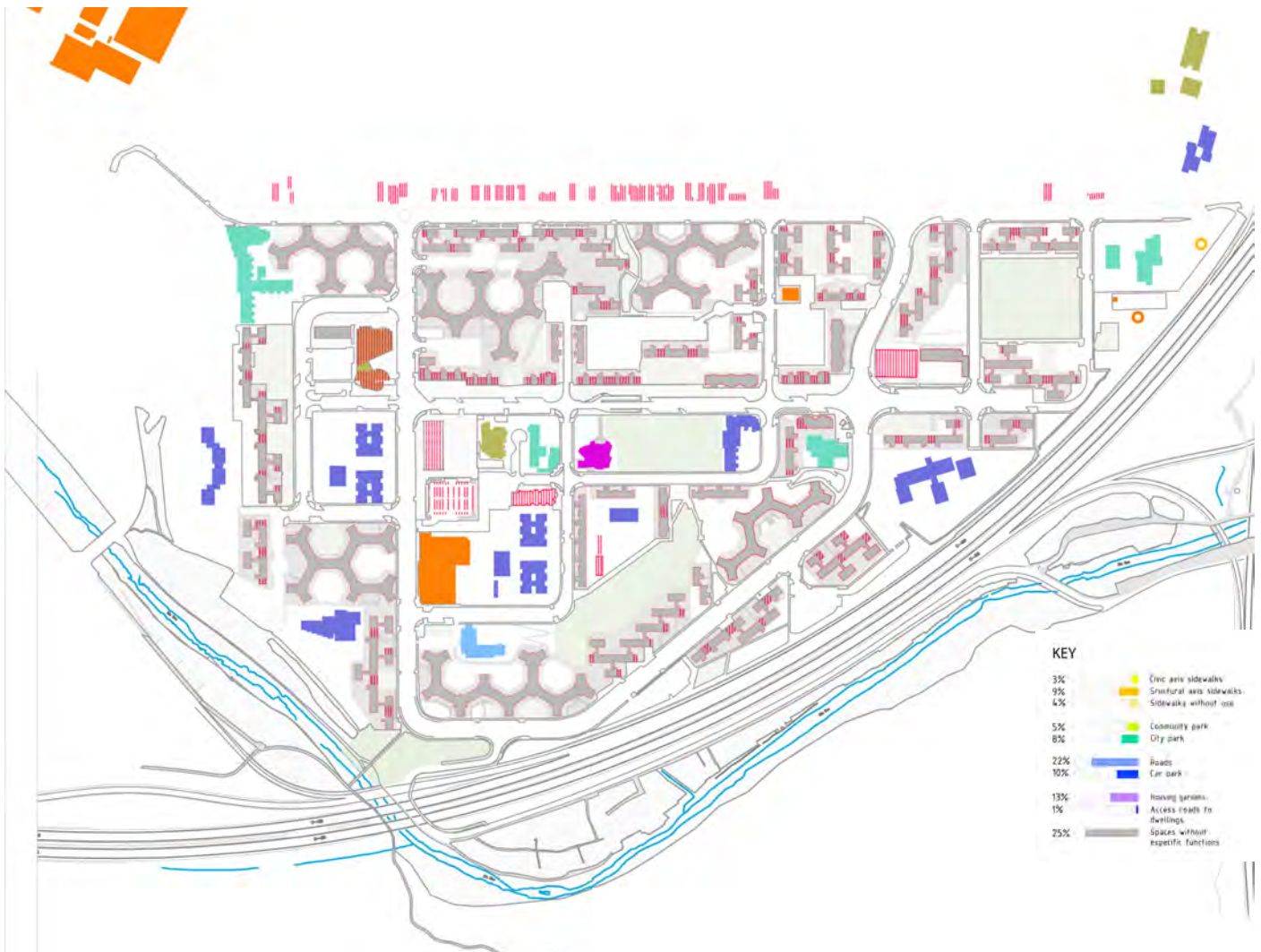
BUILDINGS

RESIDENTIAL BUILDINGS

- Housing units: There are almost any housing unit empty. Only two blocks owned by the National Police have flats available (only occupied by police officers).
- Retail units: There are few retail units vacant. The location of these units are linked with the building layout and not to the best positions in relation to the street. Therefore, they are some retail units in bad positions that are almost perpetually vacant.

PUBLIC FACILITIES

- Educational: There are two nurseries, three elementary schools and two high schools. Some of them have vacancies (since the population of Badia has aged); three educational buildings are now closed (two elementary schools and one high school).
- Sports: There are two sports centres. Only the one situated in the city centre is 100% operational; the other one is almost closed.



1.3.5 Current building use

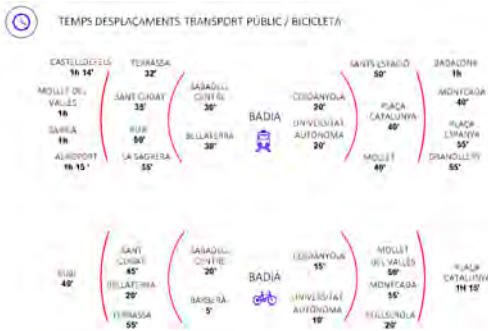
Public Infrastructures and sustainable transport

Bicycles_ The bicycle structure isn't today a comprehensive network. It is made essentially by unconnected pieces of bike lanes in parks, streets, sections of the banks of the Sec River, among others. One of the most used paths is the one that connects the UAB University with the Sec River and Badia. However, the steep slope challenges the accessibility.

Buses_ There are five inter-urban bus lines within the town that connect Badia with the surrounding cities.

Trains_ Badia does not have a train station; the closest is in Barberà (15min walking) that connects with Barcelona city centre in 30 minutes. Within 30 minutes walking there are two other train stations in Cerdanyola (RENFE national trains) and the UAB (FGC regional trains).

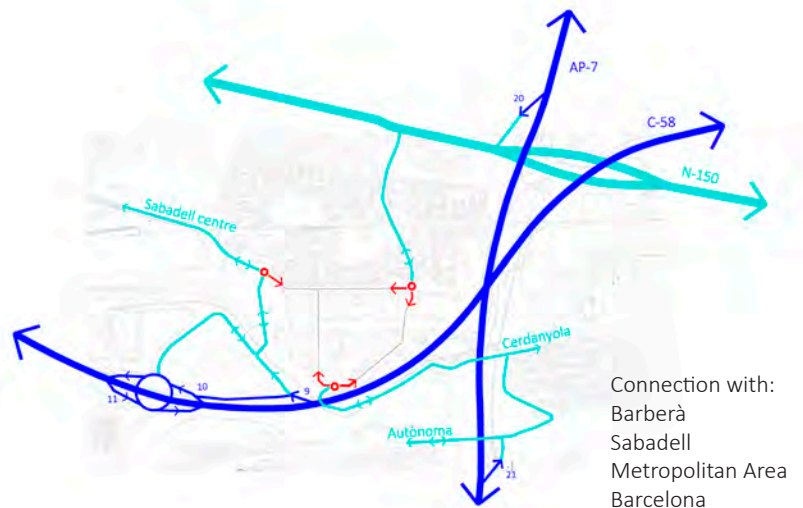
Road networks_ Even though it is surrounded and cut by major transport infrastructures, Badia, until the construction of the exit to the new shopping area in Sabadell, did not have good access to them. Today the main challenge is its connection with the neighbouring towns. The motorways are physical barriers that cut and disconnect towns. The improvements to reconnect them proposed in the Territorial Plan did not tackle this weakness in Badia.



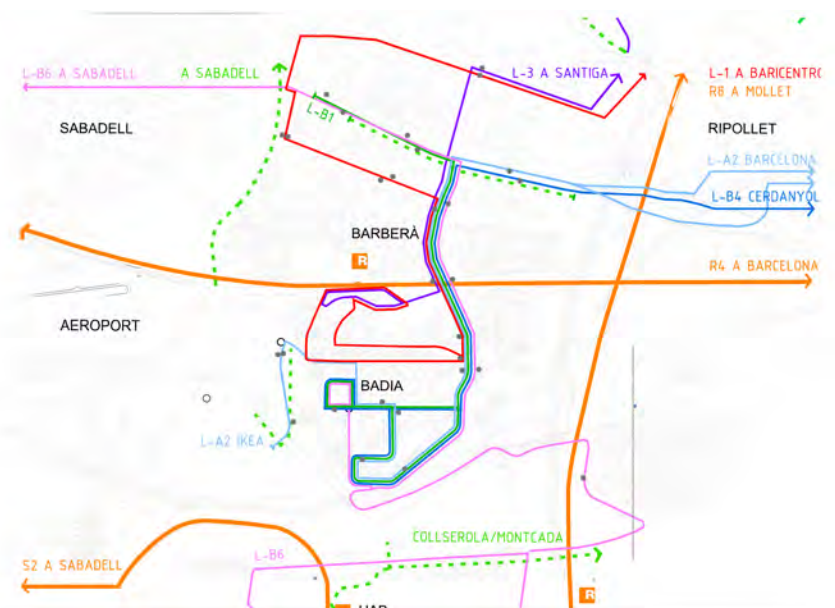
TIPUS DE TRANSPORT UTILITZAT NO MOTORITZAT / PÚBLIC/ PRIVAT

Tipus de desplaçament	Bicicleta	Bus	Autobús	Desplaçaments	Porcentatge
Barcelona	1,2%	51,6%	47,2%	2.969	(13,7%)
Sabadell	14,6%	25,8%	56,6%	5.716	(20,4%)
Barberà del Vallès	41,6%	7,6%	50,4%	4.136	(22,0%)
Cerdanyola del Vallès	30,9%	3,4%	65,7%	1.851	(9,8%)
Terrassa	0,0%	6,1%	93,9%	701	(3,7%)
Sant Gervasi del Vallès	0,0%	0,0%	100,0%	365	(1,9%)
Reste 1ª Corona*	0,0%	12,1%	87,9%	1.168	(6,2%)
Reste 2ª Corona*	0,0%	0,0%	100,0%	868	(3,8%)
Exterior AMB	4,6%	6,4%	89,0%	1.628	(8,7%)
Total	17,3%	19,4%	63,3%	18.793	100,0%

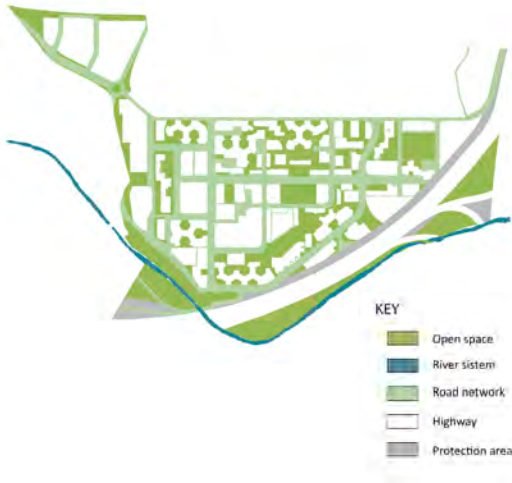
1.3.6 Travel time and kind of transport used



1.3.7 Access to Badia



1.3.8 Sustainable transport



1.4.1 Owner of public open spaces



1.4.2 Owner of the plots of land and buildings



Land owner groups

Badia is a 100% affordable housing (5,315 dwellings) with almost all the apartments privately owned. Only some of the 144 homes, which currently belong to banks, are rented under the market price.

In demographic terms, 21% of the homes are single-person dwellings, 32% are two-person dwellings, 12% are three-person dwellings and 33% house four or more people. Despite this, all dwellings are designed for families, which shows there is a clear gap between supply and demand.

All public facilities are publicly owned by the city or the regional administration.

A unique feature of Badia is that all retail spaces located on the ground floors of the apartment buildings are owned by the city. And so it is the land where the largest supermarket was built.

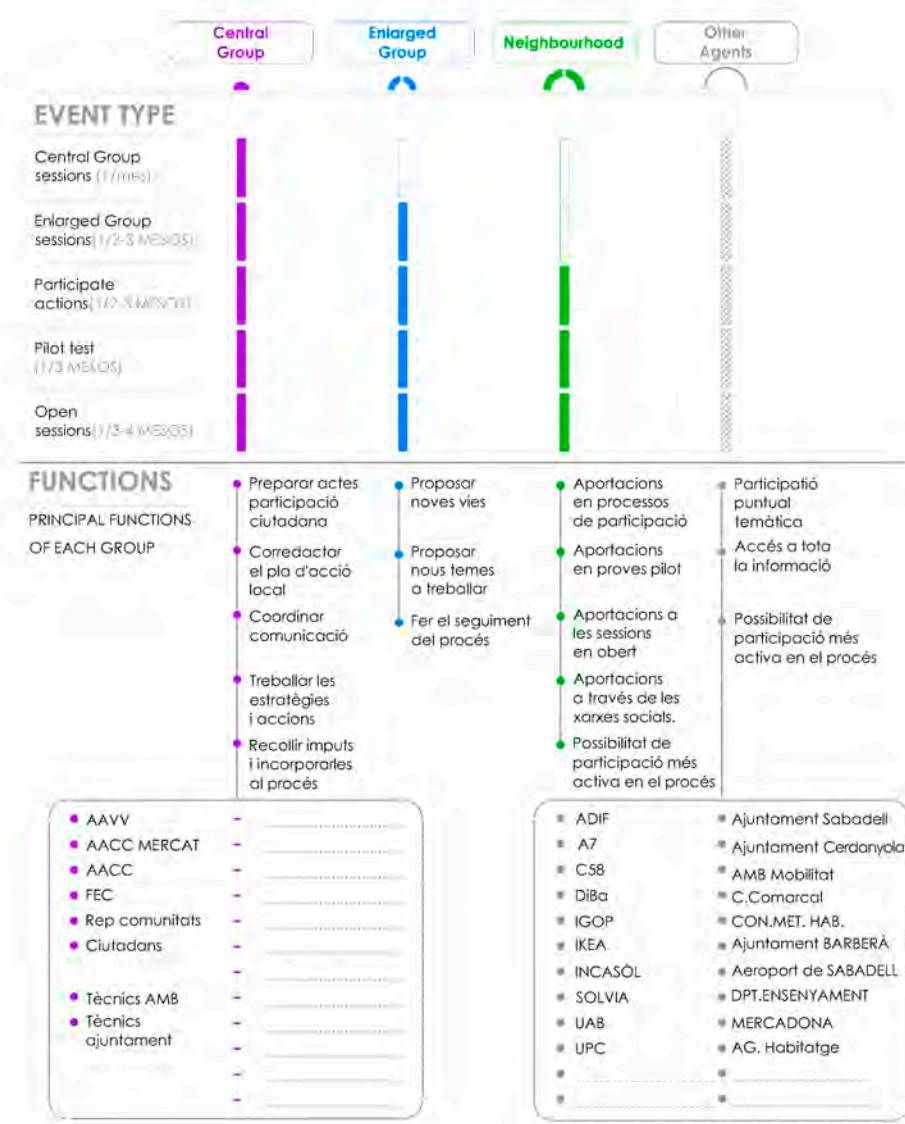
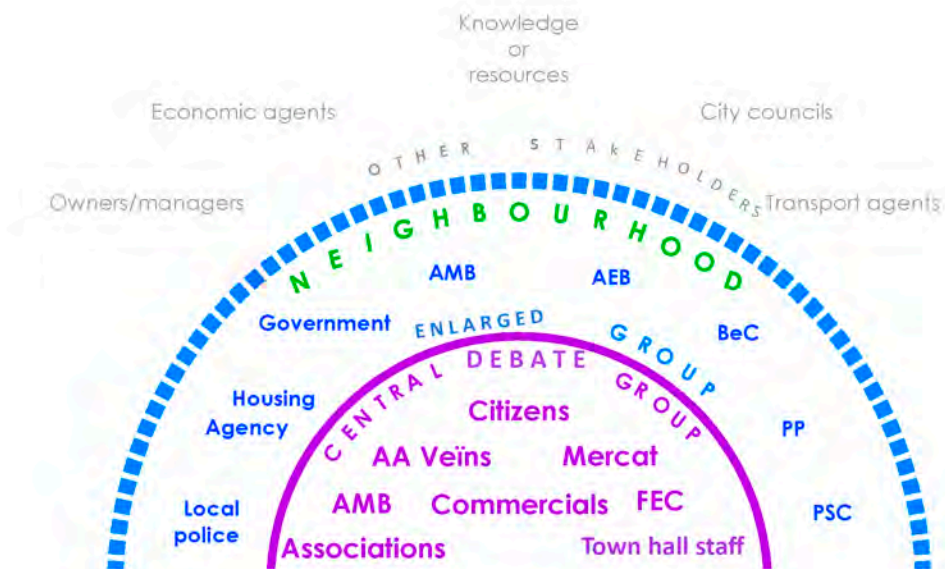
Private stakeholders are going to develop in the next years two mix-use zones for commercial units, offices, cultural and recreational facilities, a hotel and industrial spaces.

The open spaces have different public owners, including urban parks and gardens, the internal road network, the water system, the railway line and the motorways and their buffer zones.

Main local stakeholders

The Urbact local group is responsible for co-writing the local action plan and jointly overseeing it. It is made up of the central debate group, the expanded group, residents and other stakeholders. The members of each group are not static and have evolved in parallel to the project.

- The central debate group (CDG): It is the core group that is the responsible to boost and drive the IAP. Its members are citizens, some of them involved in local associations, and Town Council and AMB staff. To choose the citizens two strategies were used. First, we presented the project to the Neighbourhood Association and the Federation of Cultural Associations and ask for volunteers to join the CDG. And second, for citizens not linked to any association we presented the project to those who already participated in the two ongoing participatory processes linked to city management and to those who could not enter them because the demand was bigger than the offer.
- Expanded group: Its members are elected representatives and other stakeholders. This group is informed periodically and contributes with suggestions that the central debate group must incorporate in the IAP.
- Open sessions: During the IAP drafting, two open sessions were programmed in which other stakeholders and any neighbour could participate and make suggestions. The CDG must incorporate these suggestions in the IAP.



1.5.1 Stakeholder map

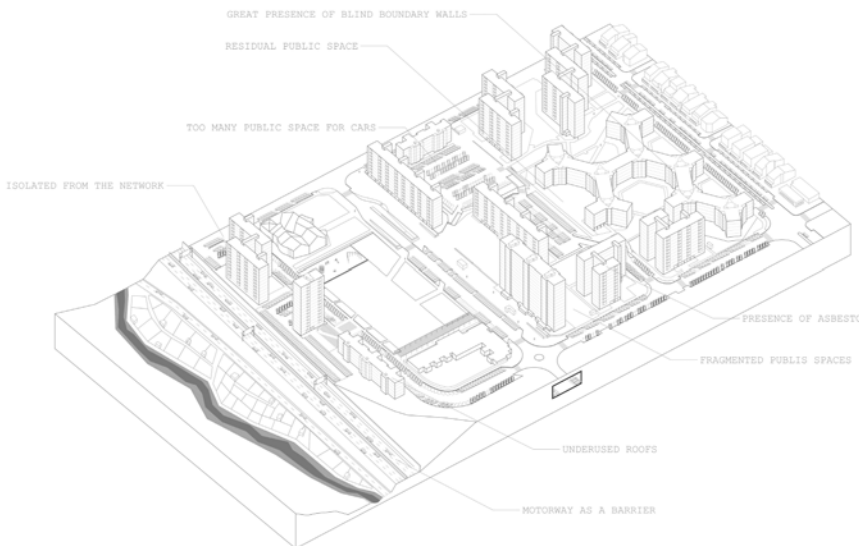
Challenges & potentials

POTENTIALS

The citizens of Badia have a positive view of their own city. Some of the points they value the most are related to open areas (quality and quantity, green areas, sense of openness, etc.), attitude of people (sense of community, neighbourhood quality, safety, etc.) and facilities and equipment (services, proximity, etc.).

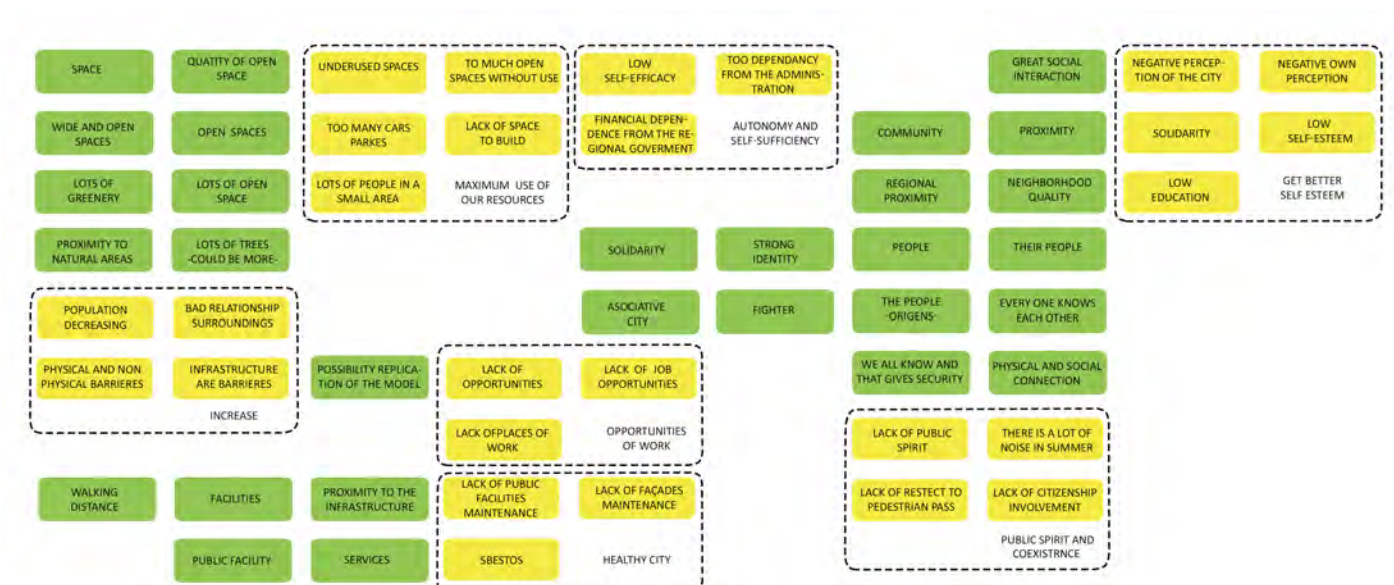
Badia is located in an area with a high metropolitan centrality. Its proximity to the Autonomous University of Barcelona (UAB) gives it a huge potential in terms of the services it can offer, such as student residences, research and innovation centres, etc. The Sec River provides access to a territorial natural connector. The nearby mobility infrastructures, like motorways, Sabadell's airport and train stations, provide a good access to the region and the city of Barcelona. Moreover, a new metropolitan centrality area including a new high speed train station, offices and economic activity, that should be built nearby could benefit Badia in many ways (urban integration, jobs, services, housing...).

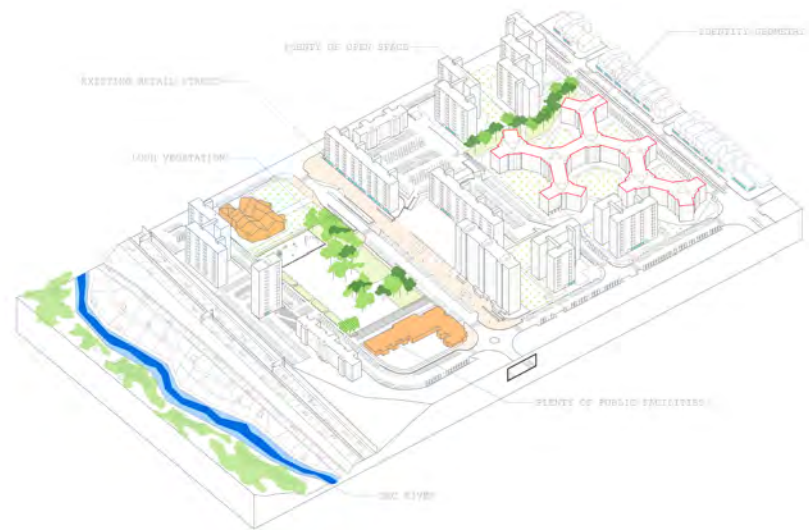
1_CURRENT FRINGE



1.6.1 Currenty fringe

1.6.2 ULG Challenges and Potentials





1.6.3 Embrace existing quality

CHALLENGES

The main challenges that Badia is facing are:

Spatial and mental isolation. Low permeability

Two motorways, a river, an airport and a low density neighbourhood act as physical barriers that isolate Badia from their surroundings and leave it in a cul-de-sac position (you can arrive to or leave from Badia, but you cannot cross it). On top of this, its overwhelming and not friendly image has developed a stigma that isolates even more their citizens. Therefore, breaking this physical and social barriers is crucial to integrate Badia to the urban continuum.

Mono-functional and mono-typological land and buildings

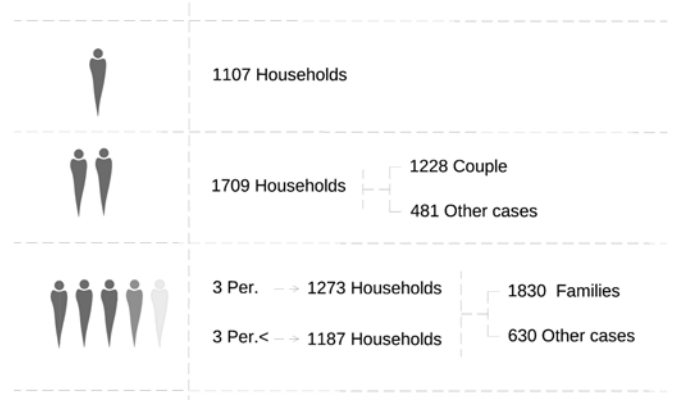
Badia is almost 100% residential neighbourhood with only one type of flat (three-bedroom flat). Introducing work areas and services to reduce the dependence to the surrounding neighbourhoods (high commuting rates, high dependence to private vehicle...) is a great challenge. Also, providing other housing types to match the demand is a request.

Too rigid housing tenure. Rough liberalisation in 2023

The housing estate was originally 100% geared towards affordable housing, with low, fixed market price and important restrictions on buying, selling and renting. This tenure status has three main consequences: first, a fossilized population that favours the maintenance of social dynamics (social reproduction); second, an ageing and declining population that is shaping the need for and type of public facilities, upsetting the usual supply and demand balance (Badia has lost almost half of its original population) and finally, a paternalistic relationship between citizens and administration that disempowers the former (since Badia was developed by public bodies, there is a collective expectation that they will keep on solving all the problems in the city). However, the protected affordable housing regime will end in 2023. For the first time it will be possible to rent out the apartments, which are all privately owned. In consequence, new challenges will emerge, such as a rapid turnover of residents through gentrification or filtering processes; declining building maintenance as owners rent out the apartments and go to live elsewhere; a diminished sense of belonging.



	♀	♂	Total
0 - 14 Years	1052	1126	2178
15 - 34 Years	1487	1574	3061
35 - 59 Years	2466	2503	4969
60 - 69 Years	915	765	1680
More than 70 Years	1030	635	1665
	6603	6950	13553



Un(-der) used open spaces, buildings and resources

Badia del Vallès was planned as an isolated entity with public facilities and green areas adjusted to its size. However, the social fabric changes due to ageing and population diminishing, requires new types of facilities and open spaces that don't match with the current ones. Transforming and maintaining the existing ones, and providing and financing the new proper ones is a challenge.

Ageing and decreasing population

The fossilized population, as we explained before, has a direct impact in the increasing ageing rates. How to deal with this demographic change and, at the same time, how to attract younger population to compensate it is a great challenge.

Unsustainability of the municipality public funds

Main municipal income comes from taxes related to housing and economic activities. However, the housing taxes for subsidised housing are very low, and there is almost any economic activity in the municipality. Besides, rates of open space and public facilities per inhabitant are higher than the average. Consequently, the combination of low tax revenues and high surface of public facilities and open spaces compromise the balance of municipal funds.

Large externalities from mobility infrastructure

Badia limits with two motorways with housing buildings facing to them. Mitigating their main externalities (air and noise pollution) is a great challenge.

Poor reputation from the outside

Badia has a bad image from outside. Reshaping its image is a requirement.

Petrification of social and economic problems

As was explained before, most of Badia's neighbours are still the pioneers, and their descendants. This fossilized population has favoured the maintenance of social dynamics with associated low incomes. Breaking this dynamic is a great challenge that the municipality has been facing for the last years.

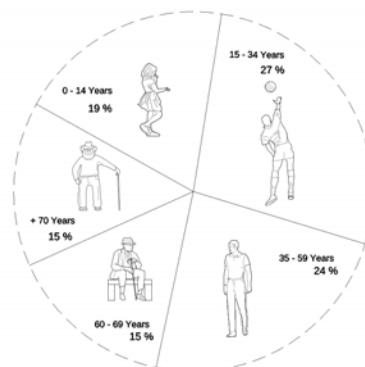


1.7 Diagnosis

For whom Badia is designed?



Who lives in Badia?



How they live in Badia?



1.8 Demo-Typological study

2. OBJECTIVES OF THE TRANSFORMATION

The **vision** that emerged from the *Imagina Badia* process to jointly draw up the IAP (Integrated Action Plan) for Badia del Vallès is to reach a more connected, healthy and inclusive town. This vision is the outcome of a shared diagnosis at the local level spearheaded by the central debate group (GDC) made up of citizens and staff from the Town Council and the AMB, which compiled the contributions from the expanded group (municipal government, political parties with representation in Badia) and from citizens, collected through an open session and the website.

Connected city

Badia del Vallès was designed and built as a housing estate connected in a friendly manner to the river and the open space in front of it. However, due to a coordination problem with the Ministry of Transport, two motorways (C-58 and AP-7) were built tangential to the river. Thus, in the middle of the construction process, streets had to be redrawn and buildings relocated, and Badia became what it is today, a cul-de-sac totally disconnected from the river. This physical isolation, coupled with the town being almost 100% occupied by immigrants from a similar background coming from outside Catalonia to serve in the public sector, also raised mental barriers that emphasised its isolation and increased the distance that Badia residents feel in relation to their surrounding cities.

The vision aims at reconnecting the city with its urban continuum in a simple, natural way, breaking its physical and mental isolation. The main objectives are to limit private mobility and to improve public transport, accessibility and supramunicipal connectivity.

Healthy city

As explained in the previous section, two motorways run very close to residential buildings in Badia, causing serious problems in terms of excessive noise and air pollution. In recent years, there have been attempts to alleviate the effects of noise with sound-reducing screens, but results were not as effective as expected, especially in the upper storeys of the buildings. As an additional problem, many constructions have elements that contain asbestos.

The facilities and public spaces undergo many of the problems typically found in this type of residential fabric: low-quality, poorly defined public spaces, some of them with clear signs of deterioration. Furthermore, the facilities are underused and no longer fit residents' current needs, since the population has decreased (almost by half) and aged.

This is why one of the visions for the IAP is to create a healthier city, primarily seeking two main objectives: first, a better environment by reducing the sound and air pollution and asbestos, and secondly, high-quality public spaces and facilities which better meet current and future needs.

Inclusive city

Badia is a city with 100% affordable housing, most of it privately owned, built in the 1970s for public servants and finally occupied by migrants from Spain's rural areas, either families with children or couples in their reproductive years. When children reached the age of leaving home, it was virtually impossible for them to keep living in Badia for different reasons. First, there was a shortage of housing, since many homes were privately owned and there was little rotation; and secondly, for those that have

3 ADAPT LESSEER QUALITY



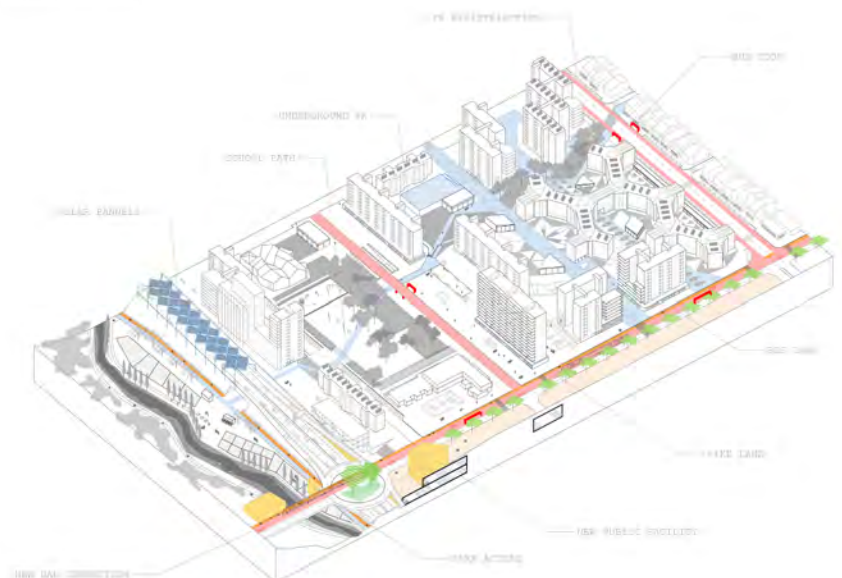
2.1 Adapt lesser quality

4 ENCOURAGE INTERACTION



2.2 Encourage interaction

5 INCREASE MOBILITY

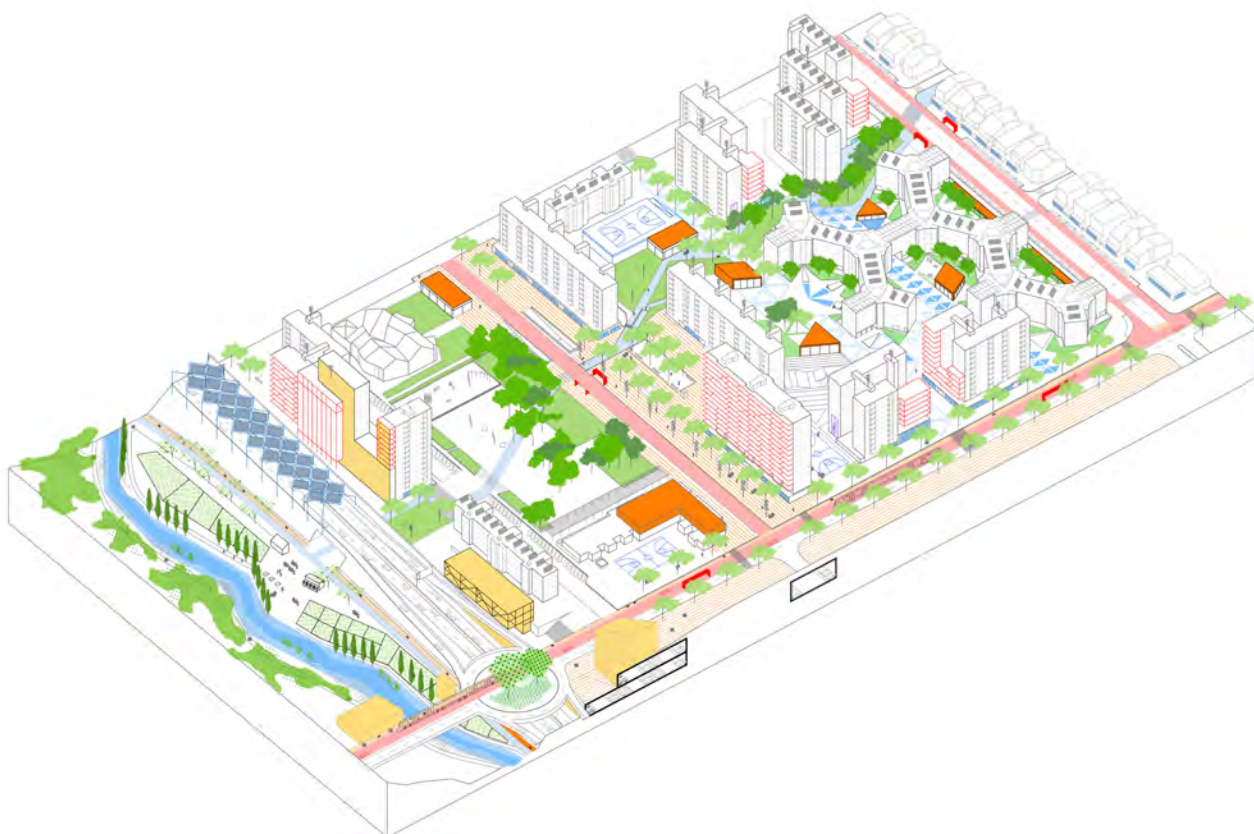


2.3 Increase mobility

progressed in social terms, they were not eligible for subsidised housing and, therefore, were unable to buy a home in Badia. This expelled the 2nd generation and prevented people coming from the outside, causing 3 main consequences. First, a petrification of the original population (most of the inhabitants are still the first residents or their descendants) that led to perpetuate the original social dynamics over time hindering the social progression (social reproduction). Second, an ageing and declining population is reshaping the need and type of public facilities, as Badia has lost half of its original population—initially there were 3-4 residents/dwelling, and now just 1 or 2. Finally, there is still an underlying paternalist relationship between citizens and administration, which disempowers citizens (a consequence of the origin of Badia as a town promoted by public bodies, which, in the social imaginary, is still supposed to be responsible for solving any problems in the town).

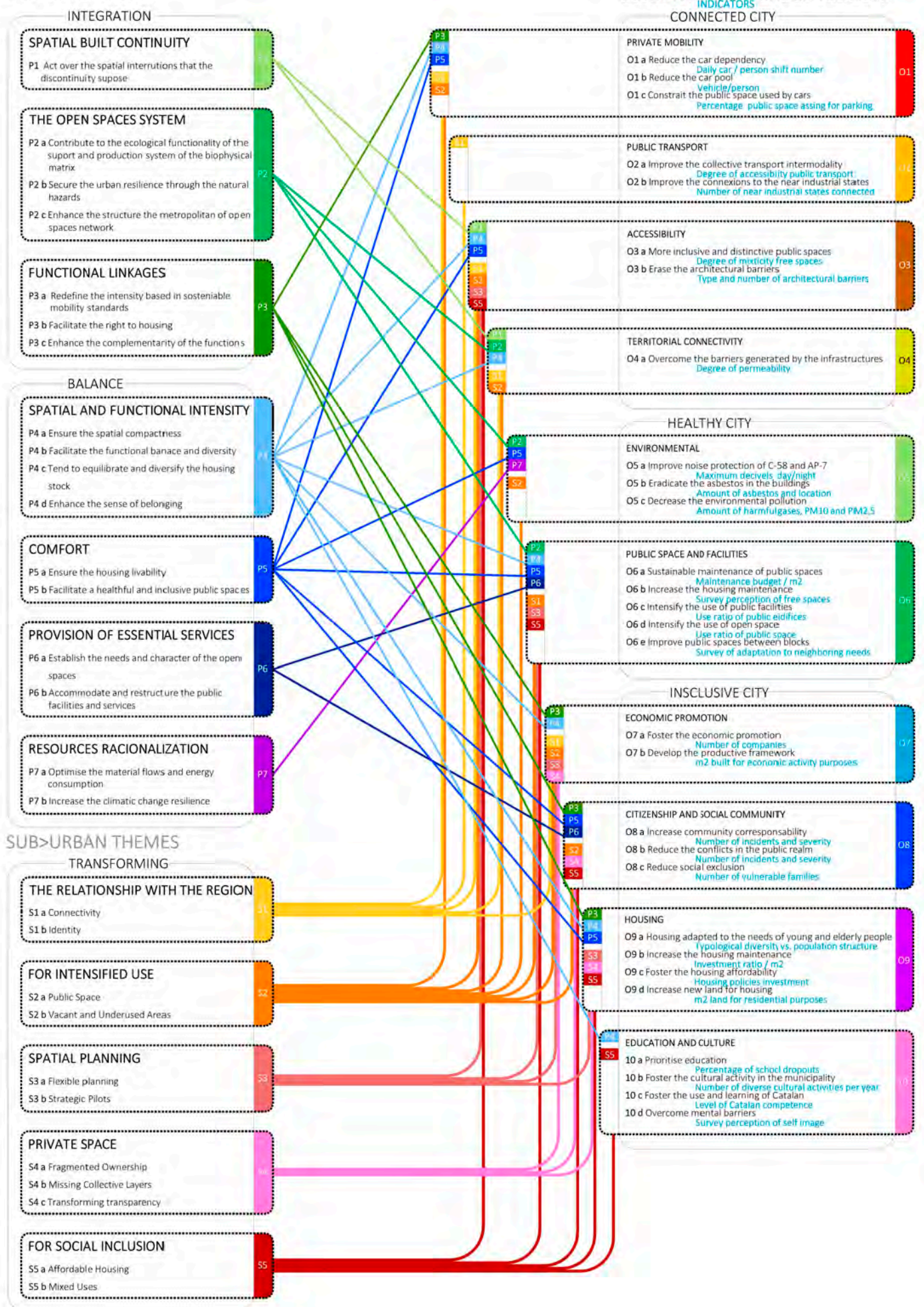
The vision is to attain a more inclusive city in terms of housing, civic life and peaceful coexistence, education and culture, and economic promotion. The main objectives are a more diverse and well-maintained housing stock, in order to provide different housing types to respond to the needs of the current structure of the population, improve the education and cultural offer and quality, promoted the economic activity and reinforce the sense of community.

The affordable housing status will end in 2023. For the first time it will be possible to rent out the apartments. Completely new dynamics might suddenly appear. It is difficult to predict which dynamics will show-up with this sharp tenure change: a gentrification or filtering processes with their challenges associated. In any case, the main objectives should be to have instruments to control the process and diminish their externalities. Allowing new people to come to and live in Badia, such as students from the university or families with children, and at the same time keeping the actual neighbours within the municipality.



PDU GUIDELINES

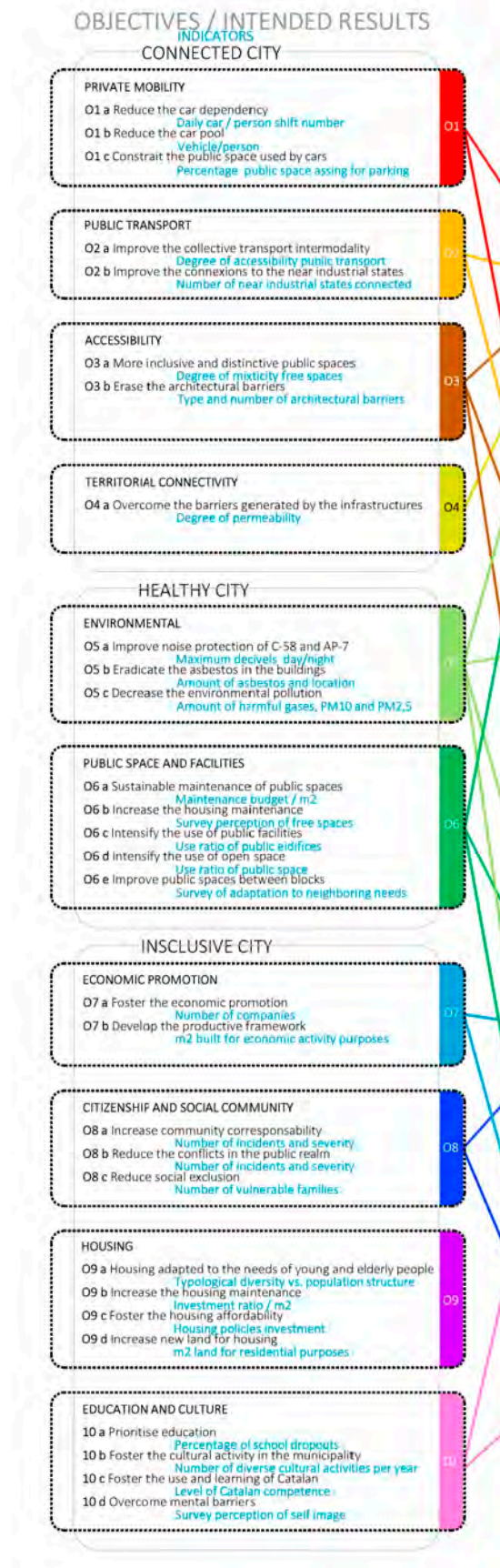
OBJECTIVES / INTENDED RESULTS



3 ACTION PLAN & TRANSFORMATION TIMELINE

As mentioned above, the IAP was drafted together with the central design group (GCD). At the 6th GCD meeting, it was decided to divide the actions according to whether they were geared towards open spaces or built spaces. Priority was placed on spending all the remaining time on the UR-BACT calendar to further examine the open spaces, rather than trying to deal with everything and running the risk of ending up with overly general actions. This decision was grounded on two reasons: first, the Town Council was highly focused on buildings and already had several programmes underway, while it was not quite as sure about how to deal with the public space. Second, when evaluating the objectives emerged from the shared diagnosis, it was determined that public space could meet a larger number of objectives. Nonetheless, GCD, and especially the Town Council, pledged to complete the IAP once the UR-BACT programme was over by defining and scheduling the actions referring to the built spaces.

Actions are grouped into four main strategies: Connectivity and relationship with the region; structuring of mobility; intensifying and programming the use of public space, and Showcasing the cultural and natural heritage.



STRATEGIES - Actions

BUILT SPACES

OPEN SPACES

CONNECTIVITY AND RETATIONSHIP WITH THE REGION		2	10	20			
02a-03b-04	E1 a New connections N-S Barberà-Badía-Autònoma with a new bridge over the C-58				L C	AMB	AMB
01c-03a	E1 b Eliminate the current road to Cerdanyola del Vallès				L C	AMB	AMB
02a-02b-03b-04a	E1 c New connction E-W Sabadell-Barberà/Badía-Cerdanyola with a new bridge over AP-7				L C	AMB	AMB
01a-01b-02a-04a	E1 d New tram line Sabadell, Barberà-Badía-Autònoma-TGV-Centre direccional-Sant Cugat				L C P	AMB	AMB
03a-03b-04a	E1 e New pedestrian connection N-S Barberà train station - Joan Oliver Park-Sec River with a new underpass underneath the CS8				L C	AMB	AMB
03a-06d	E1 f New commercial structure Av. Burgos-Sec River - Ikea				L C P	AMB	AMB
01a-02a-02b	E1 g New FFGG train station and a new footbridge next to Ikea				L C P	AMB	AMB
03a-04a	E1 h Metropolitan path along the Sec River				C P	AMB	AMB
03b-05a	E1 i Protection plan against noise pollution and implement the recommended actions				C	AMB	AMB

STRUCTURE OF MOBILITY		2	10	20			
01a-01c-03b	E2 a Sequentially redo the internal distribution street surface and pavement				C	AMB	AMB
01a-01c-03b	E2 b Sequentially redo the shared space streets				C	AMB	AMB
03a	E2 c New pedestrian connection E-W Sec River-Oporto street- Oviedo street - Illes Balears Park				L C	AMB	AMB
01a-05a	E2 d Improve pedestrian connection E-W Sec River- Bètica street- Cornisa Bètica Park- C-58 Park				C	AMB	AMB
01a-01b-01c	E2 e Programme to promote a more efficient us of private mobility (car sharing, co-ownership,...)				P	AMB	AMB
01b-01c	E2 f Implement blue and/or green parking spaces through the municipality				P	AMB	AMB
01b-01c	E2 g Construction of new parking lot near the city entrances with spaces for residents				L C P	AMB	AMB
01a-01b-01c	E2 h Programme to promote the bicycle (park spaces, co-ownership, bike-sharing...)				C P	AMB	AMB
01a-01b-02a	E2 i Rationalisation and improvement of the public transport network				P	AMB	AMB

INTENSIFY AND PROGRAMMING THE USE OF THE PUBLIC SPACE		2	10	20			
03a-06a-06d-07a	E3 a Programming the functional area for the Inter-municipal Axis				L C P	AMB	AMB
03a-06d-07a-07b	E3 b Programming the functional area for the Commercial Axis				L C P	AMB	AMB
03a-06a-06d-07b	E3 c Programming the functional area for the Pedestrian Axis				L C P	AMB	AMB
03a-06a-06d	E3 d Programming the functional area for the Natural Axis				L C P	AMB	AMB
03a-06a-06d-06a	E3 e Programming the internal spaces				L C P	AMB	AMB
03b	E3 f Eradicate the architecture barrier of the public spaces				C P	AMB	AMB
06d-07a-07b-08b	E3 g Facilitate the ground floor modification to foster the integration with the public space				L C P	AMB	AMB
03b-06a-06c-10a	E3 h Inclusive playgrounds				C P	AMB	AMB
05c-06d-08a-08c	E3 i Urban agriculture and fruit trees planting				C P	AMB	AMB
03a-06d-08b-08c	E3 j Public spaces linked with public facilities				C P	AMB	AMB
08a-08b-08c	E3 k Mediation committee				P	AMB	AMB
08a-08b-08c	E3 l Programme to increase citizenship and social community				P	AMB	AMB
03b-05a-08b	E3 m Recover the space now used as orchards				C P	AMB	AMB
05c	E3 n Improve the waste collection				C P	AMB	AMB

SHOWCASING THE CULTURAL AND NATURE HERITAGE		2	10	20			
10a-10b-10d	E4 a Showcase the heritage trees - botanical route				P	AMB	AMB
10a-10b-10d	E4 b Showcase the original farmhouse remaining				C P	AMB	AMB
05c-06d-10a	E4 c Place value on the water resource				C P	AMB	AMB
10a-10b-10f	E4 d Showcase and boost the urban art heritage				C P	AMB	AMB
07b-08a-08c-10a	E4 e Showcase the community gardens				P	AMB	AMB
08a-10a	E4 f Healthy route along the Sec River				P	AMB	AMB
07a-07b-10a	E4 g Promote the image of Badia				P	AMB	AMB

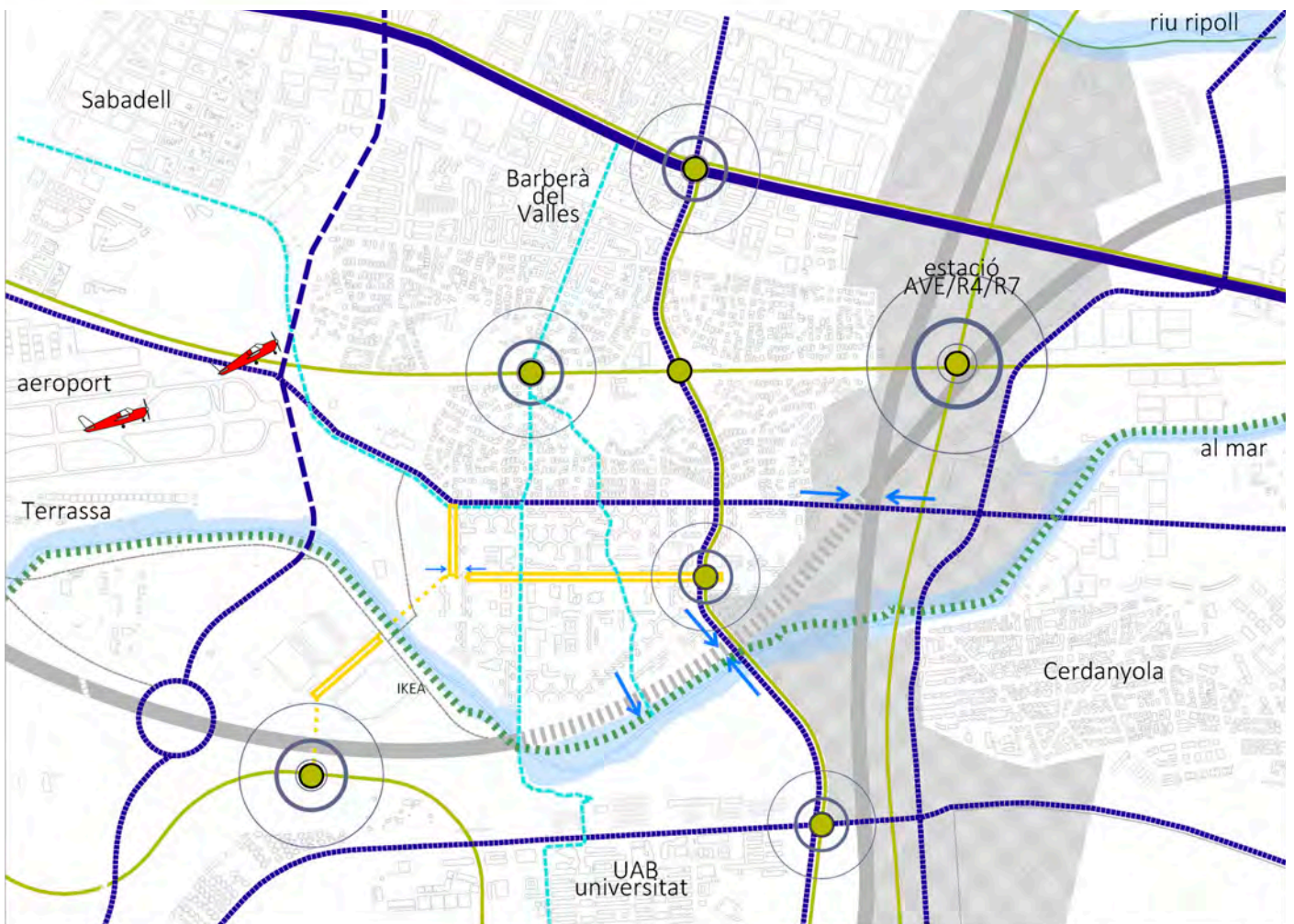
L Legal framework	AMB	Generalitat de Catalunya	AMB	Autoritat del Transport Metropolità
C Construction	AMB	Ministeri de Foment	AMB	Agència Catalana de l'Aigua
P Policies	AMB	Diputació de Barcelona	AMB	University / artists association
	AMB	Àrea Metropolitana de Barcelona	AMB	Universitat Autònoma de Barcelona
	AMB	Ajuntament de Badia	AMB	Local stakeholders
	AMB	Ajuntament de Barberà	AMB	Associacions de la Bicicleta
	AMB	Ajuntament de Cerdanyola	AMB	Associacions de comerciants
	AMB	Ajuntament de Sabadell	AMB	Neighbours



3.2.2 Road network



3.2.3 Public transport network



3.2.1 Connectivity with the region

Connectivity and relationship with the region:

Description:

This strategy responds to the vision of the connected city, and specifically to the objectives related to private mobility, public transport, accessibility and supramunicipal connectivity. The goal is to break the physical and mental isolation by stitching together and reconnecting Badia with its neighbours. It should be no longer a cul-de-sac city and instead become a networked city.

Timeline:

This is the most long-term strategy due to three factors:

- They are all supramunicipal actions in which the Town Council is not the stakeholder in charge, nor can it spearhead these actions. Therefore, these actions have to be planned and executed in bodies with supramunicipal-, regional- and state-wide reach.
- They involve the construction of large infrastructures with high execution budgets and, in some cases, significant temporary effects on traffic.
- They require modifications of other strategic projects, with their own conditions and internal tempos. Therefore, the scheduling will have to be synchronised with these tempos.

Budget:

The budget needed to establish these actions will primarily come from supramunicipal entities. The Town Council can only access some line items for actions considered to have a local reach.

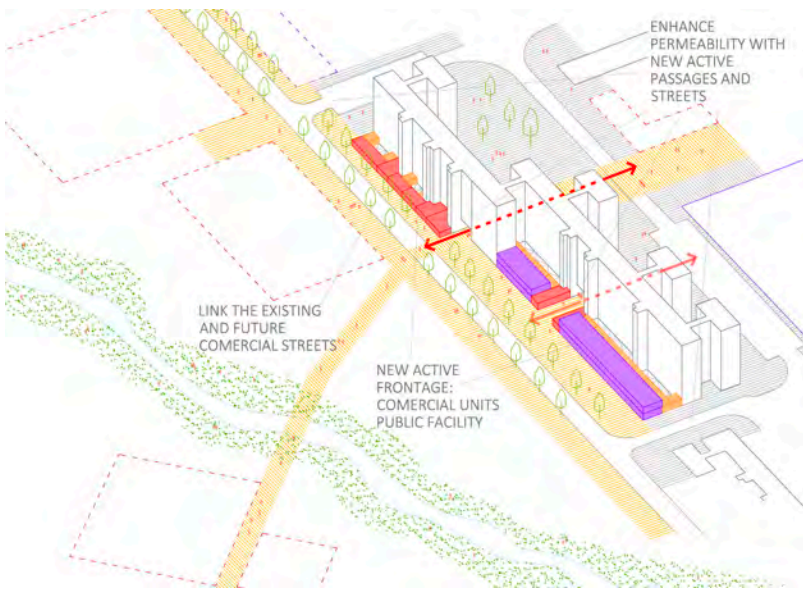
Therefore, the majority of funds needed have to be regional, state and European. Also, new nearby metropolitan centralities could play a role to improve the local and regional permeability.

3.2.4 Current State

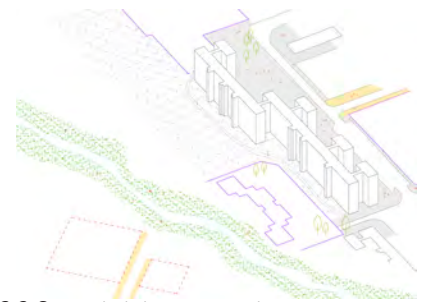


3.2.5 Proposal



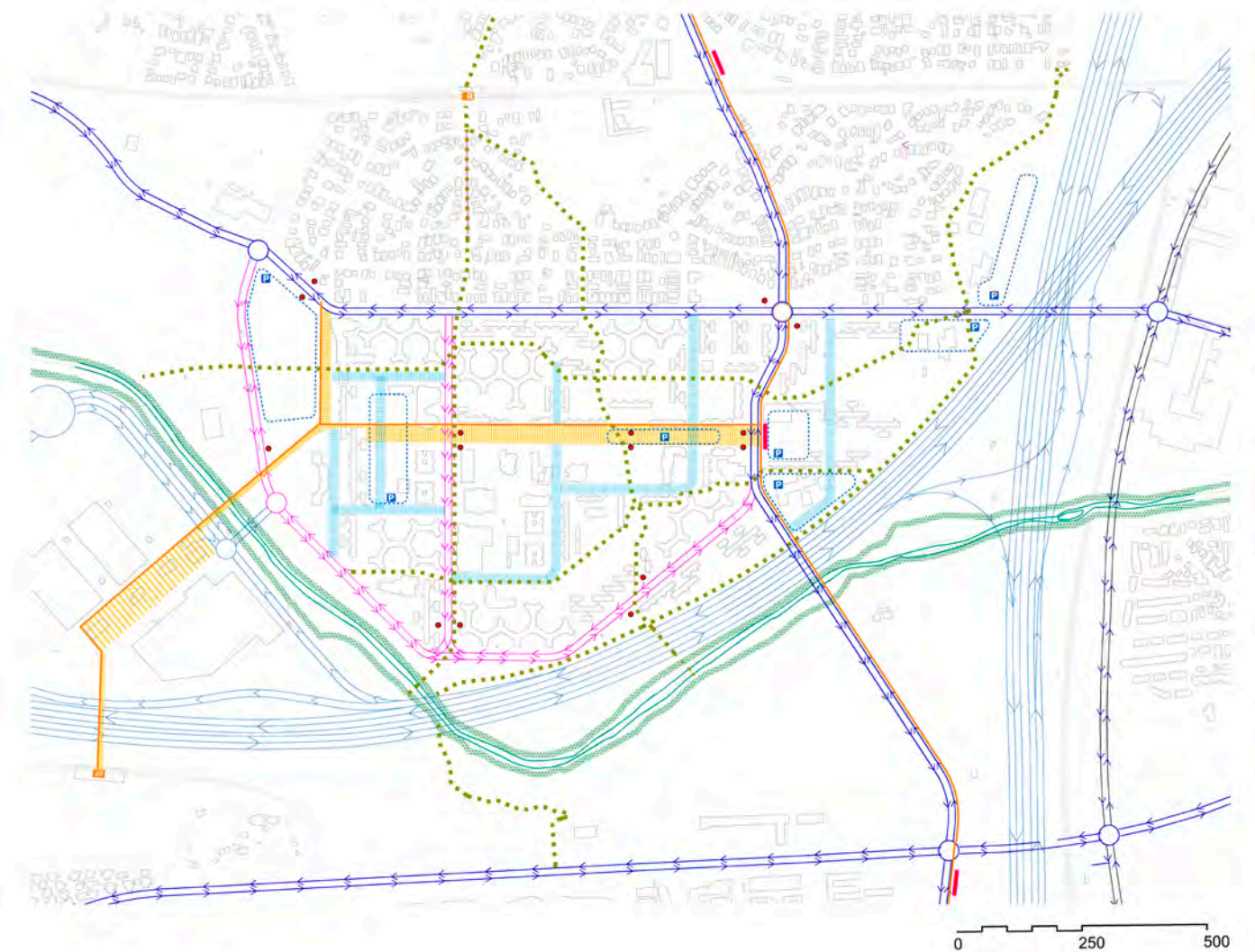


3.3.1 Proposal axonometry

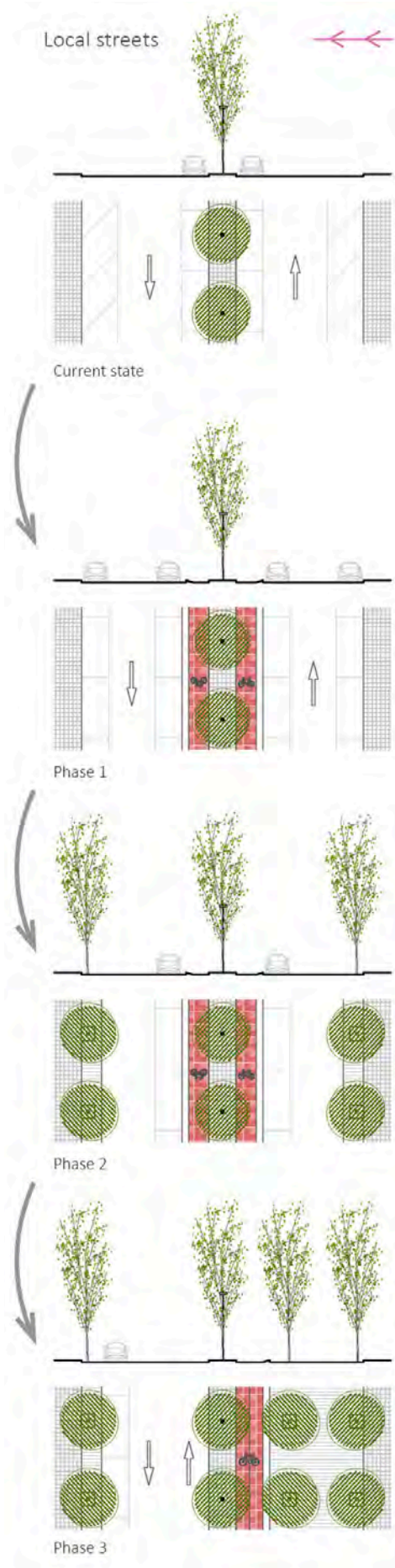


3.3.2 Current state axonometry

- | | | | |
|--|----------------------|--|-----------------|
| | Motorway | | Pedestrian axis |
| | Municipal access | | Natural axis |
| | Supramunicipal roads | | Bus / Tram |
| | Local streets | | Bus / Tram stop |
| | Shared surface | | Car park |
| | Commercial axis | | |



3.3.3 Structure of mobility



Mobility structure:

Description:

This set of actions responds to a more connected, healthier city, and specifically to diminishing private mobility, increasing accessibility and environmental objectives. The actions can be divided into three main packages:

- Improving mobility and internal permeability and/or permeability with its most immediate environs.
- Developing a hierarchy of the road system to enhance the city navigability, intensify the use of open spaces and diminish private vehicle occupancy of public space both on roads and in parking places.
- Promoting more sustainable transport modes, like public transport, bikes and walking.

Timeline:

Implementating most of the actions should start in the short- and mid-term. The main reason for this timeframe is:

- Step by step: The costliest actions are designed to be broken down into smaller steps so they can be carried out using a step-by-step strategy. Consequently, they can be executed as the opportunity arises.
- Most of them are actions in which the stakeholder in charge is Badia del Vallès Town Council, and the other main actors are local stakeholders. Therefore, the decision-making process is much simpler than in the previous one.

Budget:

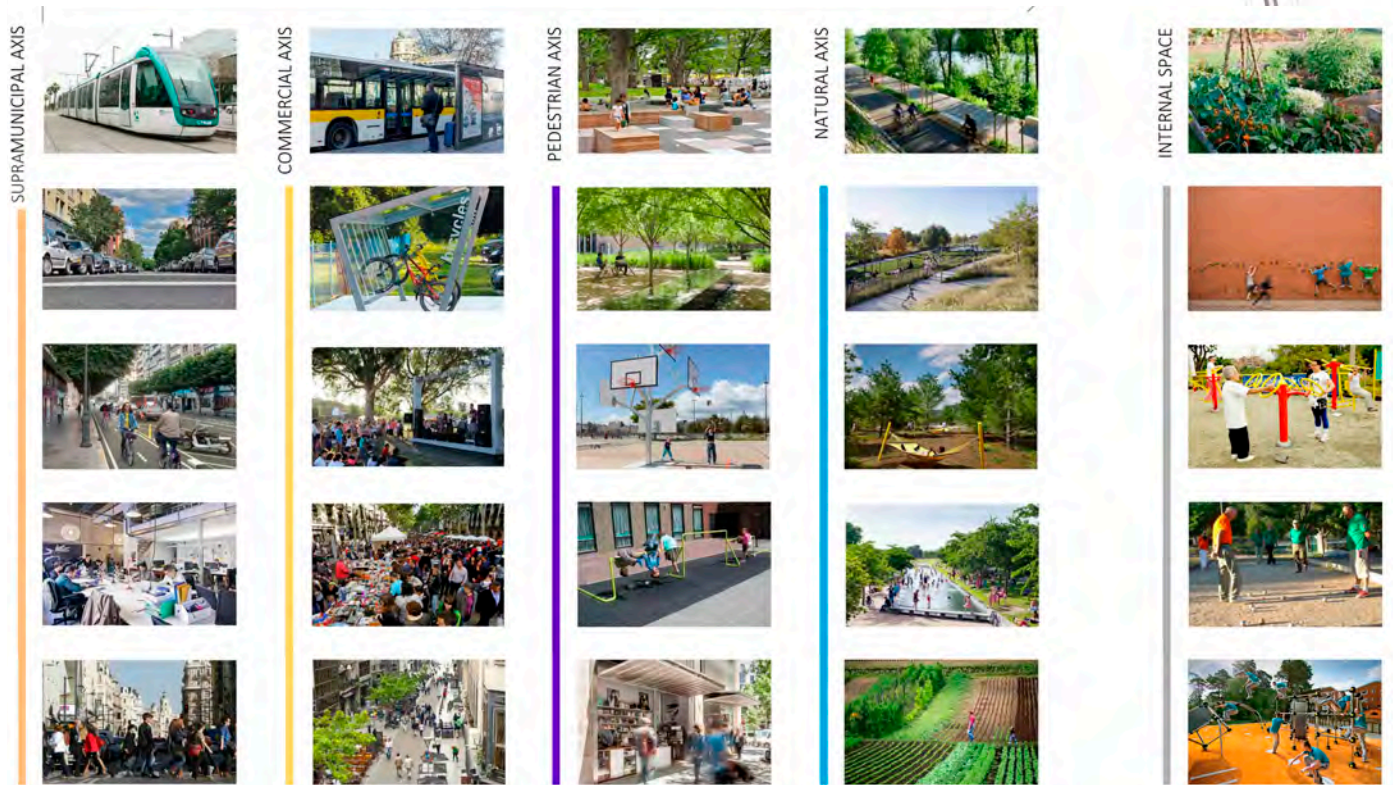
The objectives that these actions are dealing with could be co-financed by EU funds. The step by step approach is perfect for these kind of EU programs. Complementary to this financial line, there are municipal and AMB budgets, in which local residents and stakeholders must play an active role.

In terms of the actions to encourage sustainable transport modes, they can be financed by taxing the most polluting and unsustainable forms of mobility and with supramunicipal/European programmes that foster this kind of mobility.

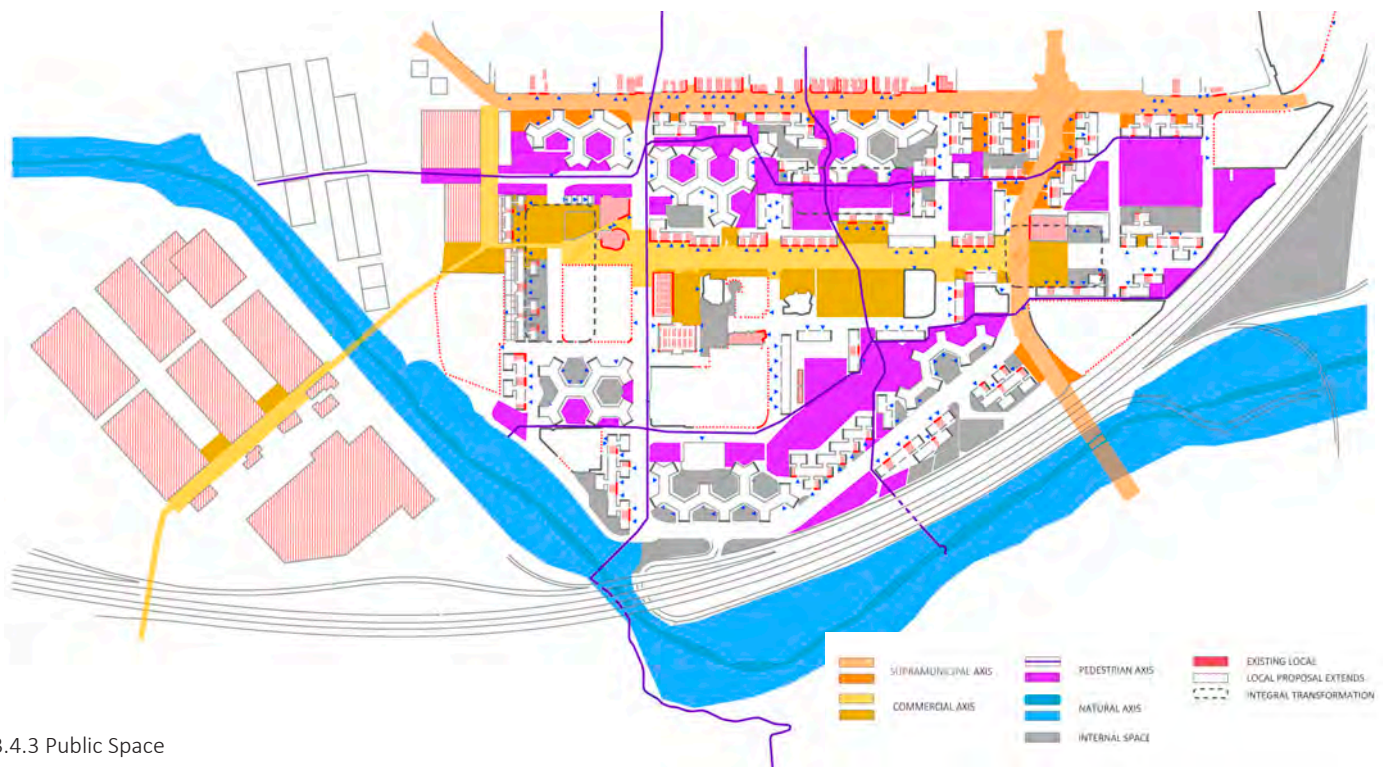
3.3.4 Structure of mobility



3.4.1 Av. Cantábrica axonometry



3.4.2 Catalogue of possible uses of the open spaces



3.4.3 Public Space

Intensifying and programming the use of public space:

Description:

This set of actions responds to a healthier, more inclusive city, and specifically to the objectives of improving the environment, facilities and outdoor areas, civic life and peaceful coexistence, and economic promotion. Actions can be divided into three sets:

- Programming public spaces so that they can be adapted to the changing needs at any times via shared decision-making processes, without losing their global, structuring purpose.
- Facilitating a more intensive use of these spaces.
- Carrying out ongoing monitoring to mediate in the problems inherent to public space and better exploit its potentiality.

Timeline:

Most of the actions in this strategy can be implemented in the short term. They fall within municipal powers; they are issues that have been underway for many years on the municipal level and, therefore, are viewed as yet another step in the already determined direction; and most of them do not require major resources to be implemented. Nonetheless, the large number of planned actions might require to stagger them over time and that some might be executed in the middle term instead of the short term, as the IAP states.

Budget:

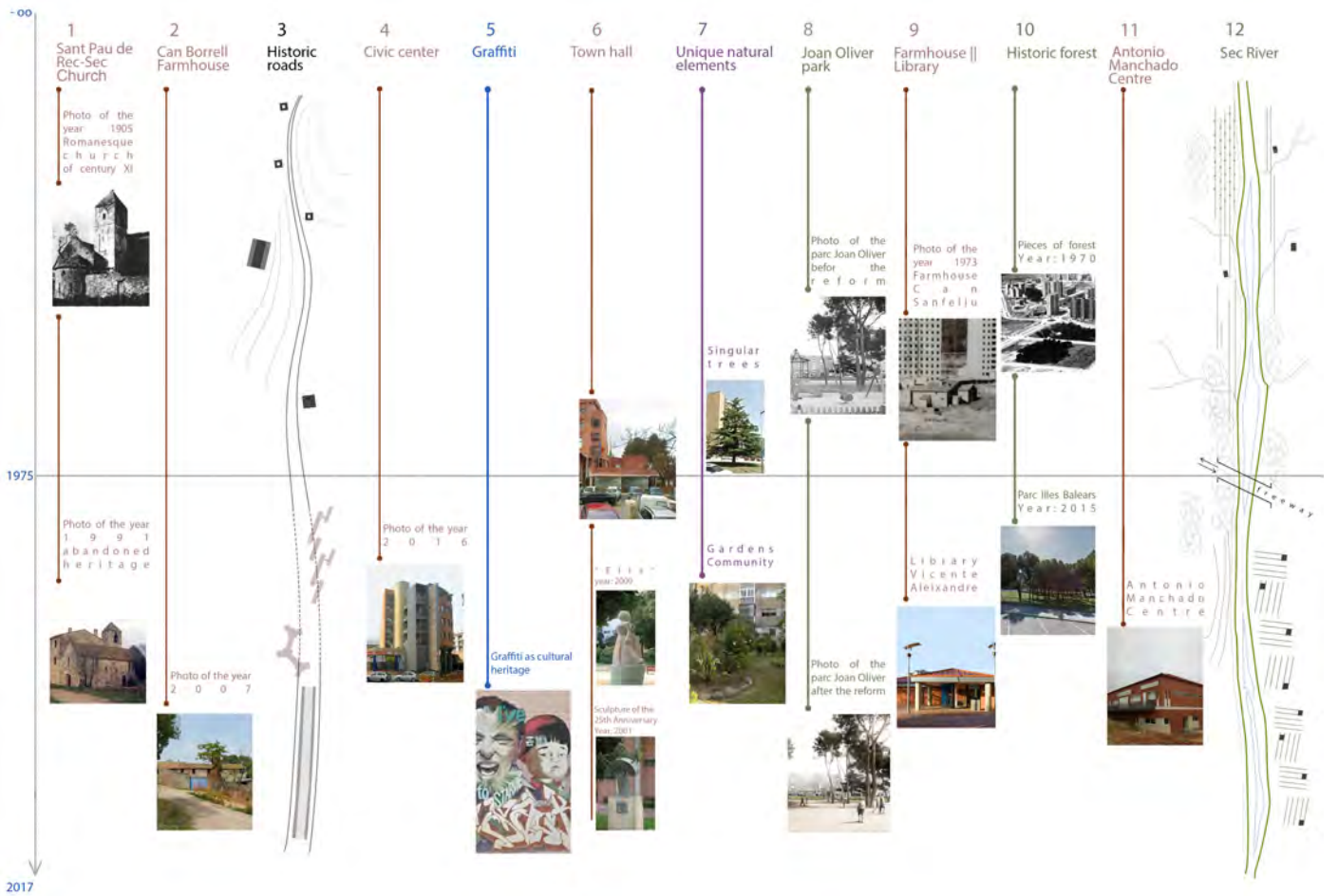
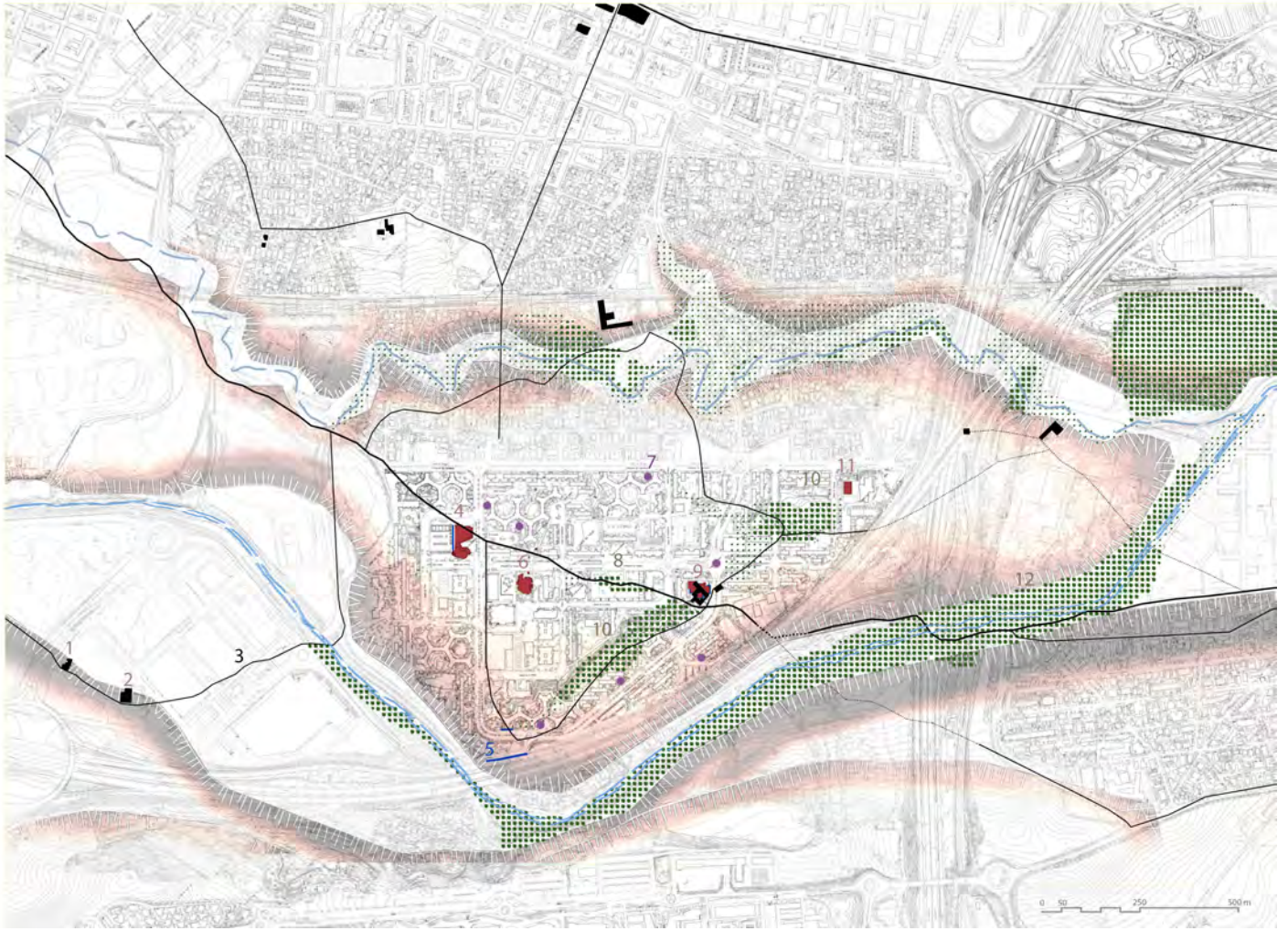
The budget needed to implement these actions will primarily come from public municipal budget since the authority over the actions described is fully local. However, the objectives behind these actions could be included in EU, national or regional programs that could co-finance them. In terms of budget, they should not affect the Town Council, since they are not new budgetary line items but rather reconsider/change the way public space is managed/designed/maintained. Quite the opposite, the mid- to long-term objective is that actions contribute to a more sustainable public space, economically as well, as it would be used intensely providing new tax incomes for the municipality.



3.4.4 Catalogue facilitate the ground floor integration



3.4.5 Av. Burgos perspective



3.5.1 Cultural and natural heritage

Showcasing the cultural and natural heritage:

Description:

This set of actions responds to a healthier and more inclusive city, and specifically to the objectives of improving the environment, open spaces, education and culture, and economic promotion. The actions can be divided into three sets:

- Showcasing the cultural heritage.
- Showcasing the social assets that Badia has.
- Optimising the natural resources.

Timeline:

Most of the actions in this strategy can be implemented in the short term, since they fall within municipal powers and require virtually no support infrastructure to be built. Their timeframe can be associated with the implementation of other similar policies or with issues related to promoting the town's economy and image.

Budget

The budget will be primarily municipal. Partnerships can be established with supramunicipal bodies, universities and other cultural entities to move these initiatives forward. Certain actions could also be alternatively financed via crowdfunding, for example.

4 MANAGEMENT & GOVERNANCE STRUCTURE FOR THE TRANSFORMATION PROCESS

How are you planning to continue the transformation process from the standpoint of management and governance?

What organisation will be in charge of coordinating the execution of the strategy and the transformation of the fringe zone in the project?

There will be a **lead group** which will inherit the dynamic already started by the core group. The group will be comprised of technicians from a variety of disciplines as well as citizens. With regard to the citizens, they will include representatives from umbrella associations in the region (Federation of Cultural Entities, Residents' Association), as well as citizens not affiliated with any group. The town councillors for Territory and Participation will also participate in the group. The lead group will have a coordinator with sufficient time allocated to the project and key competencies in managing interdisciplinary teams, networks and spaces of governance.

How will the stakeholders participate and be coordinated?

The lead group will invite stakeholders from the region to participate in working circles on specific topics related to the action plan and its different stages. We will use the contacts we have already developed during the previous period and the final action plan to get key stakeholders involved in the different stages and dimensions of the project (technical partnerships, strategic partnerships, material resources, economic resources, technology, dissemination, etc.). The coordinator of the lead group will determine the strategies needed to cultivate the relationships with the stakeholders and the times at which each one should be involved.

Tasks and responsibilities of the stakeholders. Provide the reasons why they have been assigned in this way.

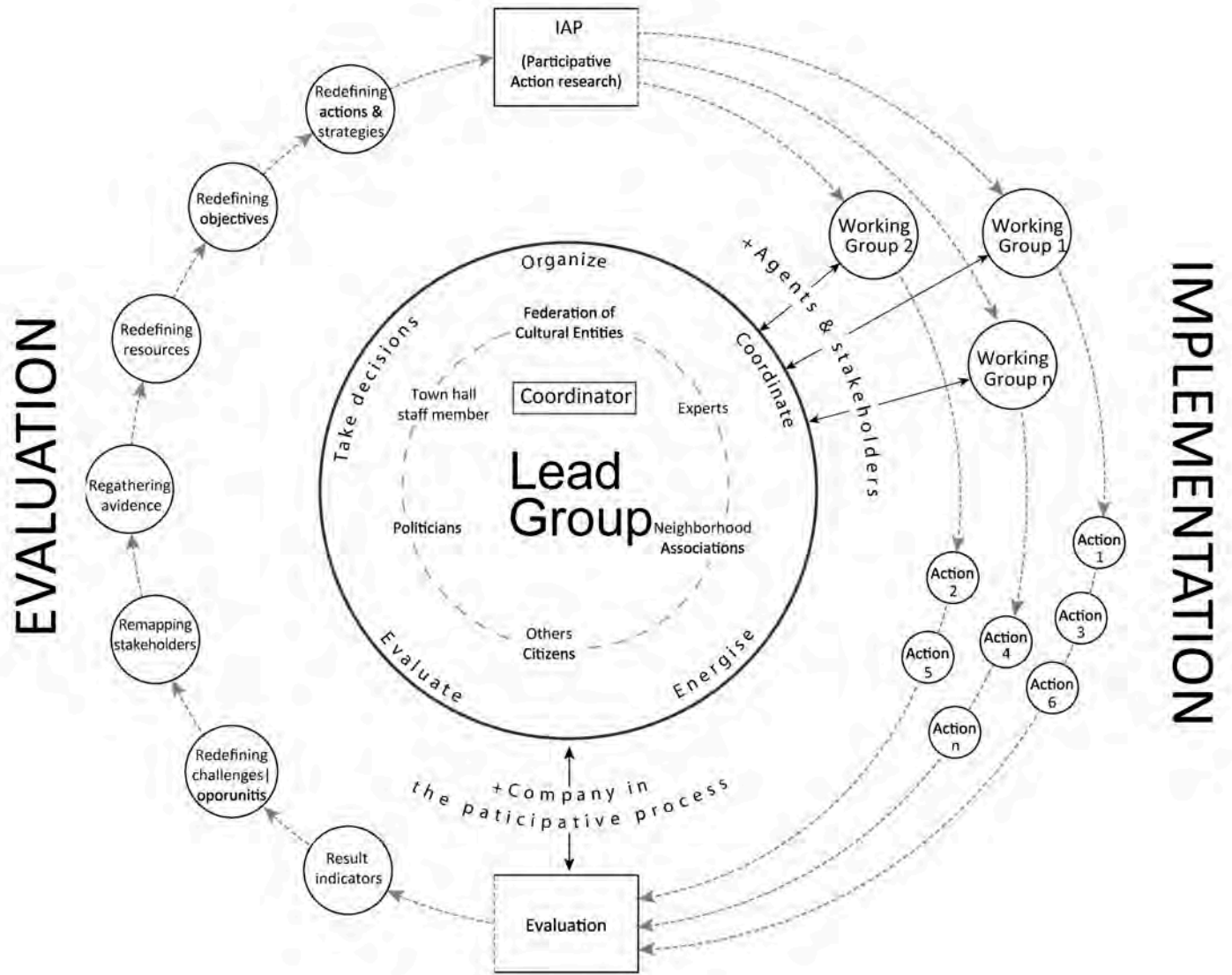
The agents will be chosen based on their suitability and expertise with regard to specific aspects of the action plan. The added social and ecological value that these stakeholders bring the town will also be borne in mind, as will their ability to generate knowledge, jobs, and community and interterritorial dynamics.

The stakeholders' tasks will depend on the action defined by the lead group on the specific issue in which they will be involved. The lead group will monitor and evaluate the actions proposed by the stakeholders participating in the different projects.

In terms of the stakeholders' responsibilities, each will be stipulated by specific agreements.

How will it be guaranteed that the action plan and the management / governance structure will be updated (incorporating the flexibility needed) in order to learn from your actions and adapt the objectives and actions in the long term based on these lessons?

The lead group will evaluate the project on an annual basis. The evaluation will be monitored by an outside company specialising in participative processes within the sphere of urban planning. Specific indicators for the Badia project will be developed.



4.1 Lead Group

5 GENERAL IDEA OF THE TRANSFORMATION OF THE ENTIRE FRINGE IN THE FUTURE

The development of the IAP is framed within the efforts of the Urban Planning Department of the AMB. From this metropolitan vantage point, the definition of a proposal to transform Badia del Vallès pursues a three-fold objective:

- To define the territorial fit of this large residential complex within its metropolitan environs.
- To define an internal spatial structure that is coherent with this fit while also articulating and showcasing the local elements.
- To design, plan and manage the urban transformation strategies needed, in constant dialogue with the different stakeholders in the region: the departments within the local administration, citizens, entities and/or groups with economic interests in the zone.

Yet at the same time, methodologically speaking, the development of the IAP has been an interesting testing ground for the main tool of urban reflection and planning over which the AMB holds authority: the Metropolitan Urban Master Plan (abbreviated PDU in Catalan for *Pla Director Urbanístic*).

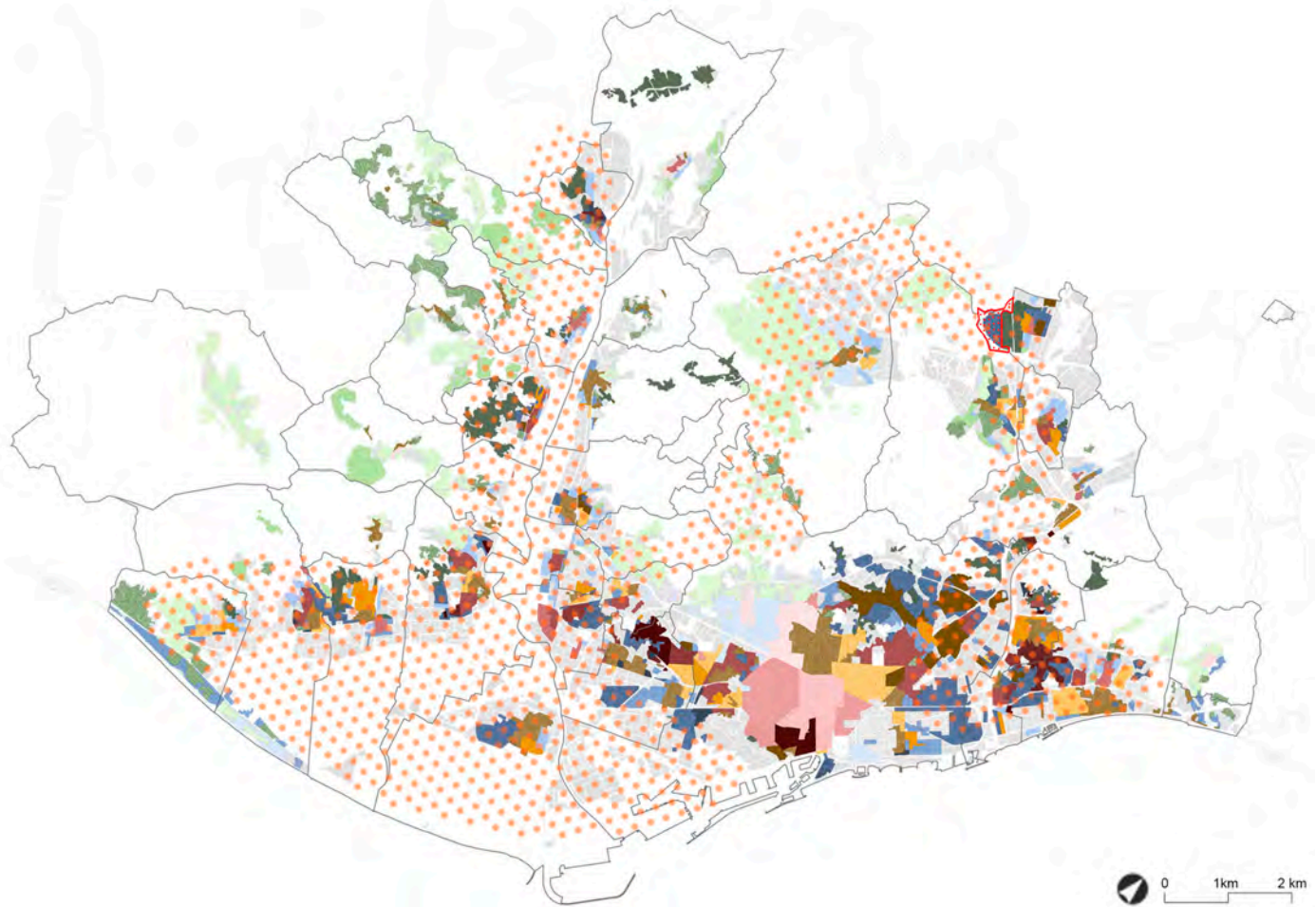
On the one hand, some of the most innovative transformation strategies that have been designed for Badia will be used to define the new rules to intervene in housing estates, being included in the PDU drafting and extrapolated, if appropriate, to the rest of the metropolitan fringe. On the other hand, those urban development proposals that came up from the effort of drawing up the PDU in its reflection on metropolitan large residential complexes are being “tested” in Badia and might be the way to implement improvement actions in the future.

After 40 years of planning according to one same master plan, the PDU is a new urban planning tool that reconsiders how to formulate new urban paradigms, most of them helping to transform the metropolitan fringe into spaces of opportunity. And, what are these new paradigms?

A new taxonomy to create a common language for the metropolis of the future

One of the most important approaches of the research carried out as part of the PDU is the study of residential urban fabrics. This is a sweeping analysis which proposes categorising residential areas from the morphological standpoint, combined with a social description of their residents. The result is a map with 4 main groups of residential areas which can be subdivided either into 14 morphological categories or 21 morpho-sociological categories. This generates a new taxonomy to be used to explain the physical and social complexity of the urban residential fabrics in the AMB area.

Within this new taxonomy, Badia del Vallès is included in a pattern made up primarily of zones of working-class apartment buildings. These metropolitan fringes are mostly located on the periphery of the urban continuum and composed of tall, freestanding, multi-family buildings with little diversity in the use of the ground floors and without much activity in the public spaces. Its social composition is marked by the lower middle-class status of the population living there, who are mostly affected by a high



COMPACT CITY

PRIMITIVE FABRICS	Working classes 10%	Mixed intermediate classes 23%
EXPANSIONS	Working classes 7%	Mixed intermediate classes 13%
COMPACT (PRIMITIVE FABRICS + EXPANSIONS)	Ageing population-new immigrants 4%	Ageing population-new immigrants and Working classes 3%
	Ageing population-new immigrants and Mixed intermediate classes 2%	Working classes and Mixed intermediate classes 13%
	Families with children influx 4%	New urban middle classes and Mixed intermediate classes 9%
	New urban middle classes 6%	Middle and upper classes 6%

DISPERSED CITY

MULTI-FAMILY DWELLINGS	Ageing population-new immigrants 2%
	Working classes 46%
	Mixed intermediate classes 18%
	Families with children influx 16%
	Middle and upper classes 18%
SINGLE-FAMILY DWELLINGS	Working classes 18%
	Mixed intermediate classes 18%
	Families with children influx 11%
	Middle and upper classes 53%

5.1.1 Social morphology structure

unemployment rate. With regard to the housing, what stands out overall is the sound state of conservation of the housing stock and the large proportion of owners as opposed to renters, with some of the highest homeowner rates within the housing stock of the AMB area.

New rules for assembling the new body of metropolitan regulations

Bearing in mind the aforementioned taxonomy, the PDU suggests showcasing the qualities of all 14 morphological categories by defining new regulations which specifically have to take into account the capacities of each of them in order to get its suitable strategy.

Furthermore, the PDU will also define specific areas with similar characteristics in terms of their accessibility to public transport and their degree of centrality within the metropolis. For each of these areas, it will set the physical and functional intensities for every morphological category which will be determined based on a complex indicator that combines compactness, functional heterogeneity and typological diversity of housing.

Badia del Vallès, like many other fringes, is an area with low accessibility and centrality, but also very little compactness and a great homogeneity in terms of uses and housing types. That means that, on the one hand, its physical capacity to be intensified could be quite high, but on the other hand, accessibility level could restrict or moderate densification strategies at the same time. In this sense, PDU should consider both facts, in order to determine the specific intensity range (minimum and/or maximum values) to be addressed in the future.

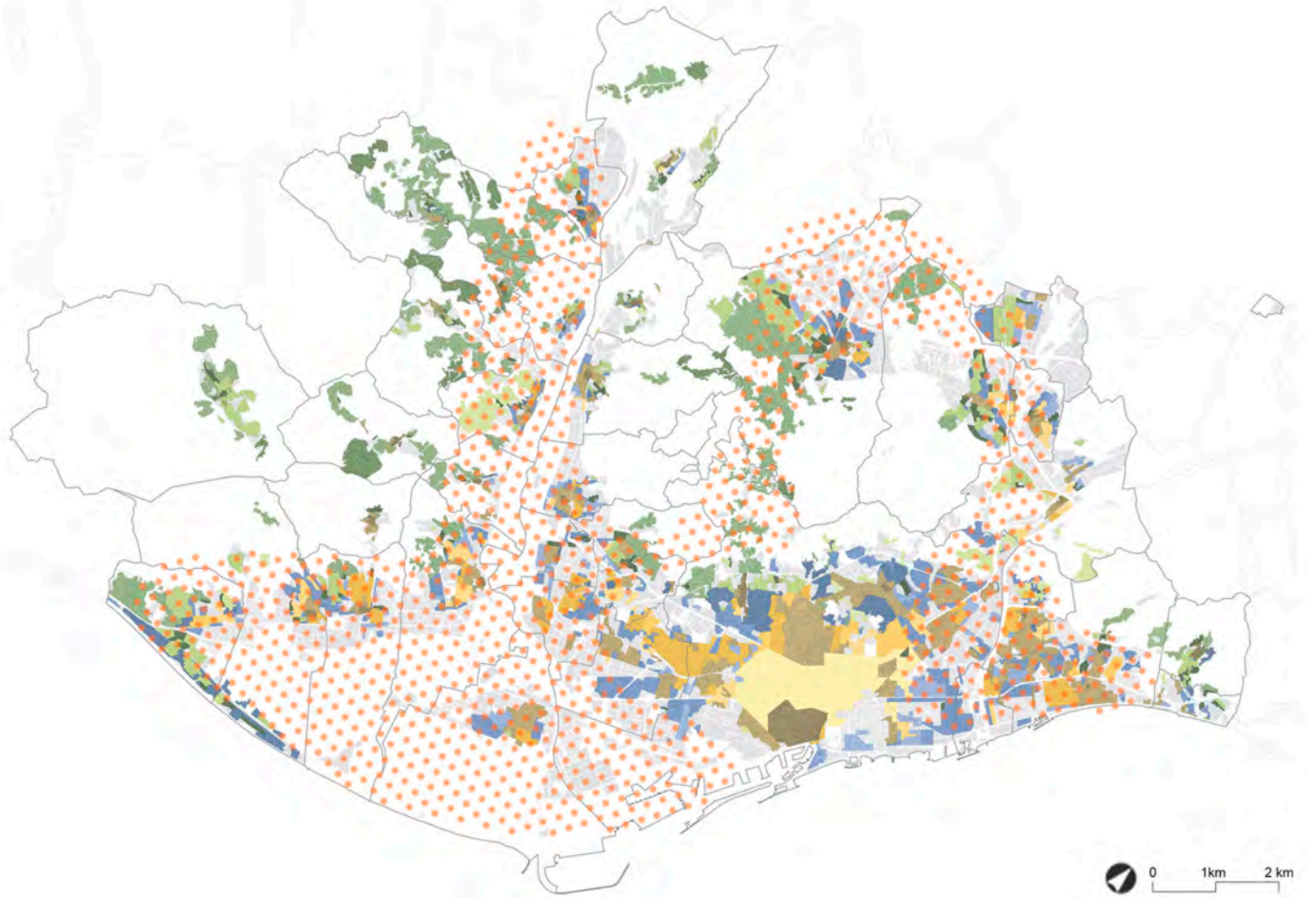
New approaches to prioritise transforming actions in the metropolis

The third major challenge of the PDU is to identify areas of “special attention” in the AMB region which have to be addressed preferentially with priority action strategies, either because of their potentiality in terms of opportunity or because of their urbanistic and social complexity.

In this sense, it is essential to clearly establish the criteria to be used to identify both kinds of areas and ascertain how to relate them to each other so that the gains in the most economically viable ones can be used to finance the costlier ones. That is, the concept of urban solidarity should be applied at the metropolitan level.

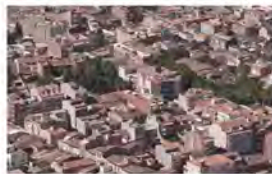
In the case of Badia, from the local perspective resources for transforming its urban environment are limited in terms of the town opening itself up physically and socially to its closest environs. Nonetheless, through the PDU approach, a shift in scale enables major metropolitan centralities to be identified nearby and Badia to be situated within their direct sphere of influence. In this way, we will be able to expand the spheres of intervention of the neighbouring metropolitan centralities to include the large residential complex, thus allowing it to benefit from its potentialities.

In short, the AMB has approached the increasing complexity of all the urban residential areas through both an understanding and recognition of their particular values and capacities and its role within the metropolis. That's why we are seeking effective tools for the future which guarantee balanced transformations that attend to the diversity of urban fabrics without losing sight of the metropolitan area as a whole. Some of you concentrate their IAP on a pilot area(s), others on the general transformation of the fringe. For the first ones, the structure as presented in the attached template keeps the same. For the others, in each chapter the information provided should be related with regards to you general transformation strategy of the fringe (and you can adapt the “questions” accordingly). But all partners are urged to work on a pilot site.



COMPACT CITY

HISTORICAL ZONES



- Old city
- Suburban fabric

EXPANSIONS



- Suburban fabric
- Axial
- Orthogonal
- Cerdà

DISPERSED CITY

MULTI-FAMILY DWELLINGS



- Independent organisation
- Unitary organisation not aligned with roads
- Unitary organisation aligned with roads

SINGLE-FAMILY DWELLINGS



- Detached
- Rustic
- Irregular
- Regular
- Mixed

FURTHER INFORMATION

URBACT LOCAL GROUP PROCESS

DEBATE'S CENTRAL GROUP - 1 January 17th, 2017



goal:

Create the group and the identity of the project.

session technique:

Creative methodology - brainstorming.

main outcomes:

- Presentation of the project and establishment of the bases.
- Presentation of the strategy and work methodology to all the group members.
- Creation of the communicative concept and the graphic image.

DEBATE'S CENTRAL GROUP - 2 January 25th, 2017



goal:

Put in common the different discourses of Badia.

session technique:

Problem tree analysis.

main outcomes:

- Construction of different problems trees based on the diversity of views.
- Start of the construction of a common diagnosis by putting in common the different views.

DEBATE'S CENTRAL GROUP - 3 February 15th, 2017



goal:

Development of an urban and social diagnosis.

session technique:

"World café" technique.

main outcomes:

- Redefinition of problems and analysis of the actions and projects that are being carried out.
- 3 thematic blocks:
 - Low social and territorial integration.
 - Unhealthiness and lack of attractiveness of the city.
 - High social and economic vulnerability.

DEBATE'S CENTRAL GROUP - 4 March 15th, 2017



goal:

Plan up an event to present the project's outcomes with the local community.

session technique:

Creative methodology - brainstorming.

main outcomes:

- Sharing and validation of the communications campaign used to present the project.
- Planification and strategy design for the presentation's event.
- Development of main outcomes, discourse and materials for the groups work.

OPEN-UP PUBLIC MEETING April 28th, 2017



goal:

"Let's imagine the city of the future".

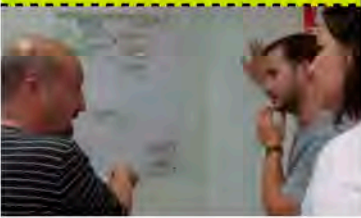
session technique:

Collaborative mapping, children's activities, video exhibition.

main outcomes:

- Present the project to the local community and incorporate their input into the common diagnosis.
- Engage the local community to take part on reimagining a new Badia by collecting their proposals.
- Enhance children and young people's participation by creating future scenarios.

DEBATE'S CENTRAL GROUP - 5
May 17th, 2017



goal:
Come to an end diagnosis and establish the challenges priorities.

session technique:
Priorization diagram.

main outcomes:
- Incorporation of local participants inputs to improve the final diagnosis.
- Selection of the main challenges to be tackled alongside the Integrated Action Plan:
- Healthier Badia.
- More inclusive Badia.
- Better connected Badia.

EXPANDED GROUP MEETING-1
June 28th, 2017



goal:
Involve institutional partners in the project.

session technique:
Political, technical and citizen presentation.

main outcomes:
- Presentation of the projects goals and used methodology to local and regional authorities.
- Engagement of educational and economic stakeholders of Badia.

DEBATE'S CENTRAL GROUP - 6
July 19th, 2017



goal:
Select the first area of intervention.

session technique:
"Phase 1" closing meeting and synthesis .

main outcomes:
- Integration of economic and educational stakeholders input to the final diagnosis.
- Definition of two working areas to structure the Integrated Action Plan:
- Selection of the first working area: public space.

DEBATE'S CENTRAL GROUP - 7
September 20th, 2017



goal:
Study of Badia public space in relation to public welfare

session technique:
Collaborative mapping and information analysis.

main outcomes:
- Mapping of challenges, potentials and strategies related to "Healthier Badia".
- Analysis of the projects that are being carried out in relation to public space to look up for synergies.
- Briefing of strategic lines and potential actions to be developed.

DEBATE'S CENTRAL GROUP - 8
October 4th, 2017



goal:
Study of Badia public space in relation to social inclusion and metropolitan connectivity

session technique:
Collaborative mapping and information analysis.

main outcomes:
- Mapping of challenges, potentials and strategies related to "More inclusive Badia" and "Better connected Badia".
- Analyze the projects that are being carried related to public space to look for synergies.
- Briefing of strategic lines and potential actions to be developed.

DEBATE'S CENTRAL GROUP - 9
October 25th, 2017

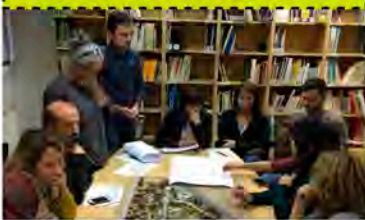


goal:
Put in common and prioritise the improvement actions to include in the IAP.

session technique:
"Opera Method" technique and prioritization diagram.

main outcomes:
- Put in common the improvement proposals gathered in the different project spaces.
- Regrouping of the proposals in six new categories.
- Priorization of the improvement proposals and definition of transversal actions.

DEBATE'S CENTRAL GROUP-10
November 15th, 2017



goal:
Definition of IAP's four main strategies.

session technique:
Creative methodology - prioritization diagram.

main outcomes:
- Definition of four main strategies:
- Connectivity and relationship with the region.
- Structure of mobility.
- Intensifying and programming the use of public space.
- Showcasing the cultural and natural heritage.

DEBATE'S CENTRAL GROUP - 11
December 13th, 2017



goal:
Plan up IAP's presentation to the local community at the URBACT Final Meeting.

session technique:
Collaborative mapping - creative methodology.

main outcomes:
- Design of two routes along Badia to show on-site the Integrated Action Plan proposals.
- Definition of people in charge of communication and logistical tasks.

EXPANDED GROUP MEETING -2
February 22nd, 2018



goal:
Presentation of the Integrated Action Plan to institutional partners.

session technique:
Political, technical and citizen presentation.

main outcomes:
- Presentation of the projects main outcomes to local and regional authorities.
- Debate the future possibilities and the way of developing the Integrated Action Plan proposals.

FINAL PUBLIC MEETING
April 27th, 2018



goal:
Presentation of the Integrated Action Plan to the local community

session technique:
Explanatory routes, children's activities, proposals exhibition.

main outcomes:
- Yet to be done.

URBACT LOCAL GROUP CARDS

ORGANISATION

URBACT ORGANITZACIÓ

URBACT és un programa europeu en la seva principal intenció és promoure el planejament urbà integrat, participatiu i sostenible de forma local i en xarxa amb les altres ciutats integrades.

¿QUÈ ES FA AL URBACT?

- ANÀLISI DELS CONDICIONS DE PARTICIPACIÓ I CO-PRODUCCIÓ
- DEFINICIÓ D'OBJECTIUS I PLANIFICACIÓ
- IMPLEMENTACIÓ I AVALUACIÓ

ANERS: BADA (AM), BRNO, CASORIA, OGIÖ, DÖBELDORF, STUTGART, VIEHA, SOLIN.

COM COPRODUÏREM ORGANITZACIÓ

El Pla Local d'Inclusió Social i el Pla d'Acció Local no són un projecte lineal, es pot adaptar en el temps, cada una d'elles amb un objectiu concret. El projecte, conjuntament amb la resta de la resta d'actes, participatiu i sostenible, connectat amb el desenvolupament de les ciutats en el desenvolupament del pla.

ETAPES DE PARTICIPACIÓ I CO-PRODUCCIÓ

1. ANÀLISI DE SITUACIÓ
2. DEFINICIÓ D'OBJECTIUS I PLANIFICACIÓ
3. IMPLEMENTACIÓ I AVALUACIÓ

PLA D'ACCIÓ LOCAL ORGANITZACIÓ

El Pla d'Acció Local és el resultat de la participació i co-producció de tots els agents de la ciutat. És un pla que defineix les accions a dur a terme i els recursos necessaris per a la seva implementació.

XARXA D'ACCIÓ ORGANITZACIÓ

La Xarxa d'Acció és el resultat de la participació i co-producció de tots els agents de la ciutat. És una xarxa que connecta a tots els agents de la ciutat i que permet treballar de manera coordinada.

RESOURCES

Calendari Festiu 2.0 RECURS

Pla Local d'Inclusió Social
Pla de Desenvolupament Comunitari

Aquest projecte es va iniciar al 2009 amb la idea d'ampliar el calendari festiu de Bada amb festes significatives per diferents col·lectius (magrebins, gitanos...) i introduir l'activitat cultural dins de les festes tradicionals.

Preten normalitzar la diversitat cultural i promoure el coneixement mutu de les persones i les cultures a través de trobades lúdiques i al mateix temps de la comunitat en la seva organització i celebració.

Cultivem la natura RECURS

Pla de Desenvolupament Comunitari

Aquesta línia de treball pretén millorar la percepció i el coneixement del territori per part de la població. Bada disposa d'una gran diversitat vegetal, de nous jardins senyalsats, d'espais naturals i patrimoni que es vol posar en valor en aquest projecte i un suport per transmetre valors de respecte mediambiental i civisme.

S'ha treballat en diversos projectes:
Itineraris bàrbars per a adults i nens.

Promoció de l'autonomia i de la corresponsabilitat de la comunitat RECURS

Pla Local d'Inclusió Social
Pla de Desenvolupament Comunitari

El PLINC planteja un marc de reforçament de les polítiques públiques amb el foment de la autonomia de les persones i la inclusió social com a principi transversal, en oposició a l'exclusió i a les polítiques exclusivament pàl·liatives.

Des del Pla de Desenvolupament Comunitari, es treballa per augmentar la autonomia de la comunitat i la seva mobilització en la resolució de les seves problemàtiques, així com per reduir la dependència a ajuts socials.

Promoció de la cohesió social RECURS

Pla Local d'Inclusió Social
Pla de Desenvolupament Comunitari

Context:
Bada és un municipi especialment afectat per la crisi socioeconòmica, que cumulada amb un risc múltiple de fractura social i trencament de la convivència. Per una banda a nivell social, s'observa una cronificació de la pobresa amb un nivell alt d'atur (17,3% XI), un alt percentatge de persones ateses per Serveis Socials, un augment del col·lectiu de la gent gran que pateix una certa pressió per fer front a les necessitats de les seves famílies i situacions de grups d'edat, un discurs depreciant cap a certs col·lectius (població estrangera i gitana)... D'altres factors relacionats amb problemàtiques de salut, rendiment educatiu, desigualtat de gènere, degradació dels espais també amenacen la cohesió social.

Foment de l'ús del català RECURS

Servei Local de Català
Pla de Desenvolupament Comunitari
Biblioteca
Educació

Des del Servei local de Català i el Pla Comunitari, es va posar en marxa un grup de treball en català per ajudar les persones en la seva pràctica oral de l'idioma.

Es reuneix periòdicament una comissió d'ús de la llengua formada pel Servei Local de Català, la Biblioteca, els centres escolars, el Pla de Comunitari, el servei de diversitat, la REC per tal de promoure accions que fomentin l'ús del català i la diversitat lingüística. Cada any des d'aquesta comissió s'organitza i es celebra la Festa de la llengua materna amb diverses activitats.

SERVEI D'INTERMEDIACIÓ EN DEUTES DE L'HABITATGE SIDIH PROBLEMES EN PÀGINA

Servei gratuït d'informació, assessorament i intermediació per a les persones amb problemes de pagament de deutes relacionats amb l'habitatge i el finançament.

SERVEI D'INTERMEDIACIÓ EN DEUTES DE L'HABITATGE SIDIH PROBLEMES EN PÀGINA

Servei gratuït d'informació, assessorament i intermediació per a les persones amb problemes de pagament de deutes relacionats amb l'habitatge i el finançament.

DENSITATS AL MUNICIPI

DADES ESTADÍSTIQUES

13.442 Habitats 27 Km² 504 Habitats/Km²

En aquesta fitxa s'analitzen els nivells de densitat, tant a l'espai públic com als habitatges.

Tal com veiem, en el moment de la construcció del nou espai públic i de les obres d'equipament de la població, així com en els últims anys la tendència ha sigut constantment alçada.

ACTUALITAT: 504 Habitats/Km²

DENSITATS ALS HABITATGES

DADES ESTADÍSTIQUES

Llars per habitador de residents

41% dels residents viuen en pisos.

SOBREN HABITACIONS

Actualitat: 2,5 Habitats/Habitatge

POBLACIÓ

DADES ESTADÍSTIQUES

HABITANTS: 13.442

134 HABITATGE PER CADA HABITANT

Fitxa d'informació estadística de la població de Badia comparada amb altres barriats.

COMPARATIVA ESTADÍSTICA ENTRE BÀDIA, TIPIUS DE TERRES I SÒL

ESTADÍSTIQUES POBLACIÓ BÀDIA

NOTES

ADREÇA: CAMINO DE LA BÀDIA, 100

BLOCS EDIFICACIONS

10 ESCALES S'HA HABITATGES I TIPUS DE BLOCS

A Badia hi ha poca varietat tipològica residencial. Els principals motius són prioritzar la qualitat dels habitatges i la seva ubicació i optimitzar els costos de construcció i altres aspectes econòmics d'acord i respectant els elements comuns.

TIPOUS DE BLOC

- BLOCS DE PAVILLONS
- BLOCS DE PAVILLONS
- BLOCS DE PAVILLONS
- BLOCS DE PAVILLONS
- BLOCS DE PAVILLONS
- BLOCS DE PAVILLONS

TIPUS DE BLOCS

ACCÉS HABITATGES ADEQUATIU

NOTES

HABITATGES EN PLANTA BAIXA

EDIFICACIONS

75% PLANTES BAJES DELS BLOCS RESIDENCIALS SÓN HABITATGES

La següent fitxa mostra on estan localitzats els habitatges en planta baixa, les seves característiques de relació amb l'espai públic.

CASÍSTIQUES PLANTES BAJES DELS HABITATGES

NOTES

ACTIVITAT PLANTES BAJES

EDIFICACIONS

ACTIVITAT EN PLANTES BAJES

USOS ECONÒMICS DE LES PLANTES BAJES

NOTES

EQUIPAMENTS

EDIFICACIONS

20% ESPAI DEDICAT A EQUIPAMENTS (EN ÀREA METROPOLITANA BGD)

Es mostra els tipus d'equipaments que hi ha a Badia, la seva localització i els seus àmbits d'influència. També s'avalua el grau d'activació i l'ús de l'edificació de cada equipament.

PLANS DE LOCALITZACIÓ D'EQUIPAMENTS

NOTES

ÚS-COST DELS EQUIPAMENTS

EDIFICACIONS

7 equipaments de biblioteques 48 equipaments esportius

En aquesta fitxa s'explica la quantitat d'equipaments i la capacitat econòmica de l'equipament per mantenir-los. Es comparen les dades amb els valors mitjans dels Valles Occidental.

ESTAT DELS EQUIPAMENTS DEL MUNICIPI

EQUIPAMENTS AL MUNICIPI

DADES SOBRE EQUIPAMENTS I RECAPTACIÓ

Relació entre el recaptat de l'IBI i la quantitat d'equipaments

Relació entre el PIB del municipi i la quantitat d'equipaments

MANTENIMENT

EDIFICACIONS

5 Responsables de manteniment d'edificis

Aquesta fitxa explica qui és responsable del manteniment de cada edifici del municipi (Partidaris, Espais, Incasat, Generalitat i Ajuntament).

RESPONSABLES DE MANTENIR ELS EDIFICIS

NOTES

AMIANT

EDIFICACIONS

ACCIONS PRESES PER A LA RETIRADA DE L'AMIANT

En aquesta fitxa es localitzen els edificis de Badia del Vallès on s'ha retirat amiant i es descriuen els efectes que encara contenen aquest material.

AMIANT AL MUNICIPI

TIPUS DE BLOCS

PREU I TENDÈNCIA DELS HABITATGES

EDIFICACIONS

Les despeses de barri: 67 habitatges, 67000€

Aquesta fitxa explica per què són alguns dels habitatges que són de barri, els que són de propietat de particulars i els que són de lloguer. També analitza el preu de mercat dels immobles.

ANÀLISI DELS PREUS D'HABITATGES A BÀDIA I VALLES

NOTES

FUNCIÓNS DE L'ESPAI LLIBRE

ESPAI LLIBRE A BADIA D'IBIC ÀREA METROPOLITANA DE BONA S'orienta a funció d'un espai lliure característic i lliure d'ocupar per acollir una zona determinada, independentment si son usats en concordància o no.

INDICADORS DE L'ESPAI LLIBRE A BADIA

- 33% Espai lliure a Badia
- 32% Espai dedicat als vehicles
- 14% Espai relacionat amb les edificacions
- 25% Espai sense una funció específica

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

FUNCIÓNS DE L'ESPAI LLIBRE AGRUPATS PER TIPUS

30% ESPAI DEDICAT ALS VEHICLES

32% ESPAI DEDICAT ALS VEHICLES

14% ESPAI RELACIONAT AMB LES EDIFICACIONS

25% ESPAI SENSE UNA FUNCió ESPECÍFICA

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

ESPAI DEDICAT ALS VEHICLES

ESPAI LLIBRE

DEDICAT ALS VEHICLES EN LA VIA PÚBLICA FORA DE LA VIA PÚBLICA

32% 32% 32% 32% 32% 32% 32% 32% 32% 32%

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

ÚS D'ESPAI DEDICAT ALS VEHICLES A BADIA

X6 OCUPEN ELS VEHICLES + QUE LES PERSONES

92% VEHICLES EN LA VIA PÚBLICA

146000m² ESPAI DEDICAT ALS VEHICLES

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

VANDALISME

ESPAI LLIBRE

4 PUNTS CALENTS

Punts calents, anàlisi de les estadístiques delinqüencials a la base de dades policials i del registre de queixes veïnals de la Policia Local de Badia del Vallès.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

ZONES I TIPUS DE DELICTES

Zones de incidència

1. Incidència per focs de origen no controlat

2. Incidència per robatoria de vehicles

3. Incidència per robatoria de propietat immobiliària

4. Incidència per robatoria de propietat mobiliària

5. Incidència per robatoria de propietat immobiliar

6. Incidència per robatoria de propietat immobiliar

7. Incidència per robatoria de propietat immobiliar

8. Incidència per robatoria de propietat immobiliar

9. Incidència per robatoria de propietat immobiliar

10. Incidència per robatoria de propietat immobiliar

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

BARRERES

ESPAI LLIBRE

3 GRUPS DE BARRERES

Badia té el seu entorn envoltat de barreres tangents a l'horitzontal i verticals que fallen. Al mateix temps, la seva composició urbanística fa que en general una barrera permetrà també fer-ho més proper i barreres internes que difuminen tots els tipus de mobilitat.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

TIPUS DE BARRERA SEGONS ESCALA D'AFECTACIÓ

BARRERES TANGENTS

BARRERES PERIMÈTRALS

BARRERES INTERIORS

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

JERARQUIA VIÀRIA

MOBILITAT

4 ACCESOS A BADIA. 6347 COTxes ENTREN A BADIA CADA DIA

En aquesta fitxa es mostra quina és l'estructura viària actual, els nous viaris reconeguts al planejament actual, com es connecta Badia amb l'entorn i la quantitat de vehicles diaris que circulen per les principals vies.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

ACCESOS I JERARQUIA VIÀRIA

ACCESOS A BADIA

INVENTARI DE TRANSPORT

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

TRANSPORT PÚBLIC I BICIS

MOBILITAT

4 LÍNIES DE BUS. 15 KM CARRELS BICI. 1 LÍNEA DE BIODIÀRIES

La segona fitxa mostra la xarxa de transport públic i de carrets bici que dona servei a Badia. També s'indica el temps de desplaçament amb les poblacions veïnals i quin mitjà de transport s'utilitza majoritàriament.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

DESPLAÇAMENTS DES DE BADIA

TEMPS DE DESPLAÇAMENT TRANSPORT PÚBLIC / PRIVAT

TRIPES DE TRANSPORT UTILITZATS MÒDULAMENT / PÚBLIC / PRIVAT

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

PLA DE MOBILITAT

MOBILITAT

9 OBJECTIUS

33 PROPOSTES

En aquesta fitxa s'explicquen les estratègies i els objectius del Pla de mobilitat urbana sostenible 2023-2026.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

OBJECTIUS I PROPOSTES

OBJECTIUS

PROPOSTES

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

SOROLL

MOBILITAT

4 ACCESOS A BADIA. 6347 COTxes ENTREN A BADIA CADA DIA

Simulació de la propagació del soroll produït per les principals vies rodades de Badia del Vallès en un entorn.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

PROPAGACIÓ DEL SÒ SEGONS SECCIÓ I BARRERA ACÚSTICA

VIA CORRI MONTANYES MONTANYES ACÚSTICA

VIA CORRI MONTANYES MONTANYES ACÚSTICA

VIA CORRI MONTANYES MONTANYES ACÚSTICA

VIA CORRI MONTANYES MONTANYES ACÚSTICA

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

AMIANT

EDIFICACIONS

ACCIÓNS PRESES PER A LA RETIRADA DE L'AMIANT

En aquesta fitxa es localitzen els edificis de Badia del Vallès on s'ha retirat amiant i es detallen els edificis que encara contenen aquest material.

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

AMBIENT AL MUÑIDORI

TIPUS DE BLOCS

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

PREU I TINEÇA DELS HABITATGES

EDIFICACIONS

ANÀLISIS DE PREUS I TINEÇA

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

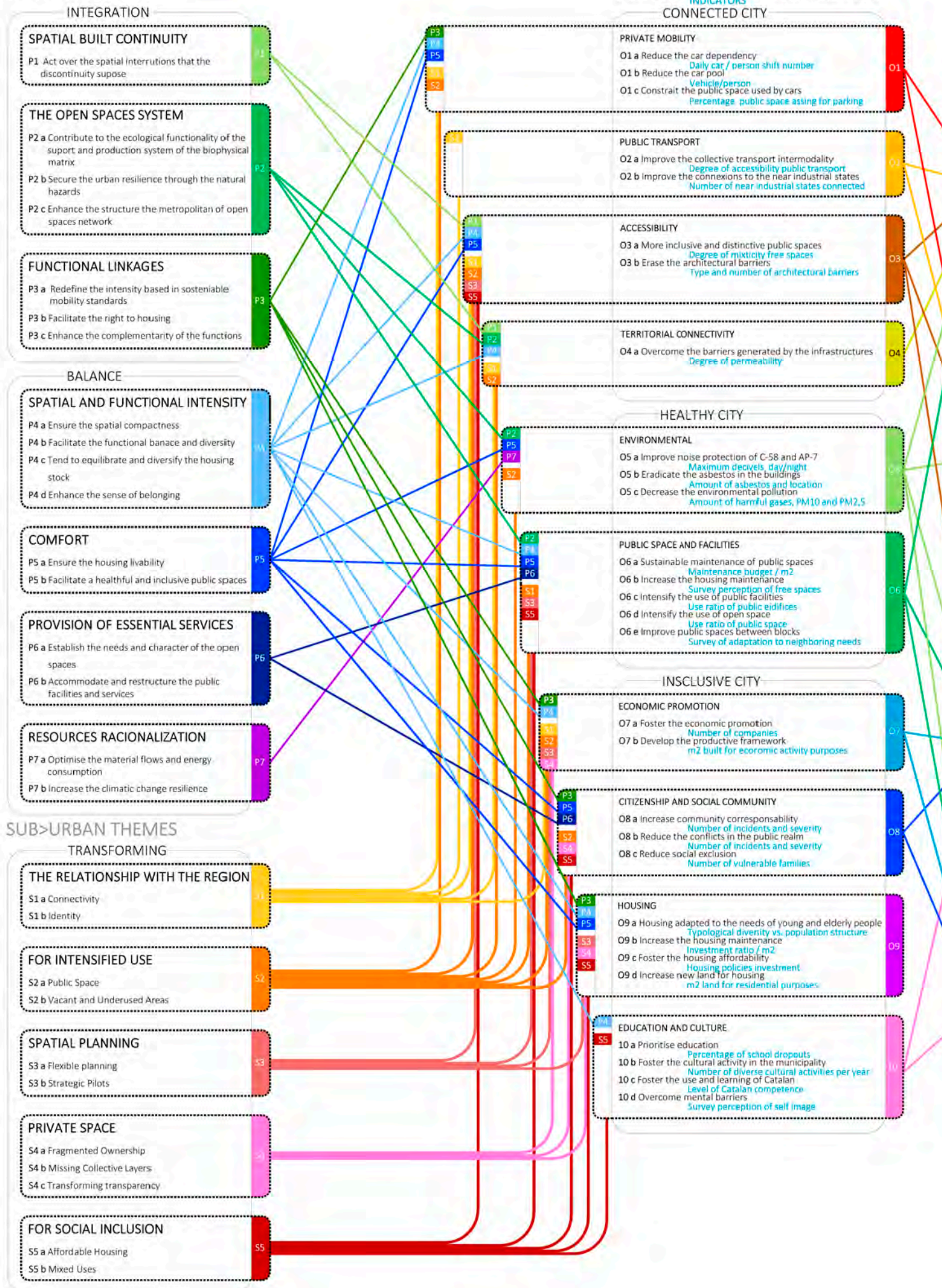
ANÀLISIS DELS PEUS D'IMBATABES A BADIENES VEÏNALS

Referències: [Mapa de l'Àrea Metropolitana de Bona](#) [Mapa de l'Àrea Metropolitana de Bona](#)

IAP FINAL RESULT

PDU GUIDELINES

OBJECTIVES / INTENDED RESULTS



STRATEGIES - Actions

BUILT SPACES

OPEN SPACES

CONNECTIVITY AND RETATIONSHIP WITH THE REGION

		2	10	20					
O2a-O3b-O4	E1 a New connections N-S Barberà-Badia-Autònoma with a new bridge over the C-58				L	C			AMB, UAB
O1c-O3a	E1 b Eliminate the current road to Cerdanyola del Vallès				L	C			AMB
O2a-O2b-O3b-O4a	E1 c New connetion E-W Sabadell-Barberà/Badia-Cerdanyola with a new bridge over AP-7				L	C			AMB
O1a-O1b-O2a-O4a	E1 d New tram line Sabadell, Barberà-Badia-Autònoma-TGV-Centre direccional-Sant Cugat				L	C			AMB
O3a-O3b-O4a	E1 e New pedestrian connection N-S Barberà train station - Joan Oliver Park-Sec River with a new underpass underneath the C58				L	C			AMB
O3a-O6d	E1 f New commercial structure Av. Burgos-Sec River- Ik ea				L	C	P		AMB
O1a-O2a-O2b	E1 g New FFGG train station and a new footbridge next to Ikea				L	C	P		AMB
O3a-O4a	E1 h Metropolitan path along the Sec River				C	P			AMB
O3b-O5a	E1 i Protection plan against noise pollution and implement the recommended actions				C				

STRUCTURE OF MOBILITY

		2	10	20					
O1a-O1c-O3b	E2 a Sequentially redo the internal distribution street surface and pavement					C			
O1a-O1c-O3b	E2 b Sequentially redo the shared space streets					C			
O3a	E2 c New pedestrian connection E-W Sec River-Oporto street- Oviedo street - Illes Balears Park				L	C			
O3a	E2 d Improve pedestrian connection E-W Sec River- Bètica street- Cornisa Bètica Park- C-58 Park					C			
O1a-O1b-O1c	E2 e Programme to promote a more efficient us of private mobility (car sharing, co-ownership,...)					P			AMB
O1b-O1c	E2 f Implement blue and/or green parking spaces through the municipality					P			
O1b-O1c	E2 g Construction of new parking lot near the city entrances with spaces for residents				L	C	P		
O1a-O1b-O1c	E2 h Programme to promote the bicycle (park spaces, co-ownership, bike-sharing,...)					C	P		AMB
O1a-O1b-O2a	E2 i Rationalisation and improvement of the public transport network					P			AMB

INTENSIFY AND PROGRAMMING THE USE OF THE PUBLIC SPACE

		2	10	20					
O3a-O6a-O6d-O7a	E3 a Programming the functional area for the Inter-municipal Axis				L	C	P		AMB
O3a-O6a-O7a-O7b	E3 b Programming the functional area for the Commercial Axis				L	C	P		AMB
O3a-O6a-O6d-O7b	E3 c Programming the functional area for the Pedestrian Axis				L	C	P		AMB
O3a-O6a-O6d	E3 d Programming the functional area for the Natural Axis				L	C	P		AMB
O3a-O6a-O6d-O6a	E3 e Programming the internal spaces				L	C	P		AMB
O3c	E3 f Eradicate the architecture barrier of the public spaces					C	P		
O6d-O7a-O7b-O7b	E3 g Facilitate the ground floor modification to foster the integration with the public space				L	C	P		
O3b-O6a-O6c-10a	E3 h Inclusive playgrounds					C			
O5c-O6d-O6e-O8c	E3 i Urban agriculture and fruit trees planting					C	P		
O3a-O6d-O8b-O8c	E3 j Public spaces linked with public facilities					C	P		
O8a-O8b-O8c	E3 k Mediation committee					P			
O6a-O8b-O8c	E3 l Programme to increase citizenship and social community					P			
O3b-O8a-O8b	E3 m Recover the space now used as orchards					C	P		
O5c	E3 n Improve the waste collection					C	P		

SHOWCASING THE CULTURAL AND NATURE HERITAGE

		2	10	20					
10a-10b-10d	E4 a Showcase the heritage trees - botanical route					P			
10a-10b-10d	E4 b Showcase the original farmhouse remaining					C	P		
O5c-O6d-10a	E4 c Place value on the water resource					C	P		
10a-10b-10d	E4 d Showcase and boost the urban art heritage					C	P		
O7b-O8a-O8c-10a	E4 e Showcase the community gardens					P			
O6d-10a	E4 f Healthy route along the Sec River					P			
O7a-O7b-10a	E4 g Promote the image of Badia					P			

L	Legal framework		Generalitat de Catalunya		Autoritat del Transport Metropolità
C	Construction		Ministeri de Foment		Agència Catalana de l'Aigua
P	Policies		Diputació de Barcelona		University / artists association
			Àrea Metropolitana de Barcelona		UAB Universitat Autònoma de Barcelona
			Ajuntament de Badia		Local stakeholders
			Ajuntament de Barberà		Associacions de la Bicicleta
			Ajuntament de Cerdanyola		Associacions de comerciants
			Ajuntament de Sabadell		Neighbours

ANNEXES



ACTION E1 a

New connections N-S Barberà-Badia-Autònoma with a new bridge over the C-58

STRATEGY | Links to OBJECTIVES 02a 03b 04a -

CONNECTIVITY AND RELATIONSHIP WITH THE REGION

DESCRIPTION Construction of a new bridge over the C-58 and the Sec River to connect Badia/Barberà with Autònoma University

ACTION OWNER	STAKEHOLDERS
Diputació	AMB/Generalitat Badia Municipality Cerdanyola Municipality Barbera Municipality

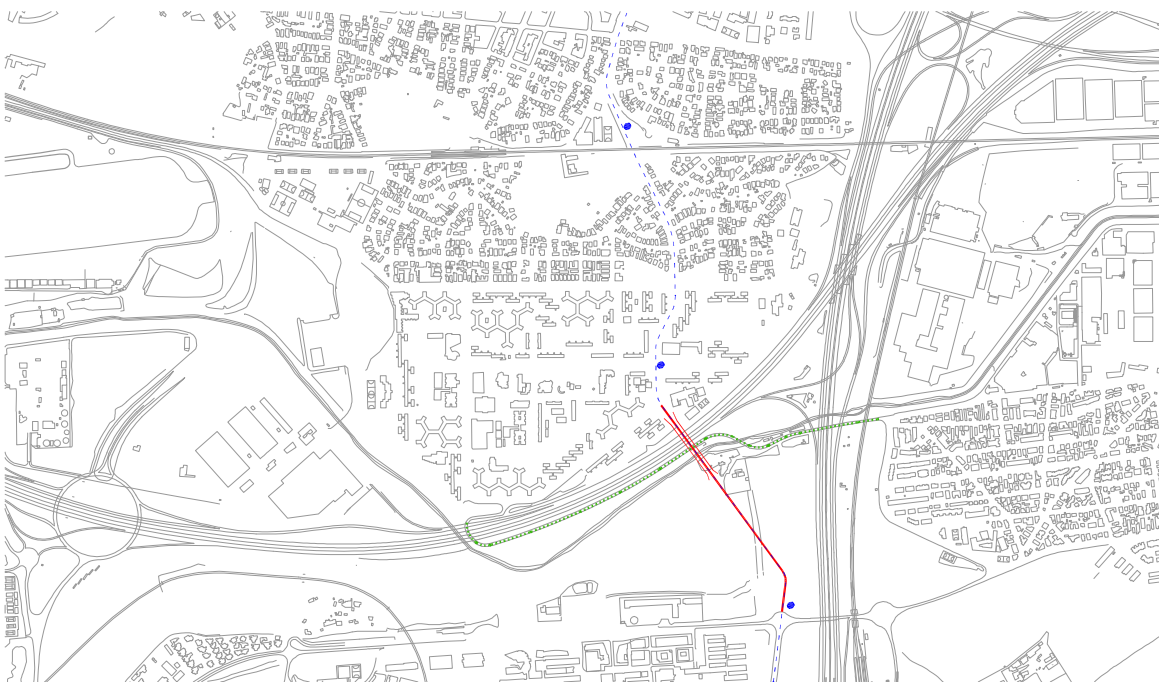
FINANCE & RESOURCES	RISKS
Supramunicipal, regional, national and EU funds 5,000,000€	Resources, concensus, environmental impacts, ...

TIMETABLE	2	10	20	READINESS
medium				Not ready. High complexity

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
Inclusion of the proposal in the Metropolitan director plan and in the Infrastructure Plan 2030	2020		Modifications of the Masterplan	coordination between the administrations
A governance tool to involve the three Municipalities and all supramunicipal entities, as the AMB, University and the Generalitat	2021	Agreement document (type of road, section, microcentralities...)	opinion poll, dissemination campaigns,	Involve and coordinate different levels of bj public administration in the decision making
Agreement document approval	2022	Official request to be adressed to the responsible administration	None	Political consensus
Approval of the budget line	2024	-	-	Funding availability
Competition and project drafting	2024	Design guidelines	Public participation process. Awareness campaign for sustainability mobility	Not in my back yard oposition.

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
Tender and construction	2025	New bridge	remodelation of the Cerdanyola road.	
		-	-	-
		-	-	-
		-	-	-
		-	-	-

NOTES



Referències:

Fitxes relacionades





ACTION E2 b

Sequentially redo the shared space streets

STRATEGY | Links to OBJECTIVES 01a 01c 03b -

STRUCTURE OF MOBILITY

DESCRIPTION Fragmentise the pedestria axis (activity, public facilities, natural and transversal) in functional areas to programaise and transform them step by step.

ACTION OWNER	STAKEHOLDERS			
Badia Municipality	0 m2	0 m2	0 m2	0 m2

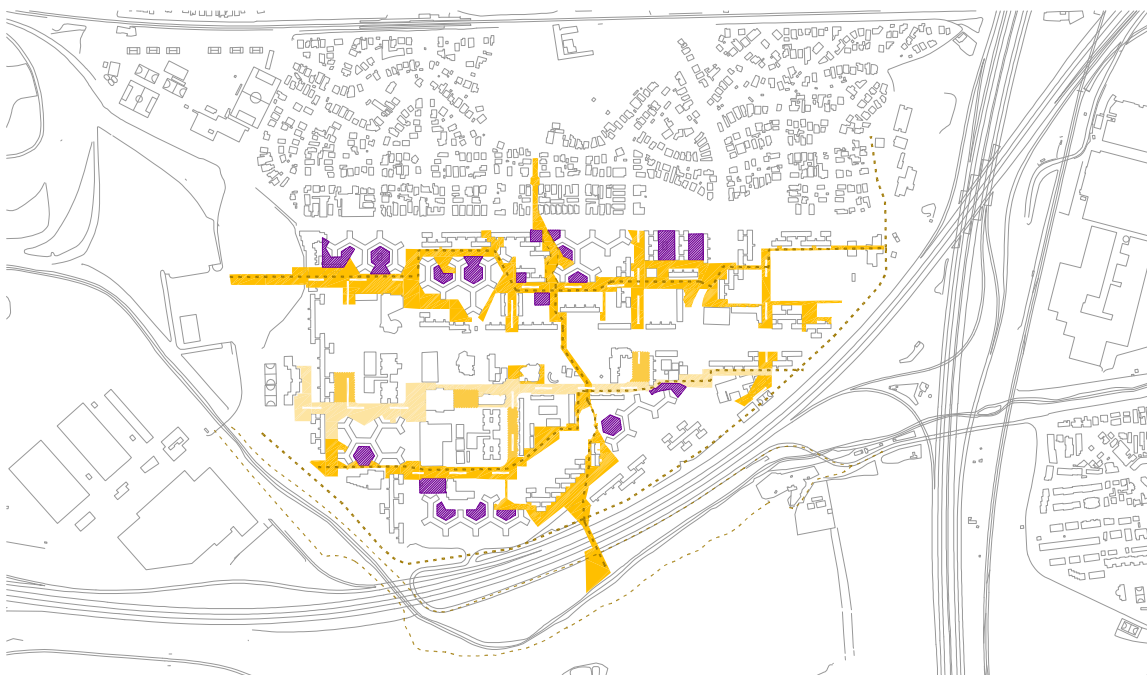
FINANCE & RESOURCES	RISKS
Municipal Budget + New developments + Supramunicipality grants Average repavement cost: 75€/m2	Neighbours opposition for the reduction of internal carpark spaces.

TIMETABLE	2	10	20	READINESS
short-medium				Not ready

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
Draft an urban model for Badia	June 2018	Document	PDU drafting	None
Segmentation the pedestrian axis in functional areas	December 2018	Document	-	Segments would be linked to private development and they can't be refurbished independently.
<i>Every year a group of segments are selected to be refurbished in the next two years. The following actions are requested for implementation.</i>				
Prioritise two or three segments and begin a public participation to co-design it.	4 months	Design guidelines and public space programs	Programming the functional area for the Pedestrian Axis	Some neighbours or local stakeholders will not understand the prioritisation
Draft the technical document for the construction tender	8 months	Technical document	Planning masterplan adjustments	Some external factors, for example the planning modifications, could delay the process

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
Tender for the construction	6 months	Tender	Follow up by the local stakeholders	The tender procedure could remain unsuccessful.
Construction	6 months	the segments refurbished		Funding availability
Evaluate the process and choose two or three other fragments to begin the same process	1 month	Redesign the process		

NOTES



Referències:

Fitxes relacionades



ACTION E4 d

Showcase and boost the urban art heritage

STRATEGY | Links to OBJECTIVES 10a 10b 10d -

SHOWCASING THE CULTURAL AND NATURAL HERITAGE

DESCRIPTION Program of revaluation of the urban cultural heritage that includes diffusion of the existing elements in Badia and promotion of cultural activities to involve the population especially the young ones

ACTION OWNER	STAKEHOLDERS
Badia Municipality	University Artistic associations Neighbour municipalities Local Stakeholders

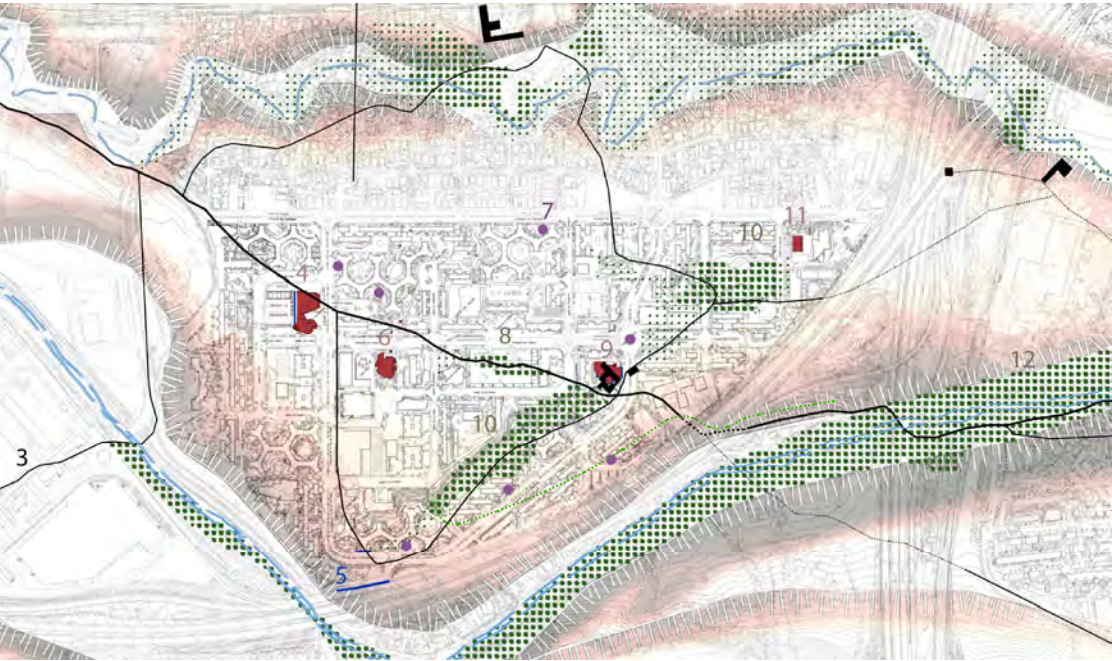
FINANCE & RESOURCES	RISKS
Municipal cultural Budget and private companies	Degradation of the elements during the implementation process

TIMETABLE	2	10	20	READINESS
medium				Not ready. Low complexity.

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
Catalog of existing elements	2019	Municipal urban art file	debates and discussions around the idea of urban art	lack of consensus on the value of the elements
Establish the managing committee to boost and evaluate the implementation	2019	Meetings twice a year	Communication activities	Engaging experts
Badia urban art heritage broadcast session KICK OFF	2019	Public event	Exhibitions and seminars	Dicultly to make it attractive to all the actors involved
Urban Art Festival	every year	new urban art elements	High schools programs about urban art (workshops, performance, ...)	Some type of urban arts are considered underground for a group people
Competition and drafting of signage project	2020	Tecnical executive document and the implementation.	None	None

ACTIVITY	DATES	OUTPUTS	related ACTIVITIES	PROBLEMS
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

NOTES



Referències:

Fitxes relacionades





