



AVINGUDA DEL VALLÈS

HUMANIZING THE N-150 ROAD

Barberà del Vallès, Cerdanyola del Vallès, Montcada i Reixac and Ripolllet

June 2022

Barcelona Metropolitan Area

Avinguda del Vallès
Humanizing the N-150 road

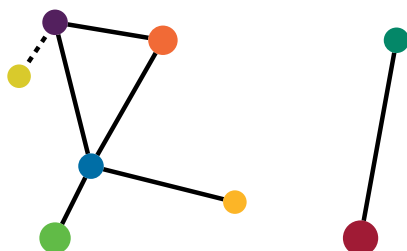
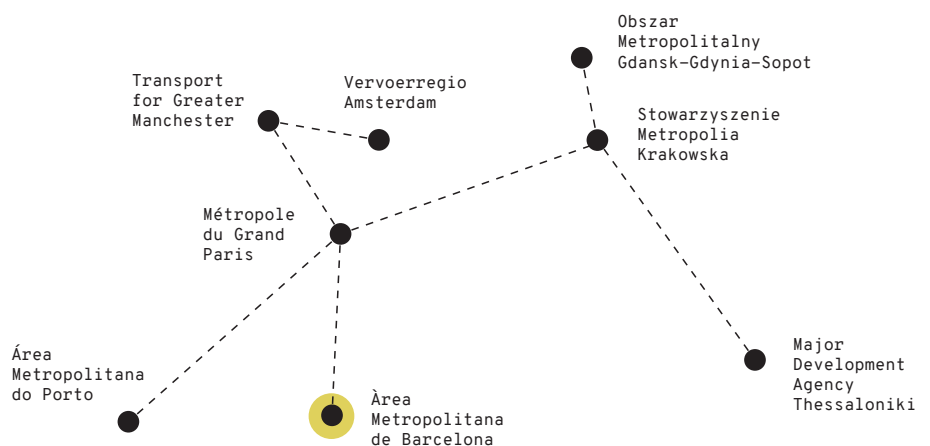
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Brief

Avinguda del Vallès is a project that aims to redesign a 6.5-kilometre stretch of the N-150 trunk road between Montcada i Reixac, Cerdanyola del Vallès, Ripollet and Barberà del Vallès as a new civic, green and commercial corridor, with strong public transport links. The project has therefore undertaken an exhaustive participation process, in which citizens and institutions have co-created both the diagnosis of the site and the proposal of the actions to be carried out.

This process has enabled a rethinking of a better future for this section of the N-150 road, as well as the development of a test bed for future “metropolitan avenues” – a key concept in the future Metropolitan Urban Master Plan for Barcelona.

The URBACT methodology has established successful dynamics for citizens’ participation and institutional collaboration, which are all key to implementing the Metropolitan Urban Master Plan and achieving a more connected and liveable metropolis.



RiCONNECT
RETHINKING INFRASTRUCTURE

On the network

RiConnect is a network of eight metropolises whose purpose is to rethink, transform and integrate mobility infrastructures in order to reconnect people, neighbourhoods, cities and natural spaces.

We will develop planning strategies, processes, instruments and partnerships to foster public transport and active mobility, reduce externalities and social segregation and unlock opportunities for urban regeneration.

Our long-term vision is a more sustainable, equitable and attractive metropolis for everyone. It is an URBACT project and is co-financed by the European Regional Development Fund.

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1. Overview

1.1

Governance scheme & metropolitan structure and challenges

METROPOLITAN CONTEXT

The Barcelona metropolitan area occupies a strategic position, located in the Mediterranean corridor connecting Spain with the rest of Europe. This privileged position has given rise to a geographically, culturally and economically diverse area that contains 3.2 million people in 36 different municipalities.

As the official public institution in this 600 km² region, Barcelona Metropolitan Area (AMB) is responsible for metropolitan collaboration through its management of numerous areas of competence: territorial and urban planning, transport and mobility, environment and sustainability, housing, economic development and social cohesion.

1. The AMB is organised around four basic governing bodies: the Metropolitan Council, the Presidency, the Governing Board and the Special Accounts Committee. The Metropolitan Council, which is the senior governing body of the AMB, is made up of 90 metropolitan councillors from the 36 constituent municipalities of the AMB. Thirty-six of the councillors are the mayors elected in each municipality, while the remaining fifty-four are allocated according to each municipality's demographic weight. The Council of Mayors selects a candidate for the presidency, and the Metropolitan Council votes in this election.

In this context, the AMB began work on drafting the Metropolitan Urban Master Plan (PDUM) in 2013. This is an essential instrument for blurring administrative boundaries and defining a metropolitan vision and identity in order to overcome our territory's weaknesses, and to establish guidelines for its transformation while anticipating its future needs. One of the most important aspects is the transformation of the existing road network towards more efficient and human-scale connections, creating a more equitable distribution of the available road space.

The PDUM therefore proposes a structure based on “metropolitan avenues”. These avenues will be the major thoroughfares, ensuring continuity for sustainable mobility, with public transport and active mobility, intensifying the surrounding area, promoting a mix of uses and creating high-quality public spaces.



Image 1: Metropolitan avenues map

Source: _PDUM Preliminary Document, 2019

1.2

Focus of the IAP

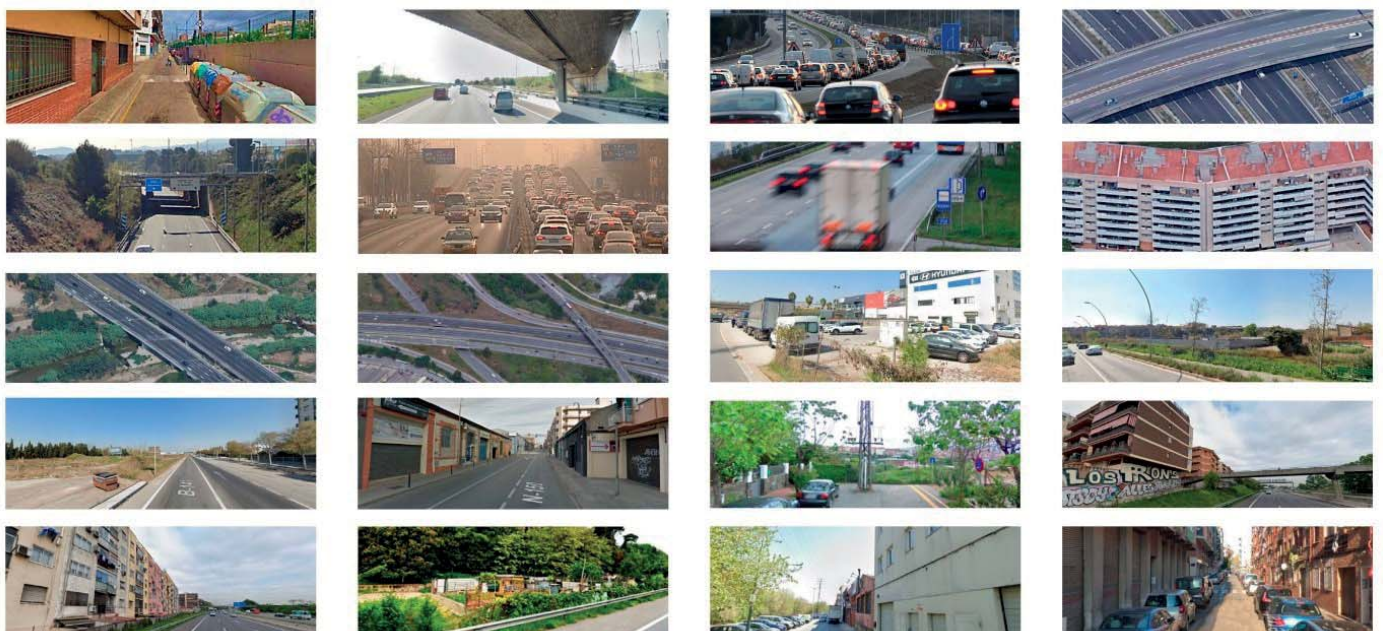
WORKING ACROSS MUNICIPALITIES

In view of its metropolitan and local impact, and the need for cooperation between government bodies and agents in the territory, the proposal in the IAP aims to give continuity to the PDUM project. The area that has been chosen for carrying out the project is around the N-150, a historic road which is planned to be one of these metropolitan avenues. Its potential as a connector between the four municipalities, which are currently segregated due to difficulties with integration, requires a supra-municipal view involving the perspective of multiple agents. The scope of the IAP is consequently an opportunity to integrate the metropolitan plan on a challenging local scale.

The conditions and challenges of the N-150 road are also important at the local level. First, there is a heavy dependence on private cars due to the high levels of accessibility provided by nearby motorways, which is offset by the low level of accessibility to public transport. Second, the use of road space is inefficient due to oversized infrastructure areas. Third, there are externalities generated by all the infrastructures (congestion, barrier effect, visual impact, noise pollution, air pollution, etc.). Finally, there is the loss of historical routes and the social relations derived from them. The PAI is very important at the local level for improving all these issues.

Image 2: Conditions and challenges of the IAP

Source: AMB



2. URBACT local group

2.1

Members and stakeholders

2.1.1 STAKEHOLDER ANALYSIS

The diagram below identifies the various stakeholders in the territory that must be involved in specifying the proposals.

First, there are the institutional agents, who include the various government bodies with competences in the area. There are six of these government bodies:

- Barcelona Metropolitan Area → supra-municipal urban planning responsibilities
- Government of Catalonia → owns of some stretches of the N-150
- Local authorities
 - Barberà del Vallès
 - Cerdanyola del Vallès
 - Ripollet
 - Montcada i Reixac

The local authorities include various types of agents:

- Political representatives
- Department heads
- Specialists (urban planning, mobility, environment, participation, communication, etc.)

There are also the various institutions and associations in the area, which are particularly important as they represent the citizens. The associations identified can be classified in four categories:

- Business associations
- Mobility associations
- Environmental associations
- Residents' associations

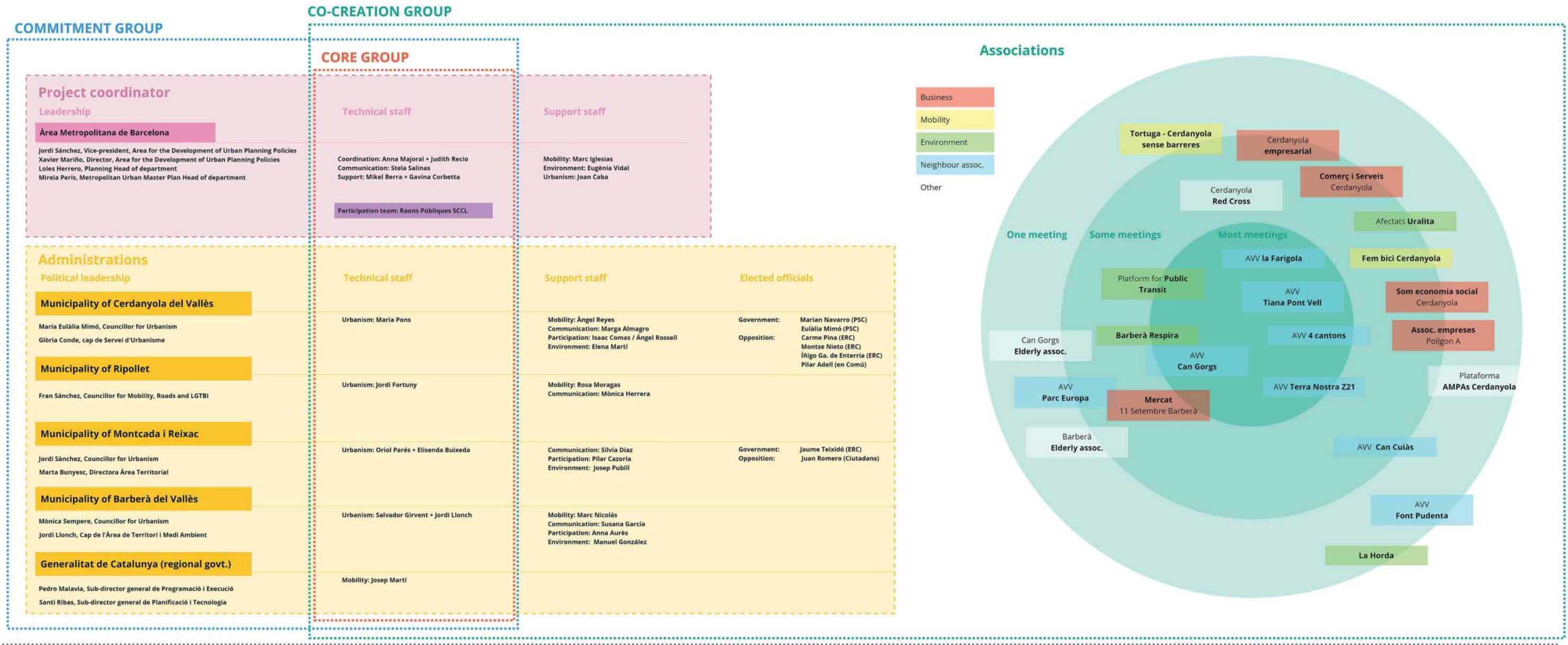
There are also other authorities and sector-based institutions that play an important role as a result of their responsibilities in this territory, including:

- ADIF
- Spanish Ministry of Transport, Mobility and Urban Agenda
- ACA

Finally, there are other parties which are indirectly involved, and which can contribute to the debate on the transformation of the road:

- The Universitat Politècnica de Catalunya-BarcelonaTech (UPC) (architecture), which has undertaken urban planning projects around the trunk road, due to its significance as a case for teaching and urban experimentation.
- The Universitat Autònoma de Barcelona

Image 3: Map of stakeholders
Source: AMB



WHO WE MISS

- ADIF (railroad track manager)
- Ministry of Transport (highway manager)
- Universities: UAB

2.1.2 DESCRIPTION OF THE URBACT LOCAL GROUP (ULG)

The ULG was divided into four groups: the core group, the co-creation group and the commitment group. Each one has different responsibilities and degrees of involvement in the development of the IAP.

The first, the **core group**, is made up of the ULG coordinators (the AMB team) and a representative of each authority involved (5 specialists). This group defined the guidelines for the co-creation process, designed the participation sessions, provided technical support and information, and worked with the communication project. This group attended all the ULG meetings.

The second, the **co-creation group**, is the working group that co-creates the IAP. It includes the core group, the experts from each administration specialising in the subject worked on, and the associations and citizens. The membership of this group was not intended to be stable, as the associations and citizens were free to attend the meetings they were most interested in, depending on the subject matter.

Finally, there is the **commitment group**. This group is responsible for making the implementation of the IAP feasible. It is made up of the heads of department of the government bodies involved and/or the political representatives, as they are those responsible for making the proposals possible. The core group specialists briefed their department heads and political representatives on the progress of the IAP and the citizens' needs.

Finally, the last group is the citizens who live close to the study area. During the process involved in drafting the IAP, there has been interaction with the citizens by means of open meetings and/or questionnaires.

Anna Majoral and Judith Recio, members of the Urban Policy Development Area of the AMB, are the coordinators of the ULG, and have led the process involved in drafting the IAP.

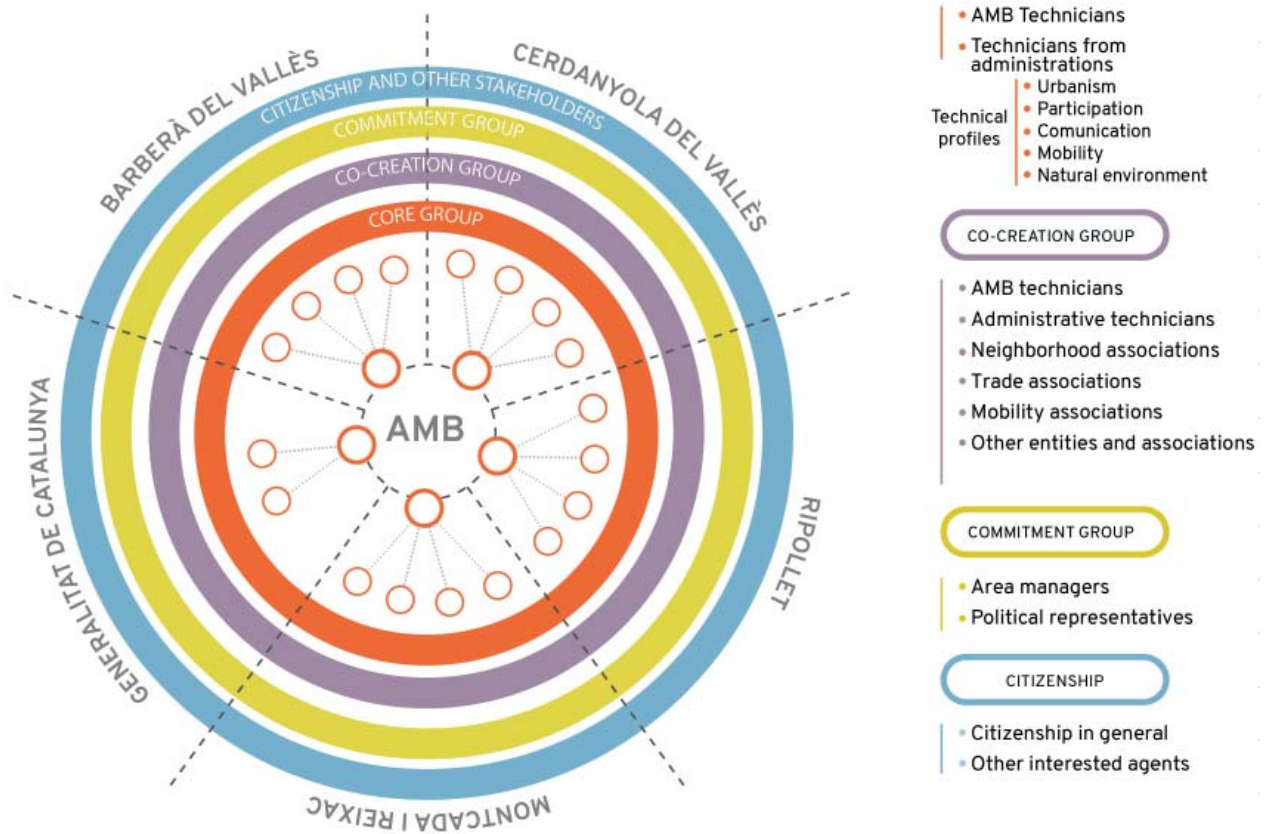


Image 4: ULG structure
Source: AMB

2.2

Processes and tools

In view of the various groups within the ULG, the activities and processes are also adapted to each group's responsibilities.

- **Core group meetings:** participation and co-creation sessions were designed, which entailed internal work with the core group.
- **Co-creation group meetings:** in these sessions, the co-creation group worked together to define the key challenges relating to the improvement of the avenue, while defining and prioritising the actions that need to be carried out.
- **Commitment group meetings:** the results and proposals of the co-creation group were presented in these sessions. The commitment group showed its interest in pacifying the avenue and implementing the IAP. These types of meetings were more institutional and more visible in terms of raising awareness of the project.
- **Open activities:** there were several sessions and workshops open to members of the public during the project, in which they were able to participate and set out their point of view on the project. One took place during the action planning phase, and one during the implementation phase.
- **Events:** finally, there were two large physical events – one at the end of the action planning phase (a small-scale action) and one at the end of the implementation phase (a final event).

As regards tools, the initial plans for participation were altered considerably due to the pandemic. The project therefore had two phases: an exclusively digital phase, and a predominantly physical phase.

DIGITAL TOOLS

During the project, a series of co-creation meetings were held in digital format between February and May 2021. The objective of the first co-creation meetings was to complete the analysis of the area by drawing up a diagnosis shared by the entire co-creation group, in order to identify the road's problems which most directly affect the citizens, and thereby begin to propose specific actions for its future transformation.

Two-hour thematic meetings were therefore held, in which representatives of associations and social organisations and specialist staff from the various municipalities participated under the direction of the metropolitan area staff. Various resources were used: word clouds (Mentimeter), collaborative mapping and sticky note boards (Miro) and quizzes (Zoom). In order to overcome the digital divide, the facilitators made a note of ideas from participants who were unfamiliar or uncomfortable with these tools.

The digital participation was successful in many respects. It was easier for participants from different municipalities to join the meetings, as they did not have to travel to the meeting venue, which led to a more diverse audience at the digital meetings. The digital engagement methods also helped to focus attention on the topic under discussion. In addition, the varied range of activities and resources helped to address digital fatigue, ensuring that people remained engaged and providing a space for social interaction at a time when this was severely limited.



Image 5: Participants in co-creation session 2,
12 April 2021

Source: AMB

PHYSICAL TOOLS

Pandemic restrictions permitted physical meetings from May 2021 onwards. Various meeting formats were used: a walking workshop was held simultaneously in the 4 municipalities, and proved to be a success due to involving all the citizens at the same time. Physical meetings were subsequently held in each town, which provided a great opportunity for co-creation, although each meeting was predominantly attended by citizens of the host city.

Image 6: Participants in co-creation session 4
25 de maig de 2021

Source: AMB



2.3

Participation strategy

The participation strategy was based mainly on direct contact with the institutions and associations in the four municipalities. The meetings were therefore publicised mainly through the municipalities' participation and communication teams and were targeted at specific institutions, and extended to the general public in some cases.

The AMB hired a team of specialists in participation and communication that has helped to channel the participatory and co-creation process since September 2021.

The project shared its progress on social media. The main platform for sharing was initially LinkedIn, which is an ideal forum for exchange between the various members of the RiConnect network. However, communication with citizens and local organisations through LinkedIn was considered to be very limited. A Twitter account was set up as a consequence, and has proved invaluable in sharing progress with citizens directly, encouraging debate on the issues, and opening up communication.

A great deal of awareness raising has also taken place through the local media in each municipality, thanks to the coordination between the AMB specialists and the communication and participation specialists of the various administrations involved. Communication through local media has reached a larger and more diverse group of citizens.

PROCESS

Methodological approach

The planning of the actions and drafting of the IAP took place through the interaction of three areas of work. The first is the TECHNICAL project, in which specialist writers carry out the preliminary research, produce the content framework and analyse the quantitative, qualitative and participatory information gathered during the entire process.

A second area is CO-CREATION, which was designed and implemented with a focus on co-creation between all the specialists, institutions, associations and citizens in the territory.

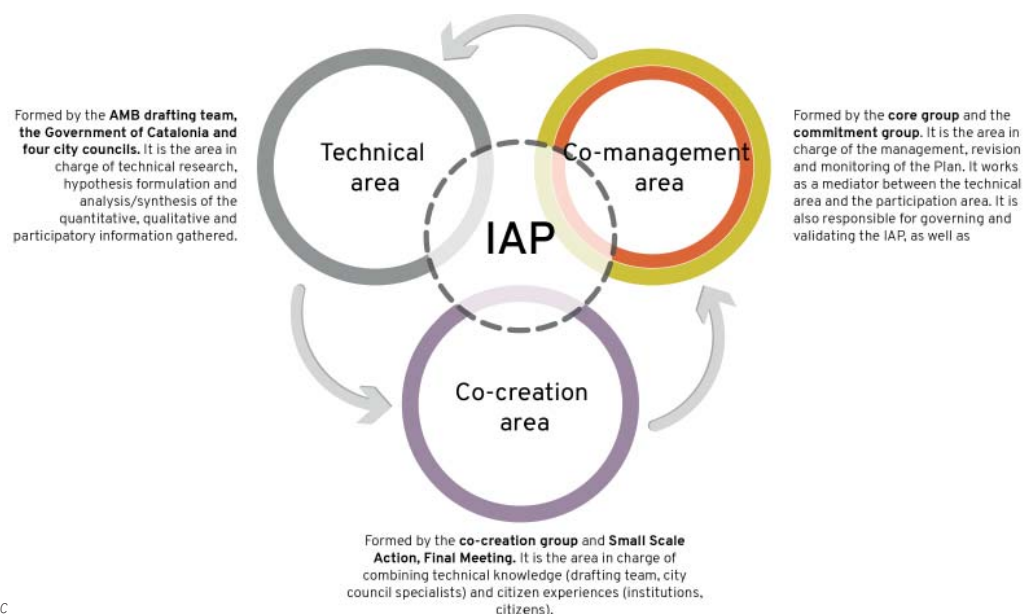


Image 7: Esquema plantejament metodològic

Source: AMB

Two phases were involved in this approach: a first one with five sessions, in which the writing techniques and the co-creation group set objectives, produced a shared diagnosis and constructed common languages; and a second supported by the promotion team, in which three more sessions were held with the co-creation group to co-design the proposals to support the drafting of the IAP.

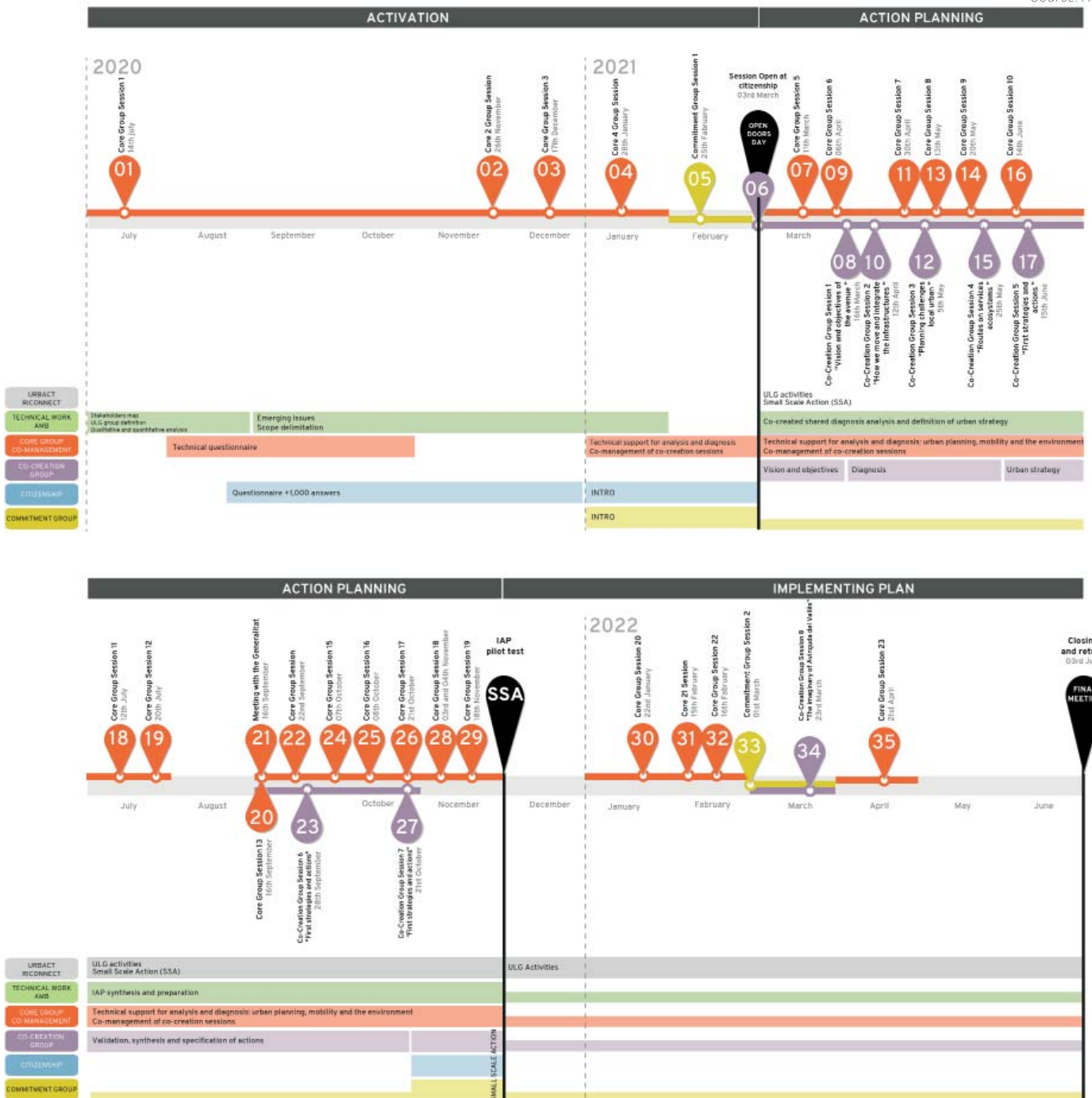
Communication and contact tools were also used with the agents in this area in order to maintain a close relationship, inform, convene, and primarily to establish a genuine collaboration network for the project.

Finally, a third area of work is CO-MANAGEMENT, which focused on leading the process with politicians and the core group. In this area, we are working with a core group and the commitment group to consolidate a joint and sustainable vision of the IAP. amb un grup motor denominat grup core i el grup de compromís per consolidar una mirada conjunta i sostenible del PAI.

Timeline with activities and tools used

Image 8_ Timeline diagram

Source: AMB



PARTICIPATION

Total number of people participating in the co-creation process

The co-creation process involved 1,999 people: 1,168 in the first survey, and 821 people in all the participation spaces organised.

PARTICIPANTS IN PARTICIPATION SPACES AND ACTIVITIES

A total of 821 people participated in the participation spaces and activities during the process, and this participation was gender-balanced. These activities were: presentation sessions, co-creation sessions, meetings of the core group and the commitment group, and the small-scale pilot actions and workshops in the IAP.

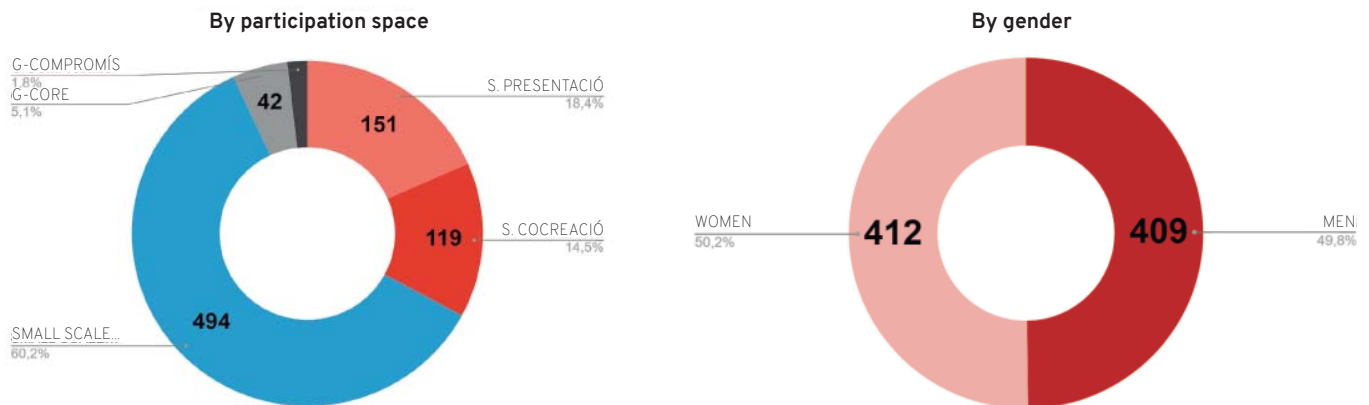


Image 9: Outline of participants

Source: AMB

3. Location

3.1

Definition of IAP area

THE IAP SITE

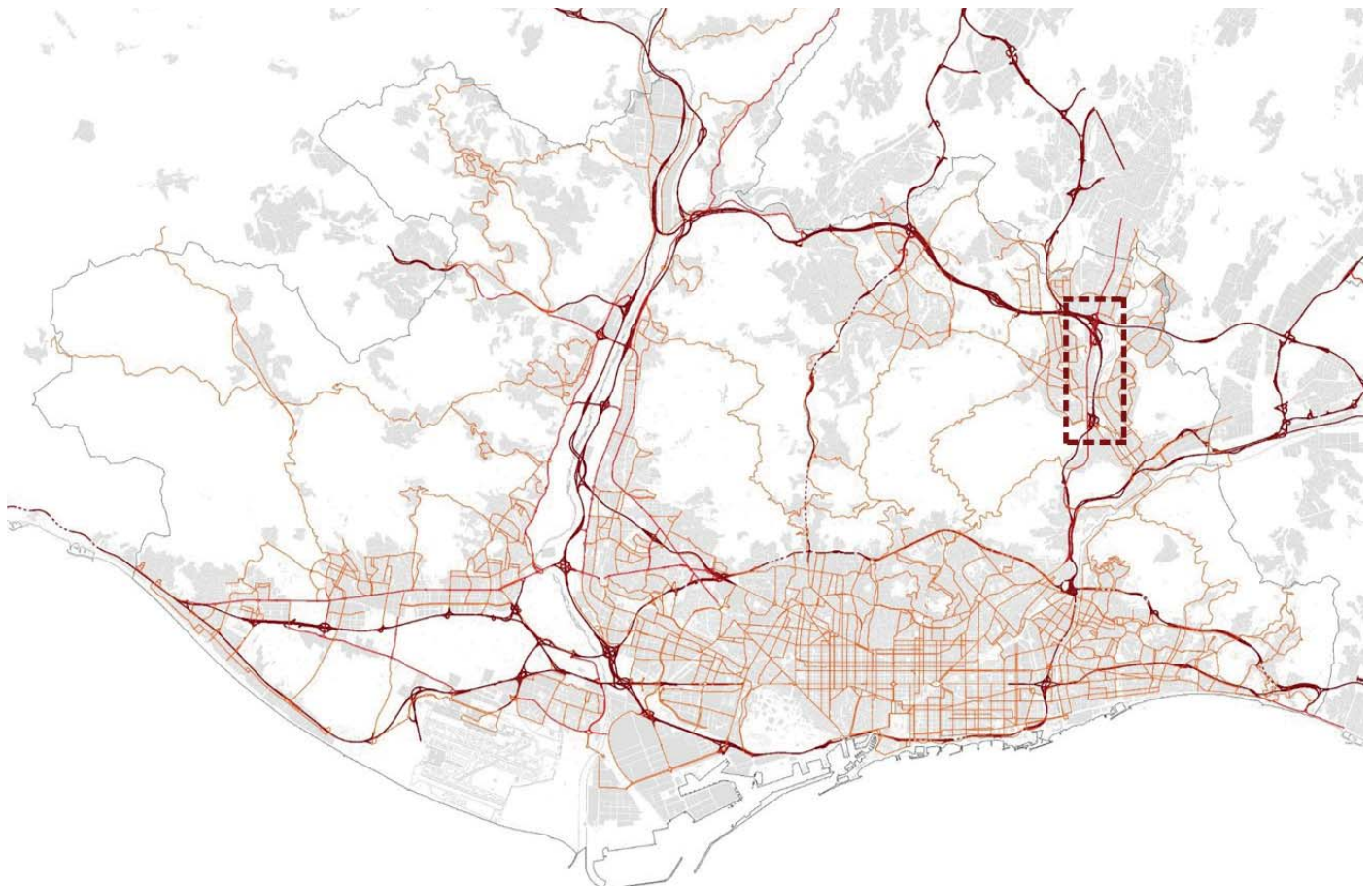
The IAP aims to fulfil the main objectives of the **RiConnect network**: to reorganise how we travel, plan the metropolis, integrate infrastructure and add ecosystem functions.

The area of action is located between four municipalities: Barberà del Vallès (BRV), Cerdanyola del Vallès (CDV), Ripollet (RPL) and Montcada i Reixac (MIR). These four physically adjacent municipalities are separated by the following infrastructures: the railway, the N-150 trunk road, the C-58 motorway and the river Ripoll. There are also some industrial areas around the road which are in a state of disrepair. This situation has created a disconnected, low-quality area with an unclear identity.

In addition, there are two important infrastructure nodes in the area of action which hinder continuity between the municipalities. According to the PDUM, the northern hub, Baricentro, has the potential to become a metropolitan centrality and to act as a catalyst for urban development in the surrounding area.

Image 10: Location map

Source: AMB



One of the major difficulties for the transformation of the N-150 is ownership of the road, as it belongs to various government bodies. The sections in Barberà del Vallès and Montcada i Reixac are owned by the municipalities, and the urban section running through Cerdanyola del Vallès and Ripolllet has recently been transferred from the Government of Catalonia to the municipalities. This transfer of ownership means that actions to pacify the road that were previously impossible can now begin to be implemented. The Baricentro hub is owned by the Government of Catalonia, and it is very difficult to change it in the short term because the entrances and exits to the AP-7 and C-58 motorways converge there. The entire road junction will therefore have to be reconsidered with a comprehensive proposal for long-term transformation.

This is consequently a very complex area involving many administrations and agents, the participation of a wide range of parties, and an integrated multi-scale approach.

The main objective is to structure this territory, rethink the transit infrastructures, promote active mobility and public transport, and improve the continuity of the local network. The IAP aims to improve relations between the municipalities by creating a more permeable and higher quality urban space, overcoming the current barriers generated by infrastructures. New connections are thereby established which can in turn unlock the urban transformation of the surrounding areas.

The opportunity and the challenge of the plan is to promote urban regeneration by improving the quality of the neighbourhoods and the citizens' quality of life.



Image 11: Scope the Integrated Action Plan

Source: AMB



Image 12: Map of ownership on the N-150 road

Source: AMB

3.2

Basic parameters of the IAP location

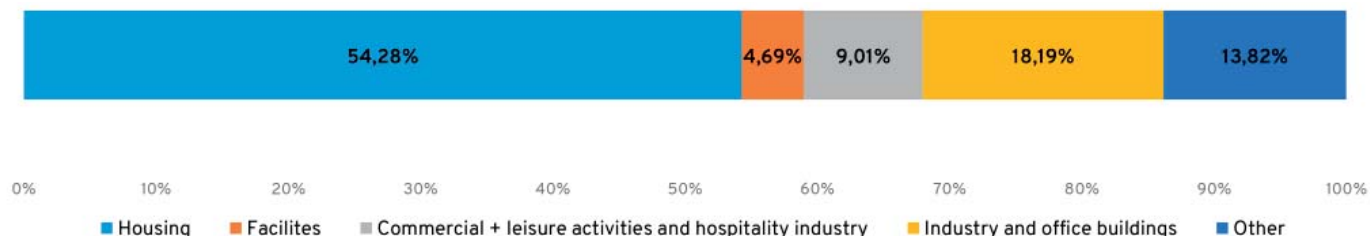
Length of the IAP location: 6.50 km

	Àmbit Micro	Àmbit Macro
Area of the IAP	228 Ha	624 Ha
Population density	88 inhabitants/Ha	78,1 habitants/Ha
Housing density	36,7 homes/Ha	33,0 homes/Ha
Density of local trade	6,7 activities/Ha	6,2 activities/Ha

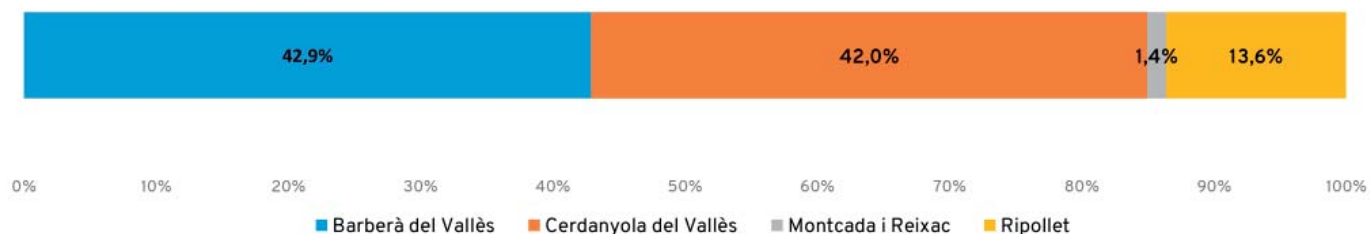
Micro Level				
Municipalities	Population		Housing units	%
Barberà del Vallès	6.414	31,9%	2.566	30,6%
Cerdanyola del Vallès	7.738	38,5%	3.414	40,8%
Montcada i Reixac	559	2,8%	224	2,7%
Ripollet	5.400	26,9%	2.170	25,9%
TOTAL	20.211	100,00	8.374	100,00

Macro Level				
Municipalities	Població		Habitatges	%
Barberà del Vallès	21.493	44,1%	8.833	42,9%
Cerdanyola del Vallès	19.486	40,0%	8.656	42,0%
Montcada i Reixac	750	1,5%	295	1,4%
Ripollet	7.003	14,4%	2.802	13,6%
TOTAL	48.732	100,00	20.856	100,00

Distribution of uses on micro point of view



Distribution of uses on macro point of view



Distribution of uses at macro level (May 2022)

4. Site analysis

4.1

Analysis strategy

A twofold analysis was carried out in order to perform a shared diagnosis of the area studied, a quantitative analysis of the site (technical approach) and a qualitative analysis (questionnaire for stakeholders). It was thereby possible to determine the physical and functional conditions, and to understand how the citizens experience the space linked to the road.

The quantitative analysis was carried out using a multi-scale approach, i.e. combining the territorial scale with the local or detailed scale. In specific terms, the territorial scale is based on the diagnosis of the PDUM (Preliminary Document 2019) and on the research of the historical development of the cities studied.

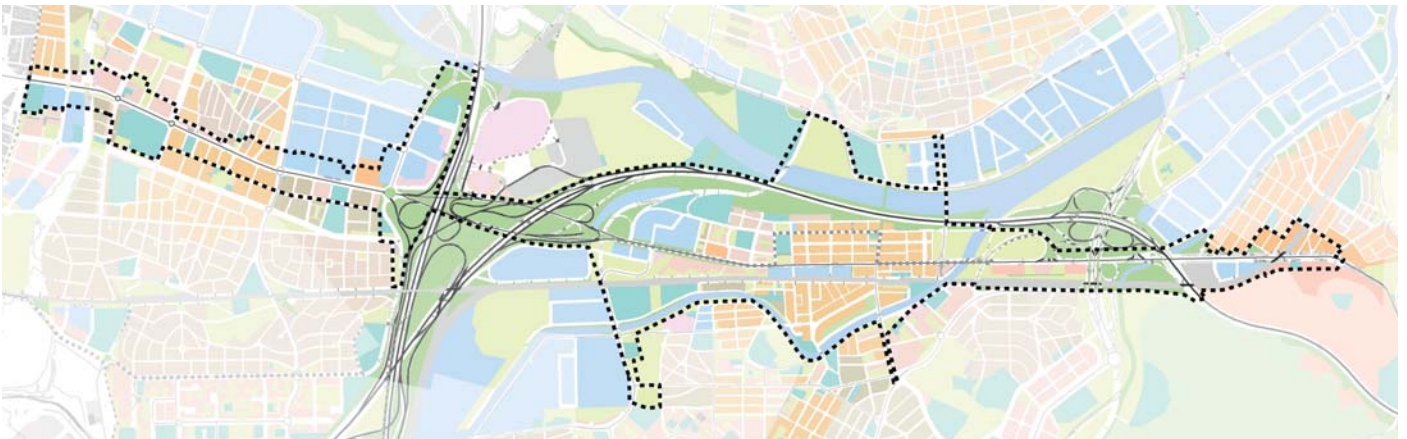


Image 13: Territorial scale: current planning

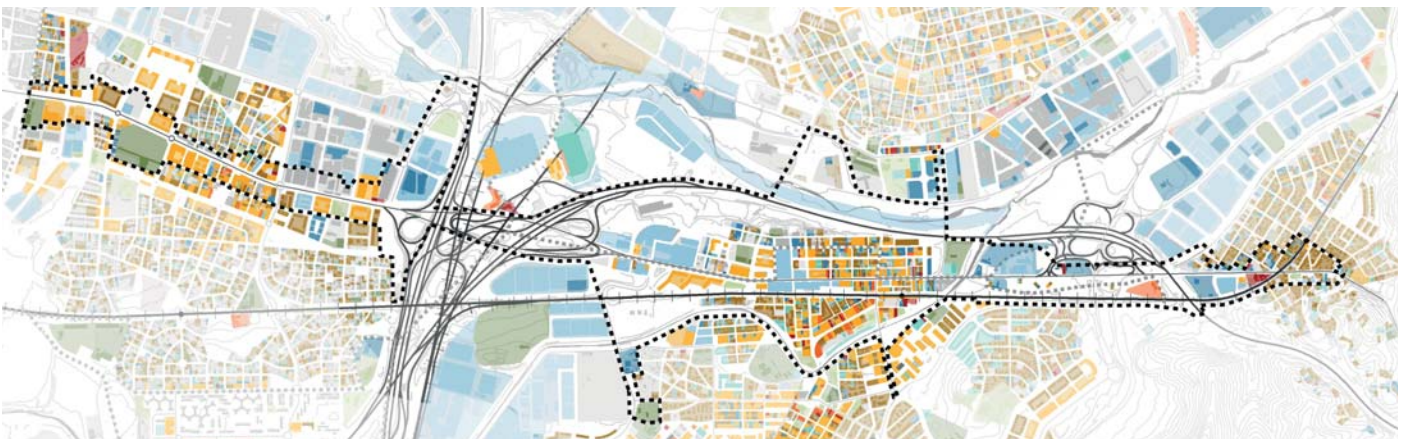


Image 14: Territorial scale: majority uses in ground floor premises

In contrast, the detailed scale looks more closely at the trunk road and its immediate surroundings, highlighting the lack of urban quality, the lack of space for pedestrians and bicycles, and the obsolete residential and industrial fabric. This more in-depth study provides morphological, functional and experiential data for beginning to work on possible improvements to the road.



Image 15: Detailed scale: uses of ground floors



Image 16: Detailed scale: architectural barriers



Image 17: Citizen questionnaire summary

4.2

Emerging issues

A series of emerging issues were listed, worked on and studied as a result of the analysis strategy (interviews and technical analysis of the site). This list is backed by the parties involved in the project. The first four emerging issues are shared with the RiConnect network themes, while there are two specific issues in the IAP (site management and the inclusive city).

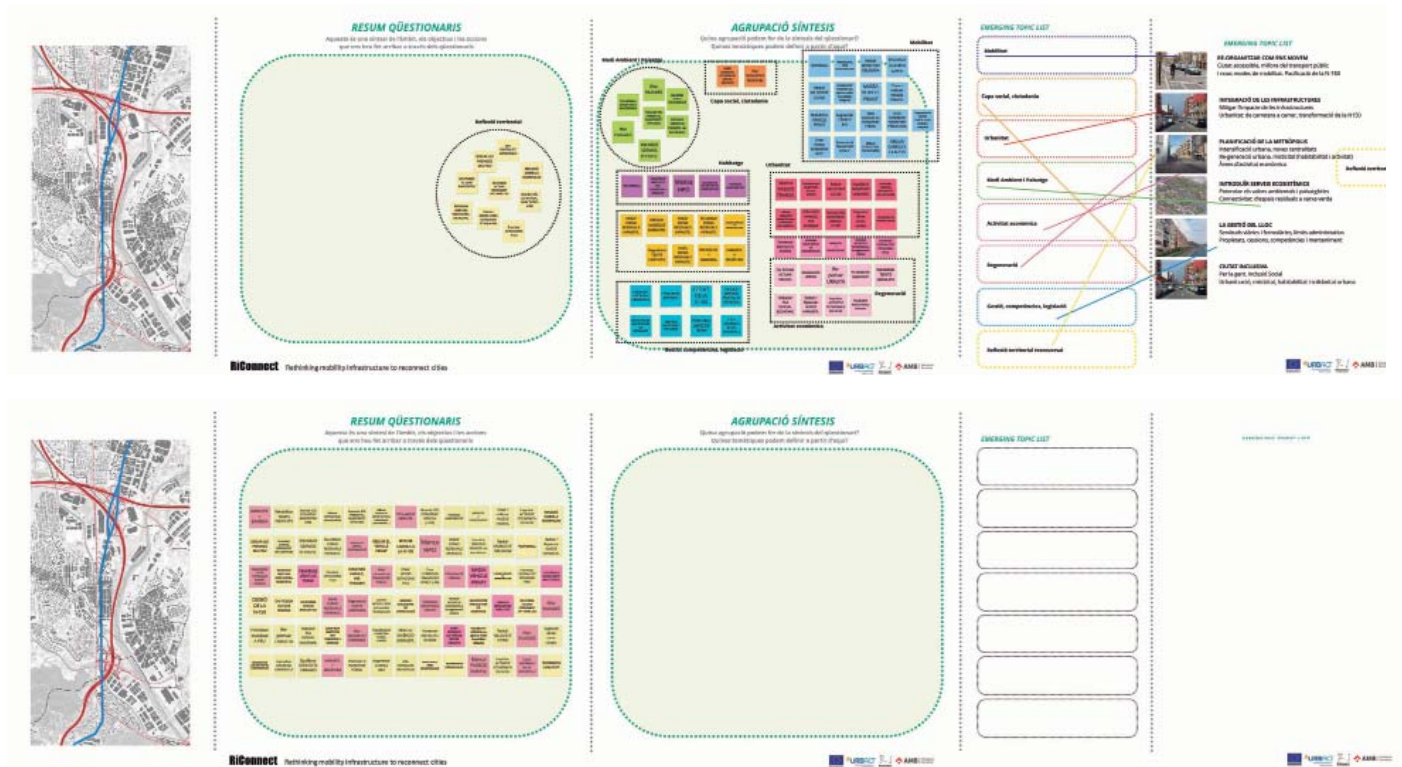


Image 18: Panel of the workshop for consensus on emerging issues.

REORGANISING TRAVEL

The IAP focused on current mobility flows in order to reorganise the infrastructure space and to integrate other flows (public transport, bicycles and pedestrians) as a measure for social inclusion and equity, and improvement of the environment.

- The accessible city, improvement of public transport and introduction of other forms of mobility
- Pacification of the N-150

INTEGRATION OF INFRASTRUCTURES

Understanding how to improve the integration of infrastructure to reduce impacts and transform barriers into renewed and permeable structural corridors was another emerging issue.

- Mitigation of impacts
- Urban development: from a road to an avenue, improving the urban quality of the N-150

2. Over the years, the RiConnect network has proposed building a collaborative work process based on the following themes: (1) Reorganising flows, (2) Integrating infrastructures, (3) Planning the metropolis and (4) Incorporating ecosystem functions.

PLANNING OF THE METROPOLIS

Infrastructure has hindered urban regeneration in many cases. To remedy this situation, work was done to understand the challenges and opportunities presented by local planning and the potential changes on the metropolitan scale.

- Territorial considerations and metropolitan strategies
- Urban intensification, new centralities
- Urban regeneration, mixed-use city
- Economic activity areas

ADDITION OF ECOSYSTEM FUNCTIONS

One of the characteristics of this area is the orography of the location and the water network, which led to discussions about open spaces and how to improve the area in terms of landscape and environment. This theme is closely linked to the RiConnect network.

- Enhancing environmental and landscape values
- Connectivity: from residual spaces to a structuring green network

SITE MANAGEMENT

This topic is specific to the IAP, and is related to the particular issues involved in management of the area and the need to establish cooperative relationships between the municipalities and actors in the territory.

- Road and railway rights of way, administrative boundaries
- Land ownership, transfers, competence and maintenance

INCLUSIVE CITY

The specific urban, social, economic and fragmented social context makes the debate on inclusion another major theme in this IAP.

- A city for people, social inclusion
- Urban development, mixed-use buildings, liveability and urban solidarity

The two new issues added to the RiConnect network were based on the answers to the questionnaire provided by the specialists and citizens in each municipality: site management (which was worked on in the implementation phase, point 7 of the IAP) and the inclusive city (broadly addressed throughout the entire co-creation process).

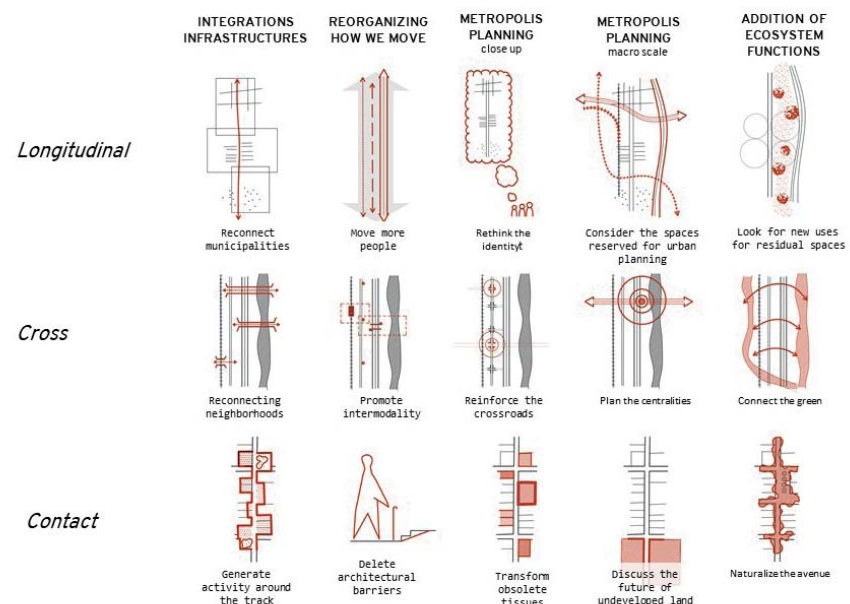


Image 19: Illustration showing how the first four emerging issues were addressed in the co-creation sessions.

Source: AMB

4.3

Shared diagnosis

PUBLIC AND PRIVATE MOBILITY FLOWS

Current mobility flows on the N-150 and the surrounding area are heavily centred on private motor vehicles (the C-58 motorway is in fact the interurban motorway with the highest levels of traffic in Catalonia, at 135,676 vehicles per day), which provides users with good service in terms of accessibility, but at the same time creates congestion, pollution, areas of low urban quality and large discontinuities in the territory.

Likewise, mobility flows with private cars are higher than those with public transport. This is because despite the wide range of public transport (buses, R4 and R7 railway lines) available, accessibility is limited due to the distance between the stations and the barrier created by the infrastructures (the water network, C-58 motorway, N-150 road).

Connectivity between the municipalities must be reinforced and the road network provided with other modes of transport, with reorganisation of the infrastructure area and the integration of other flows (public transport, bicycles and pedestrians).

The N-150 is the road with the highest volume of traffic in the municipalities and neighbourhoods through which it passes, and this leads to congestion, a great deal of through traffic (around 30%), bad driving and a lack of pedestrian crossings. The speed of traffic is between 30 and 50 km/h, and all the municipalities aim to introduce a speed limit of 30km/h in the future.

As for public transport and active mobility, there is no bus line linking the four municipalities along the trunk road that links them to Barcelona and Sabadell at the same time. The cycling network and the pedestrian area have significant gaps and discontinuities.

IMPACT OF THE ROAD

The N-150 road has provided significant accessibility to the El Vallès region since it was planned by Ildefons Cerdà in 1845. In fact, the only constant that has remained unchanged over the years has been the space for private vehicles (the road), while the other features (pavements, service networks, furniture, vegetation, etc.) have been fragmented along the route. The same applies to its governance, maintenance and management.

This fragmentation means that the road is considered a street in some sections and a road in others, while it lacks an urban character and permeability at many points, and does not provide an urban structure. The PDUM is committed to a paradigm shift towards mobility with the proposal for metropolitan avenues that seek to recover mobility on a human scale, improve urban quality and promote activities and services around them for people.

The road as a future metropolitan avenue has the opportunity to create a new urbanity based on three key aspects: improvement of its permeability (physical, visual and functional), the road's respect for its surroundings and vice versa (link and dialogue) and the provision of sensory qualities (design, materials and comfort of the road).

LOCAL PLANNING AND FORECASTS FOR DEVELOPMENT

In the area of reflection covered by the IAP, there is a strong dichotomy between the residential and productive fabrics. In fact, the intertwined nodal city that characterises the residential model is encapsulated by the economic activity areas, and forms an urban continuum between the four municipalities,

3. Average flow on the sections of road in the Government of Catalonia's network. Capacity 2012

4. Between 30,000 v/d (southern section near the AP7) and 15,000 v/d (at the boundary with Sabadell) in BRV, 40,000 v/d (the link between motorways) at the Baricentro hub, around 15,000 v/d the urban section in CDV and RPL, 20,000 v/d the interurban section towards MIR (junction with the C-58 motorway) and more than 9,000 v/d in the urban section of MIR (Terra Nostra neighbourhood).

5. Thesis and information on the fragmentation of the road taken from the degree final project on "The N-150 road. A fragmented geography" by Marc Taulats Ibars. <https://ddd.uab.cat/record/226768?ln=en> Accesses on: 05/05/2022.

6. The metropolitan avenues must become the main structural corridors of the metropolis, ensuring: flows and continuity of sustainable mobility (public transport and active mobility), a high quality public space supporting the green infrastructure, and greater intensity of uses in its perimeter with continuity along the road. The avenues aim to be major thoroughfares, restoring and providing genuine links and a sense of belonging for citizens, highlighting historical routes and bringing together metropolitan cores and centres. Extract from the PDUM Preliminary Document. 2019

7. "The urbanity of architecture: inaugural lecture of the 2009-2010 academic year" by Manuel de Solà-Morales. https://upcommons.upc.edu/bitstream/handle/2099/14545/VISIONS8_02_teoriaMSM2.pdf?sequence=1&isAllowed=y 06/05/2022

except for some points through which the road and rail infrastructures pass.

This duality is evident along the trunk road, where uses are located in highly monolithic sections, with very little mixture and with major points of friction (difficult coexistence).

The neighbourhoods of Tiana, Pont Vell (RPL) and Quatre Cantons (CDV) have a significant lack of public spaces, while there is a lack of facilities around the low-density residential areas and the economic activity development areas.

Finally, the areas near the road that are considered metropolitan are on one side, Baricentro, and on the other, the Hospital Comarcal del Vallès, a local facility that in the future will serve the municipalities of Badia del Vallès, Barberà del Vallès, Cerdanyola del Vallès, Montcada i Reixac and Ripollet.

8. According to the PDUM.

In addition, there are a series of unimplemented planning areas around the Barcelona road that make the area around the road and its final layout provisional.

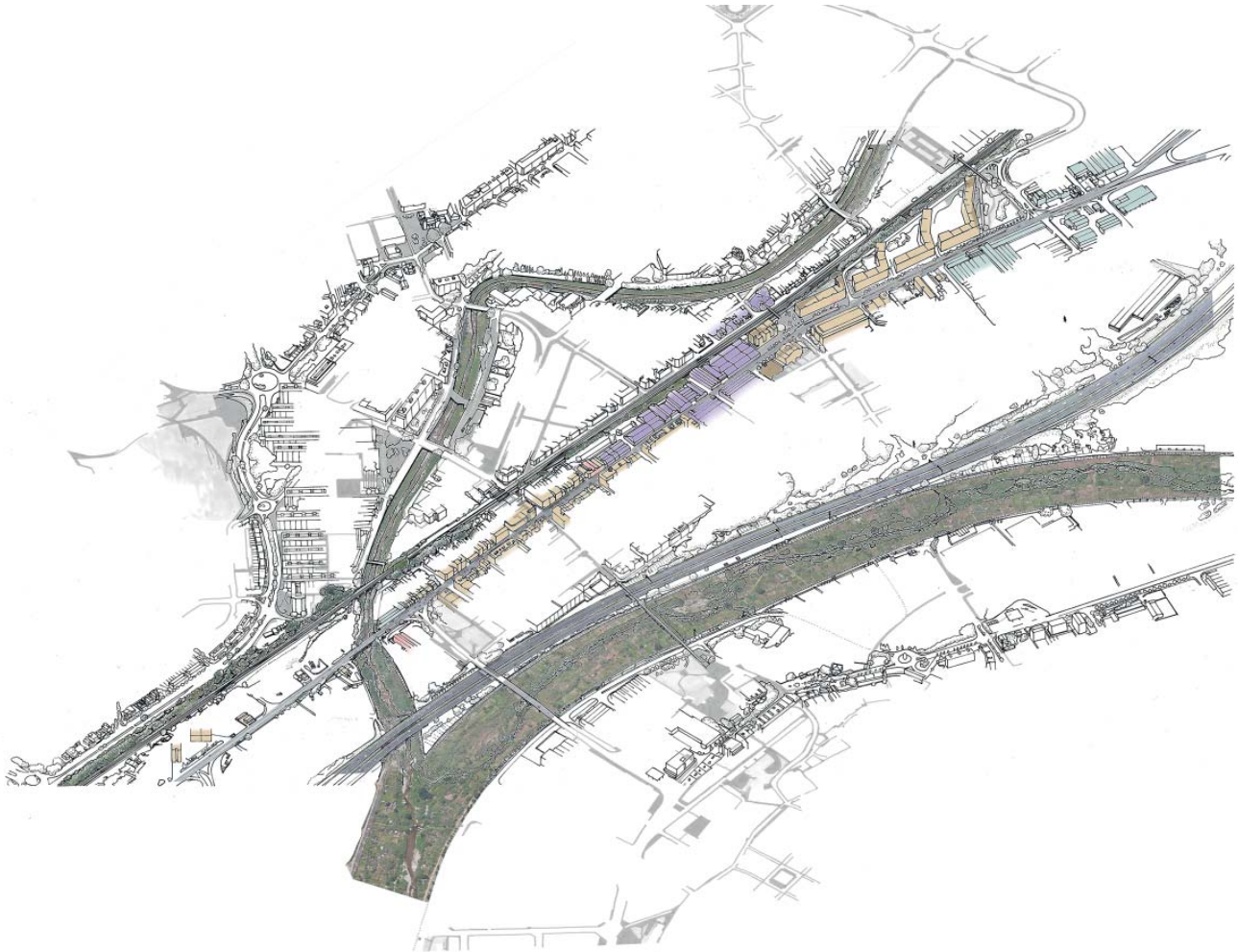


Image 20: Axonometry of the Cerdanyola del Vallès and Ripollet section

Source: AMB

OPEN SPACES AND ENVIRONMENTAL AND LANDSCAPE IMPROVEMENT

The area studied is close to natural areas (the Ripoll river park, the river Sec, the Sant Cugat stream and the Collserola natural park). However, access to them is difficult given the many infrastructures that act as barriers to them, and in this case the green infrastructure is cut off and fragmented by urban areas and mobility connectors.

Accessibility to the open spaces from the road can be improved, and the traffic around them is intense and travels at high speeds, which can create noise and environmental problems for people.

There is also a lack of ecosystem services on the N-150. Providing the avenue with these services can help to create a road corridor that operates better, by means of regulation services (shade, better climate, less noise, increased drainage) and which has better links with the surrounding natural areas, through cultural services, fostering leisure and the enjoyment of nature, travel and a better physical and emotional perception.

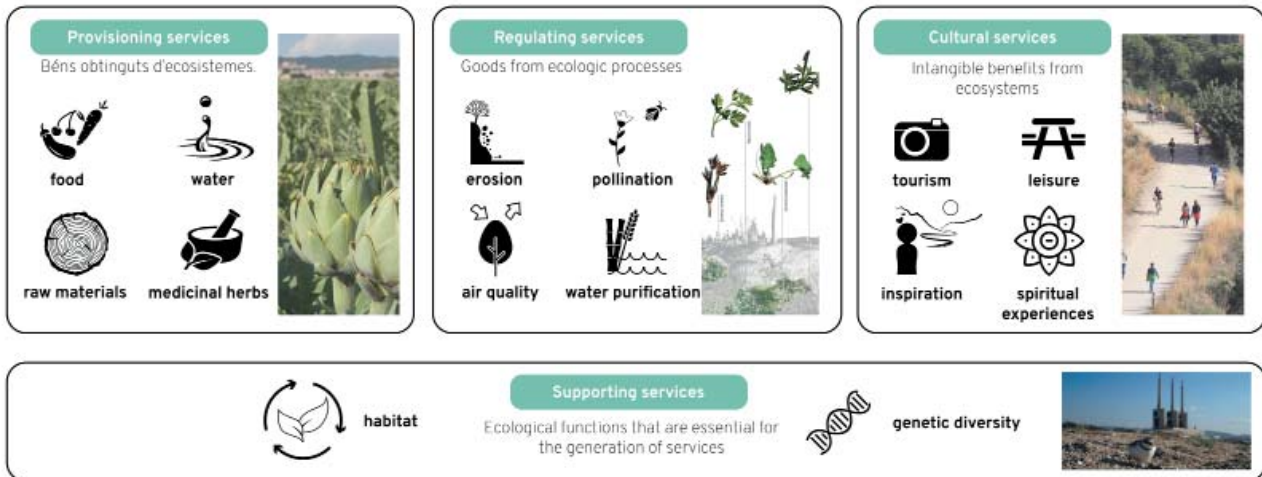


Image 21: Esquema serveis ecosistèmics

Source: AMB

9. The Serra de Collserola Natural Park is a protected natural area located in the middle of one of the densest urban areas in Europe. It has an area of 8,295 ha located between the Besòs and Llobregat rivers, and is part of the Natura 2000 network and one of the areas included in the plan for spaces of natural interest (PEIN). The Special Plan for the Protection of the Natural Environment and Landscape of the Serra de Collserola Natural Park and the Modification of the General Metropolitan Plan in the Serra de Collserola Natural Park have been drafted and approved in recent years.

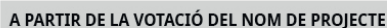
10. Ecosystem services are all the services provided by natural systems that are useful or necessary for the well-being of people and human societies. There are four different types of ecosystem services, depending on the benefit they provide: (1) Provisioning services are those related to the quantity of goods or raw materials that an ecosystem provides, such as timber, water or food. (2) Regulating services are those arising from key ecosystem functions, which help maintain equilibrium, combat extreme events, and reduce certain local and global impacts (regulation of the climate and water cycle, control of soil erosion, pollination, etc.). (3) Cultural services: intangible value. Nature is part of our cultural identity, and our physical and emotional health depends on it. Nature is a source of tourism, leisure, aesthetic and artistic inspiration, spirituality and contemplation. (4) And supporting services, such as biodiversity and natural ecosystem processes, which guarantee a large part of the services listed above and form the matrix that sustains the planet's vast genetic and biological diversity. Ecosystem services therefore combine preservation of the natural environment with a sustainable use and development of it.

5.

Vision of the project

It is the theme connecting a renewed, dynamic, diverse and cohesive urban area and a territory rich in industrial, natural and landscape heritage, which is open to innovation, health and leisure.

Sessió ciutadana oberta 03/03/2021_164 participants



Source: AMB

5.2

Objectives of the project

Given that the project focuses on transforming the N-150 into a pacified avenue, the IAP has organised the objectives around four main challenges or thematic views of the avenue itself:

CONNECTING AVENUE

Reconnect the territory

- Preserve continuity and end fragmentation along the length of the corridor/avenue
- Improve connectivity between neighbourhoods
- Connect natural areas and river areas

Efficient and fair mobility

- Promote public transport and active mobility
- More equitable allocation of space for private vehicles
- Enhance intermodality and improve the frequency of public transport
- Improve accessibility with active mobility and public transport in economic activity areas
- Ensure safety with all modes of transport

FRIENDLY AVENUE

Urban regeneration

- Regenerate the housing stock
- Improve coexistence between residential and activity areas
- Recycle the industrial fabric/areas

Improve urban quality

- Raise the quality levels of public spaces
- Standardise the urban design and quality across the municipalities
- Remove barriers (physical and architectural)
- Permeate greenery in the city

Activate residual spaces

- Design and plan strategies for residual spaces
- Consider improvement and transformation of the edge areas between municipalities

INCLUSIVE AVENUE

Garantir els equipaments i els espais lliures

- Ensure requirements for urban facilities and open spaces are met
- Improve the rationality and efficiency of use of existing facilities and open spaces

Promote social coexistence

- Create meeting spaces
- Introduce the community perspective (gender, age, culture, etc.)
- Remove social barriers
- Reduce disorderly behaviour and vandalism

Promote economic activities

- Foster local trade/local markets
- Adapt the uses of activities to the proposed mobility
- Integrate and study the viability of existing specialised economic activity areas

Preserve heritage

- Determine the value of industrial heritage
- Create a joint identity
- Identify areas with historical memory

HEALTHY AVENUE

Introduce the landscape and ecology

- Increase urban greenery
- Re-naturalise urban edges
- Improve soil permeability (pavements and urban development materials)
- Introduce ecosystem services

Sustainability and care for the environment

- Reduce the externalities of current mobility
- Promote the production/use of renewable energies
- Maintain sustainable levels of resource consumption in urban development and maintenance features
- Promote circularity

METROPOLITAN AVENUE

Co-management project

- Manage administrative boundaries and jurisdiction/competences
- Include the integrated supra-local planning level
- Promote supra-local active mobility plans (routes, sharing places and fares, etc.)
- Promote communication and transparency
- Promote citizens' participation and engagement

Plan the metropolis

- Incorporate the information and guidelines in the Metropolitan Urban Master Plan (PDUM)
- Discuss the planned urban transformation areas
- Plan new centralities

5.3

Integrating objectives and vision into the metropolitan vision

The project is vital to the vision of the Barcelona metropolis in the future. It implements a key concept in the PDUM: the metropolitan avenue. The Avinguda del Vallès area is part of one of the metropolitan avenues, and can act as a test for the concept, both in terms of design (adding more density, public transport, new developments, etc.) and in terms of the process, by means of cooperation between municipalities, local participation and the co-creation process.

5.4

Urban strategy

In order to achieve the vision and objectives set out, and to address the diagnosis made, an urban strategy has been developed that is summarised in four approaches that cover the site with an inter-scale and multidisciplinary approach.

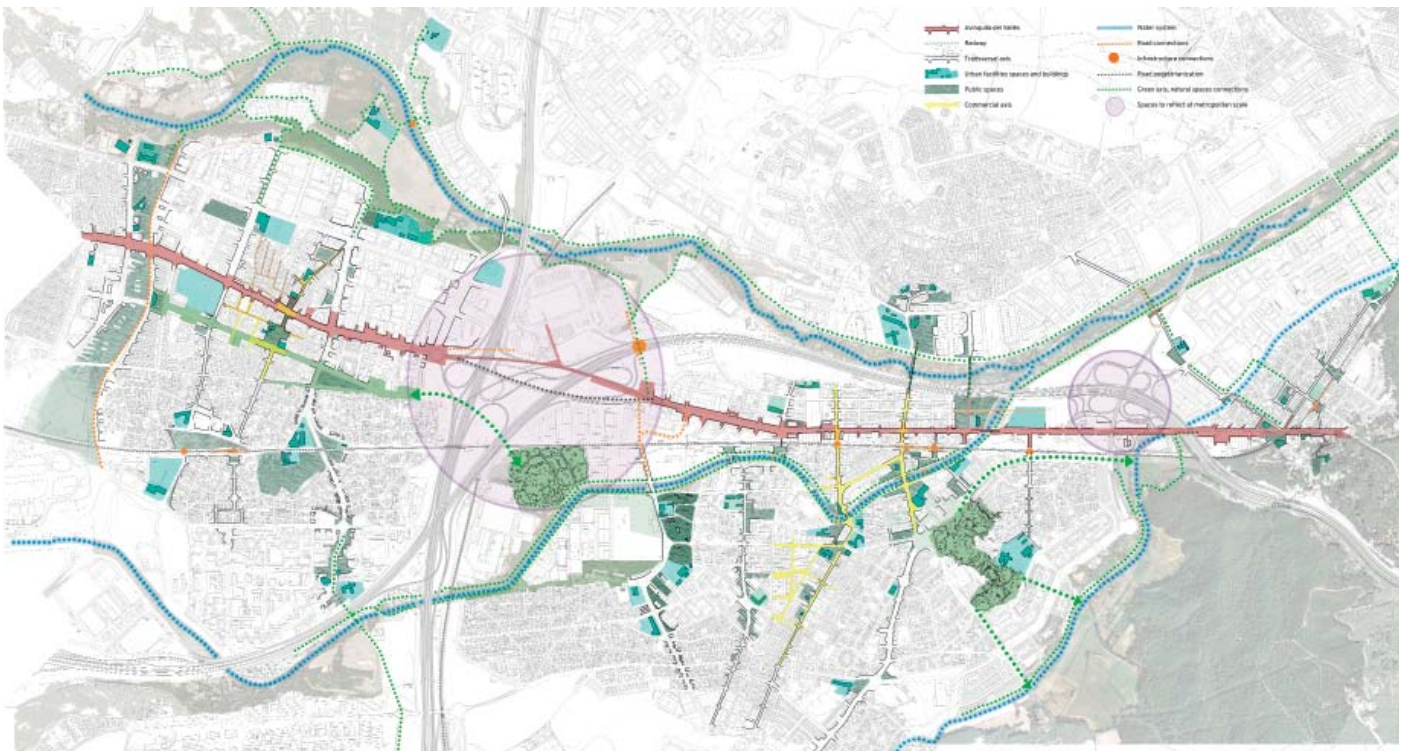


Image 23: Urban strategy maps: territorial strategy

Source: AMB

TERRITORIAL STRATEGY (MAP 1)

The territorial approach involves a new structure in which the Avinguda del Vallès is linked to its immediate surrounding area (both urban and natural). There are three longitudinal structural corridors: the Avinguda del Vallès and two green corridors on each side of the road.

The first green corridor runs along the course of the river Ripoll, to ensure continuity from Barberà del Vallès to Montcada i Reixac. The second is the river Sec, which passes through the municipality of Cerdanyola until it reaches the river Ripoll.

Around the longitudinal corridors, there are transversal corridors to re-establish links in the territory and connect everything that the infrastructures have separated. The project creates meeting spaces for citizens and locates open spaces and facilities in these transversal corridors. Some of the transversal corridors are existing routes, while others require some type of intervention to connect and structure the territory. Finally, there are others that are entirely new creations. The crossroads created between the Avinguda del Vallès and the new transversal corridors are places with potential for greater urban intensity.

The Baricentro and Redosa infrastructure hubs also need to be reconsidered. Although their integration is a long-term process and depends on the PDUM, the IAP begins to establish criteria and preferences for their integration.

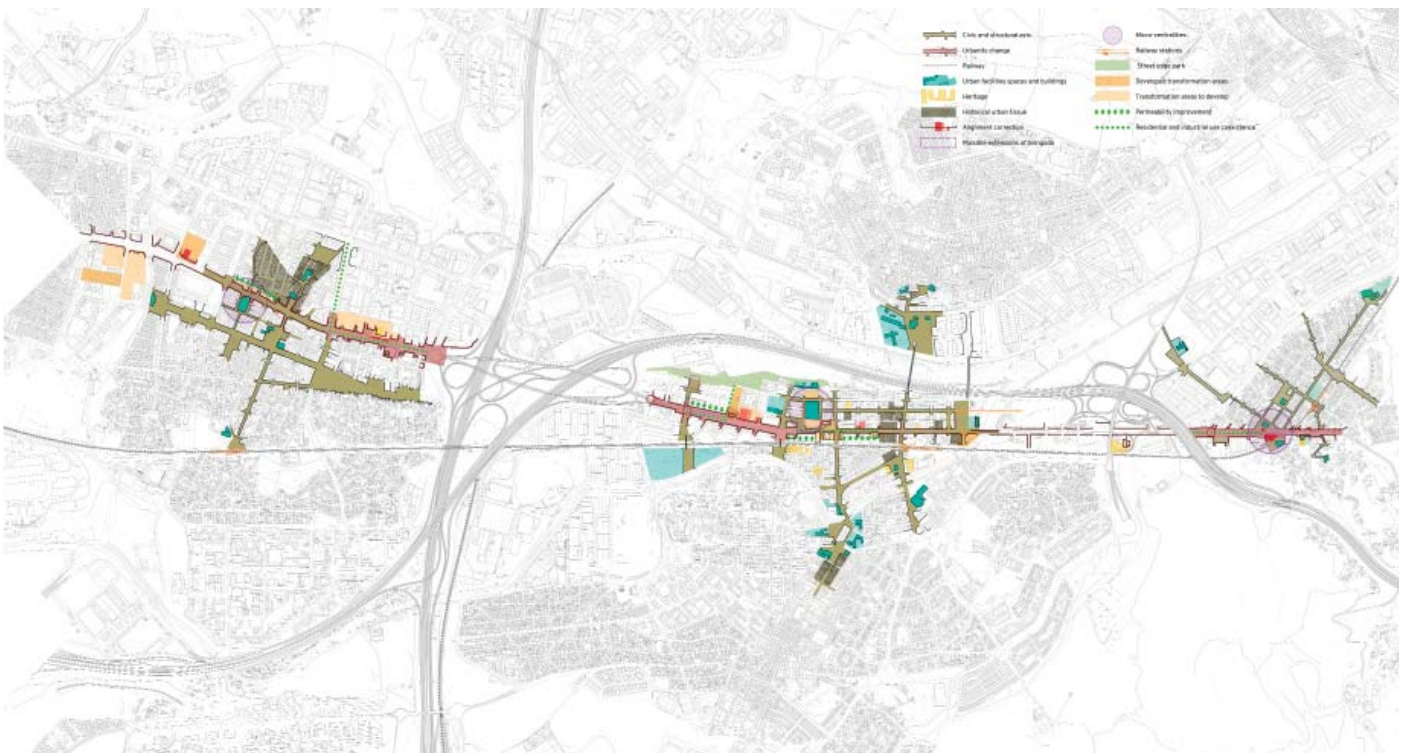


Image 24: Urban strategy maps: local strategy

Source: AMB

LOCAL STRATEGY (MAP 2):

On the local scale, a new local urban structure has been proposed for each municipality, which enriches the area around the avenue and the neighbourhoods in the area.

In Barberà del Vallès, the structure highlights the parallel course of the avenue and Doctor Moragas Parade, the current civic corridor, and improves the permeability of the historic centre towards the town's Eixample neighbourhood, pacifying some streets and urbanising the areas that prevent the avenue's continuity. This proposal highlights the micro-centrality created around the municipal market, and the need to change the urban quality of the trunk road from Ronda Industria street to the motorways.

In Cerdanyola del Vallès and Ripollet, the proposal is to create a new structural corridor (pacification of Prat de la Riba street and Nostra Senyora dels Àngels street) to connect the neighbourhoods currently isolated by infrastructures - Tiana, Quatre Cantons and Pont Vell. The corridor has two centres – the Maria Regordosa park (a healthcare centre where the future Hospital del Vallès will be located), and the Uralita area (an industrial area with factories that are today owned by the municipality). The refurbishment of the obsolete industrial fabric in the La Siberia neighbourhood and the creation of a new park to act as an acoustic barrier for the C-58 motorway are proposed for the Uralita factories.

In Montcada, the proposal involves reinforcing Terra Nostra Avenue with three new transversal routes – one that could connect with Ripollet, passing the Torre na Joana (a municipally owned building), another around the railway station that as far as the church of Santa Maria, and a third one that follows Santa Maria street as far as Can Oller park. There is also the possibility of creating a micro-centrality in the avenue, by creating a new square at the crossroads with the railway, next to the Casino and the Can Cans farmhouse.

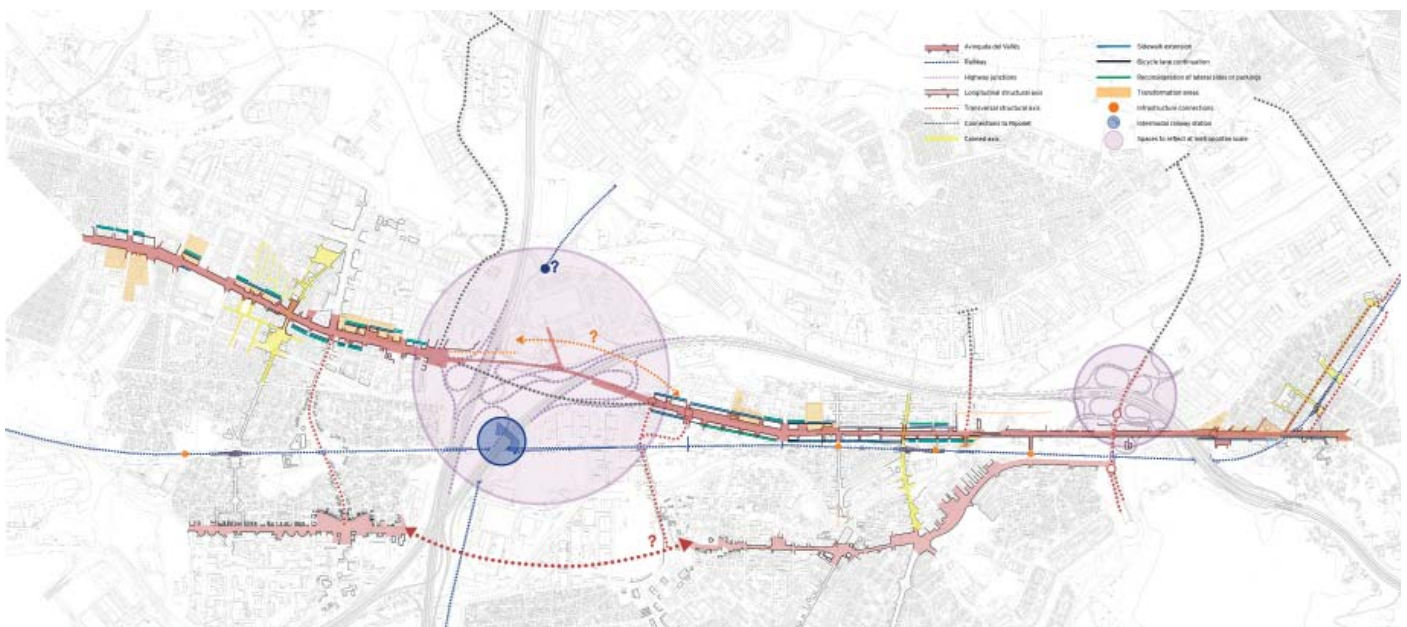


Image 25: Urban strategy maps: mobility strategy

Source: AMB

MOBILITY STRATEGY (MAP 3):

The proposal promotes and increases space for active mobility modes. New road connections (some short and some long) are established to divert traffic to other roads, reducing the dependence on the Avinguda del Vallès. The aim is to create a network that reorganises traffic and thereby frees up space for the introduction of other modes of transport (public transport, cycling and pedestrians). Finally, the shortcomings to be overcome on the road (lack of continuity of the cycle lane, the need to widen the pavements and replanning of the car park) are presented.

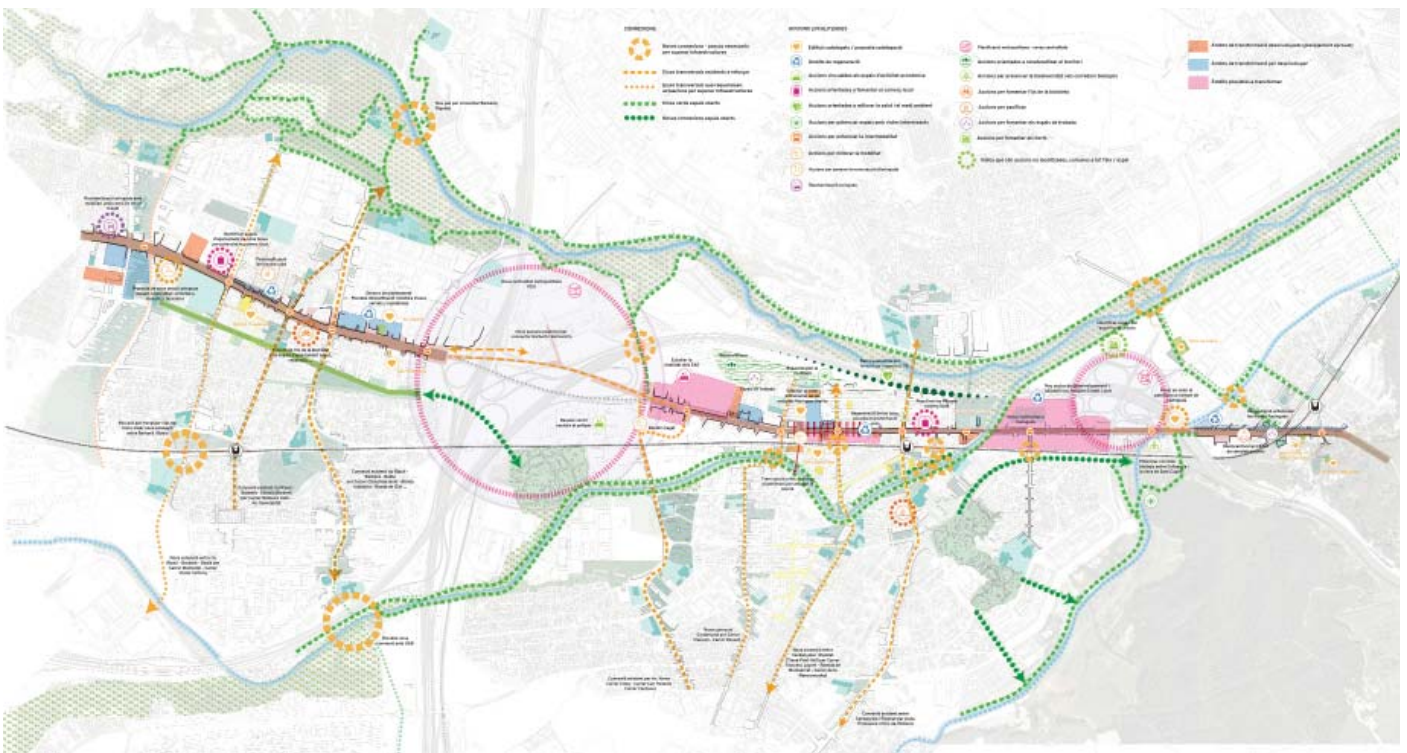


Image 26: Urban strategy maps: synthesis strategy

Source: AMB

SYNTHESIS STRATEGY (MAP 4):

Finally, there is a synthesis map, which brings together the three strategies described above (territorial, local and mobility) and begins to define the actions to be taken to achieve them. They focus on creating a more connected avenue, maximising flows and intermodality, public transport, cycling and pedestrians. A friendly and attractive avenue pacifies the road corridor and regenerates the surrounding fabric. An inclusive avenue, creating meeting spaces and coexistence between different urban uses. A healthy avenue, reducing externalities, re-naturalising and preserving biodiversity and natural connectors. And finally, a metropolitan avenue, i.e. one that is managed jointly by all the stakeholders.

5.5

Projects

All these strategies are summarised in four different projects, which are in turn subdivided into 26 sub-projects. Each of them must be implemented through various actions, in order to meet the objectives of the plan.

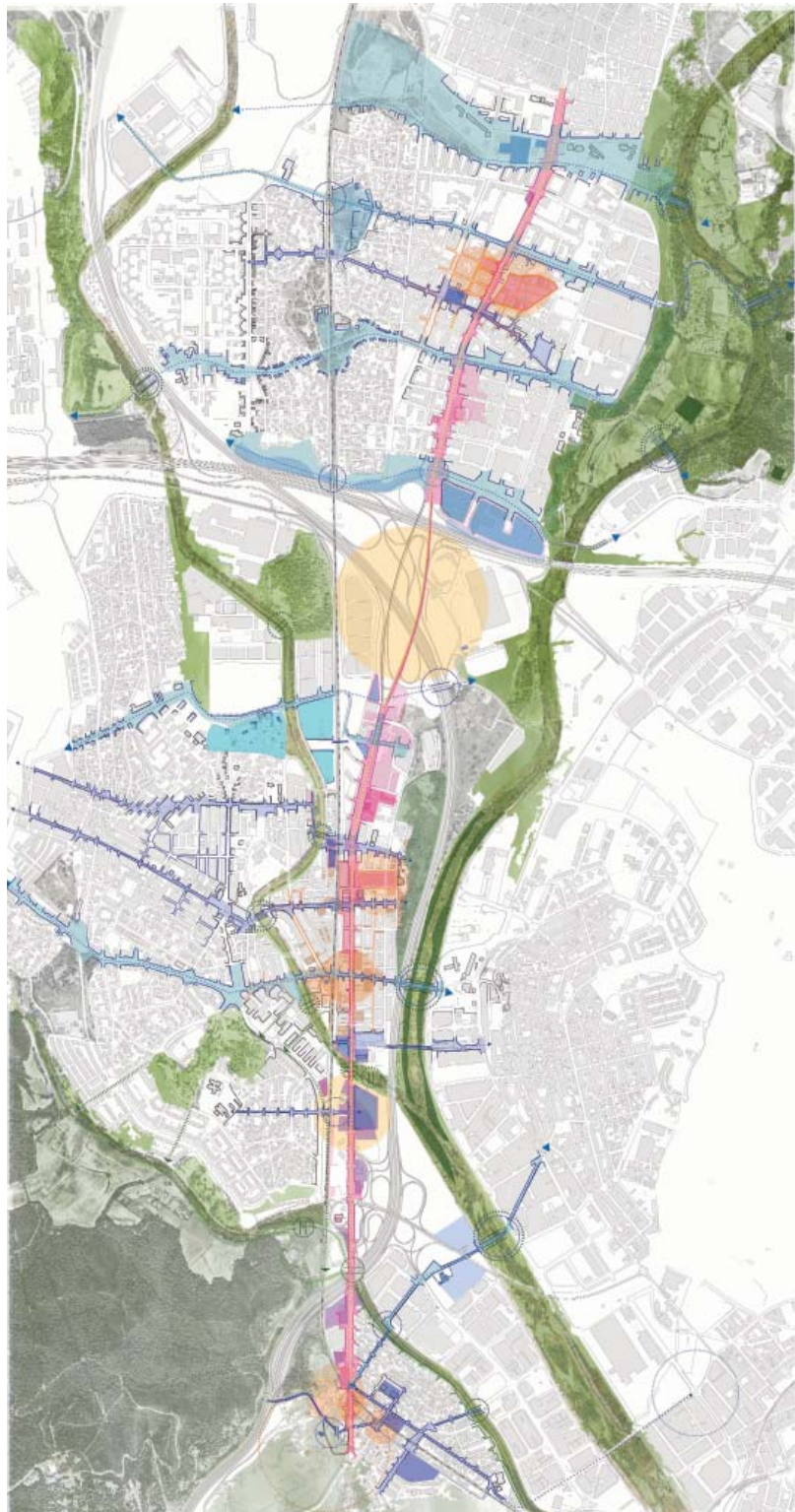


Image 27: Project map and project outline

Source: AMB

2

AVENUE
Element for structuring the territory

- The space
- The filling

6

CENTRALITIES
Areas for activity, mobility and neighbouring relationships

- Metropolitan
 - Baricentro
 - Hospital del Vallès
- Local
 - Barberà del vallès
 - Cerdanyola del Vallès
- Neighbourhood
 - Cerdanyola del Vallès: Uralita
 - Cerdanyola del Vallès: Terranostra neighbourhood

15

TRANSVERSAL CORRIDORS
Reconnecting municipalities, neighbourhoods and open spaces

- Territorial
- Local / neighbourhood

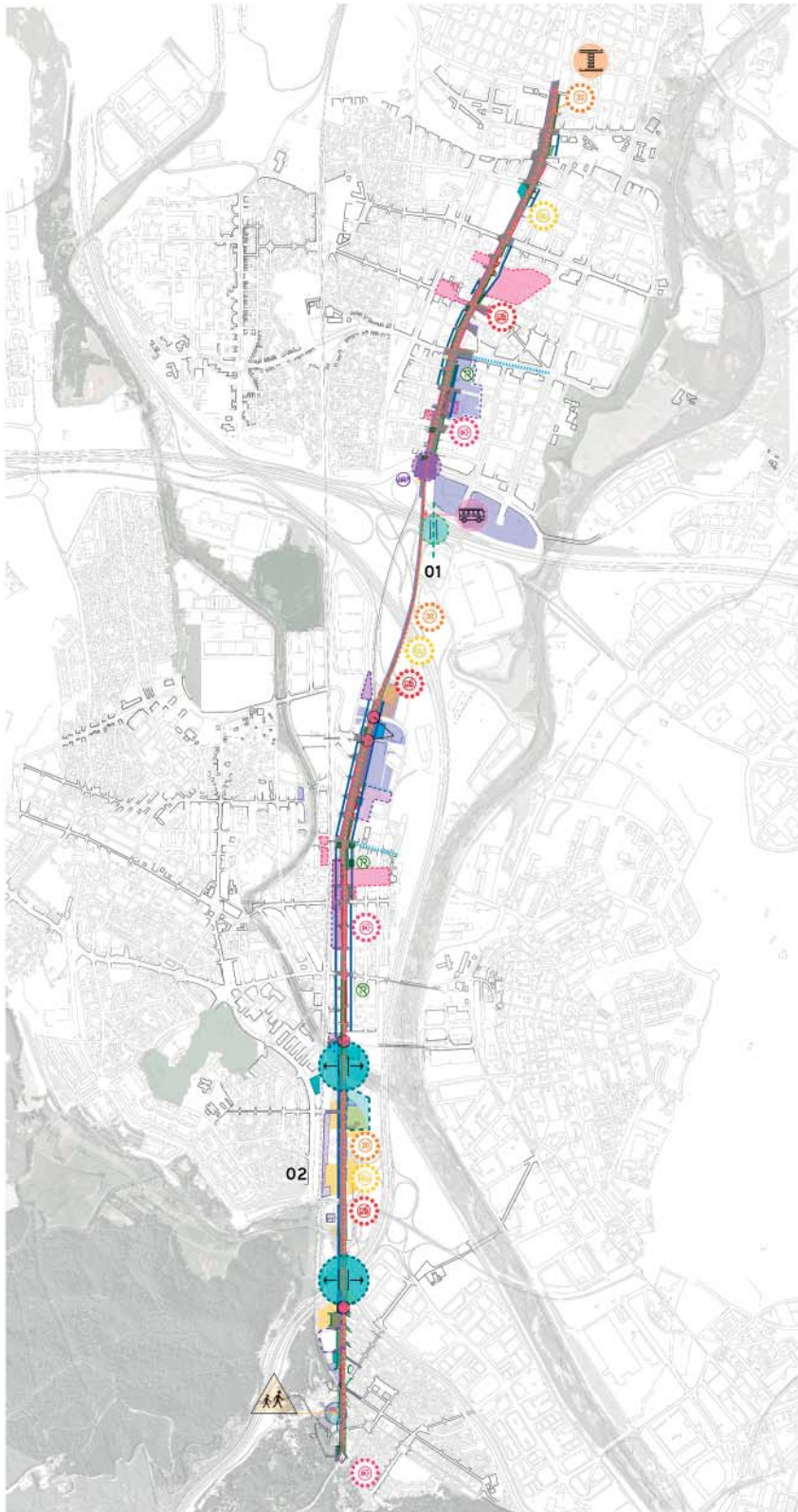
3

GREEN CORRIDORS
Areas for enjoying nature, improving the health and the environment and preserving the biodiversity.

- Ripoll river
- Sec river
- Sant Cugat stream



Avenue



SUBPROJECTS

01 - Avenue: the space

02 - Avenue: the filling

THE CURRENT SITUATION

The N-150 has major potential as the backbone for the territory. It was designed by Ildefons Cerdà in 1845, who was commissioned to create as straight a road as possible linking Terrassa with Barcelona, passing through the municipalities of Sabadell, Barberà del Vallès, Cerdanyola, Ripollet and Montcada i Reixac.

Over time, the urban centres have expanded around the road, and the road has become more specialised with the appearance of private vehicles, and most of the space has been allocated to private motor vehicle traffic, making more human connections more difficult. Meanwhile, due to its connecting characteristics and its proximity to the railway, industrial centres sprang up around the road during the era of industrialisation, which catalysed the economy and the expansion of the municipalities, but some of them are now obsolete.

One of the major obstacles to transforming this road is that the N-150 is a road traffic route between motorways (the C-58 and the AP-7) at the Baricentro infrastructure junction. Pedestrian and bicycle connections are currently impossible in this section due to the technical requirements of the junction. This creates a significant discontinuity that is difficult to overcome without a comprehensive transformation of the junction and the traffic

PROJECT DESCRIPTION

In order to transform the road into Avinguda del Vallès, the project is divided into two sub-projects, involving two different approaches: the space and the filling.

The aim of the space is to address the challenges related to the redistribution of mobility flows, with a view to promoting more sustainable mobility, achieving a more equitable distribution of the public space, and improving urban quality in order to humanise the avenue.

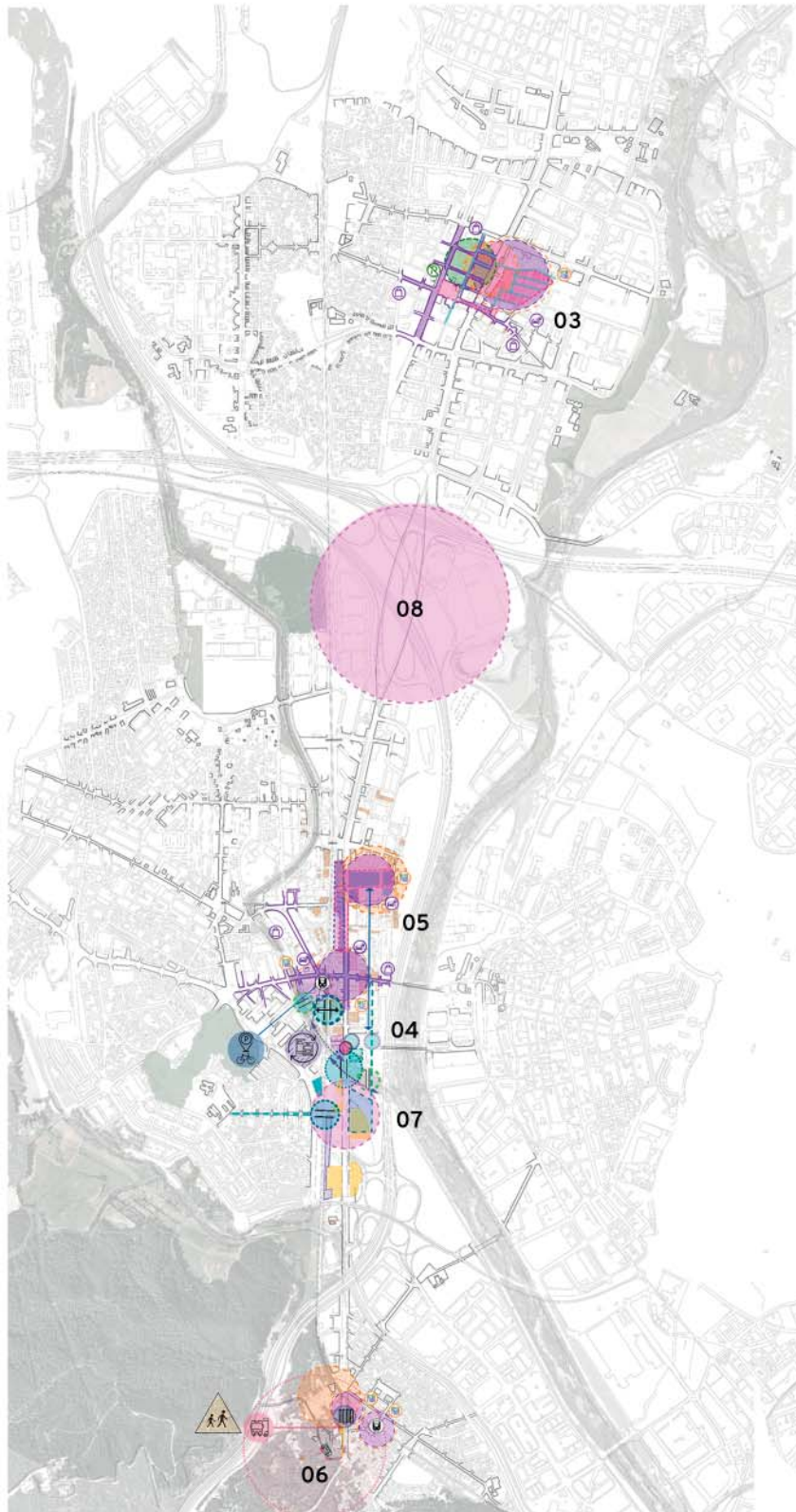
However, for the avenue to have some vitality, it is not enough for it to be redeveloped and/or for mobility flows to be reshaped; the surrounding fabric must also accompany this new character and this transformation. The aim of the filling is to address the challenges related to the area around the avenue, the buildings overlooking it and the ground floors, which determine the character of the road through the activities that take place around it, which must enable social relations and promote local commerce.



Image 28: The space and the filling

Source: AMB

Centralities



SUBPROJECTS

L Local centralities

03 - Barberà del Vallès

04 - Cerdanyola del Vallès

B Neighbourhood Centralities

05 - Cerdanyola del Vallès: Uralita

06 - Cerdanyola del Vallès: Barri de Terranostra

M Metropolitan centralities

07 - Hospital del Vallès

08 - Baricentro

THE CURRENT SITUATION

The urban growth in the second half of the twentieth century choked the territory's geomorphological foundations, erasing historical layouts traces and the containment of the past. The need to provide municipalities with a new local structure therefore arises - a new urban model that connects and establishes a hierarchy for public spaces and facilities.

PROJECT DESCRIPTION

Some areas around the avenue are outstanding in terms of their local identity, their concentration of activities, high accessibility, or their ability to bring neighbourhoods together, which is why they are identified as centrality areas. These centralities can be of different types depending on their level: metropolitan, local or neighbourhood.

Two local very different centralities can be identified. The local centrality of Barberà del Vallès is the oldest part of the municipality, which therefore has a historical fabric and heritage in the area that must be preserved. The local centrality of Cerdanyola del Vallès, which is currently an intermodal node next to the railway station. However, new developments and actions are being carried out in this area that will enable this space to become a genuine municipal centre.

In order to ensure social cohesion it is also necessary to identify other smaller centralities within the neighbourhood, which are the focus of activities and stimulate everyday activities and social life. In this case, two potential areas of neighbourhood centrality have been identified - one in Cerdanyola del Vallès, in the area where the Uralita warehouses are currently located, and another in Montcada i Reixac where the N-150 road crosses the railway.

Finally, two areas of metropolitan interest have been identified around the avenue - one around the Baricentro junction and the other in the area where the construction of the new Vallès regional hospital is planned. These metropolitan areas have not been addressed in this IAP, as they require more detailed work due to their high level of complexity. In order to guarantee the consistency of these areas with the IAP, and the coordination between municipalities, these areas will be developed with the support of the AMB's Urban Planning Policy Development Area.

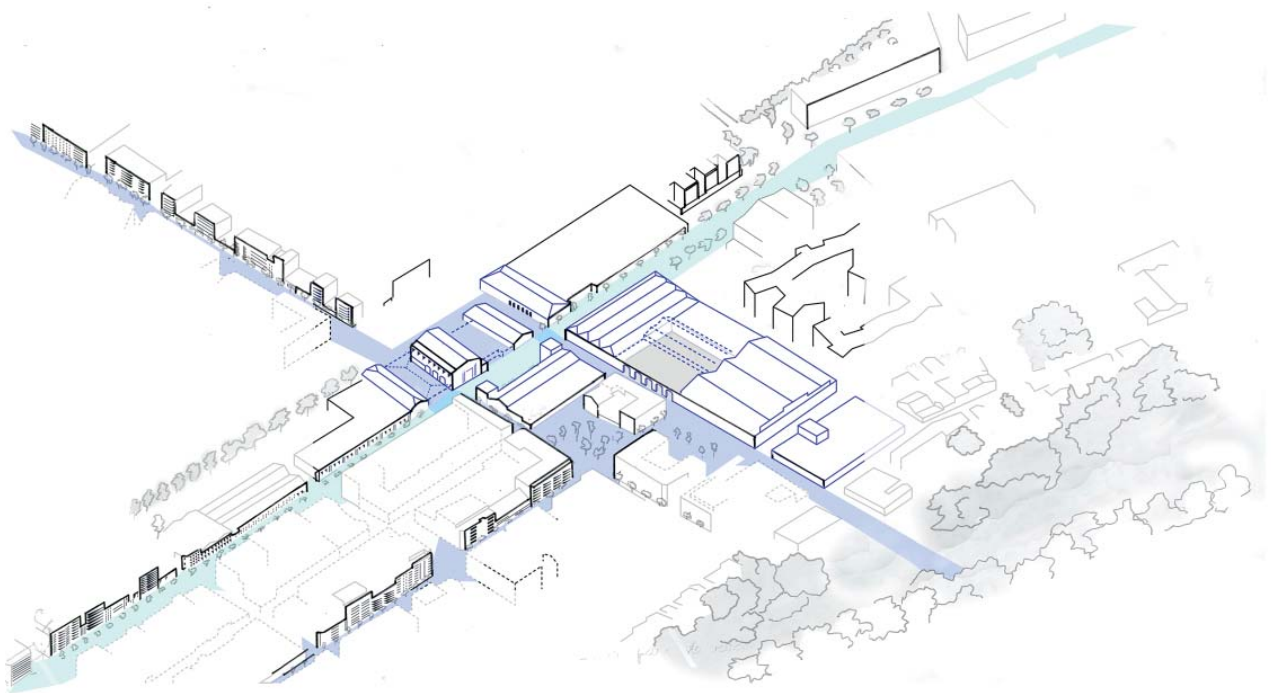
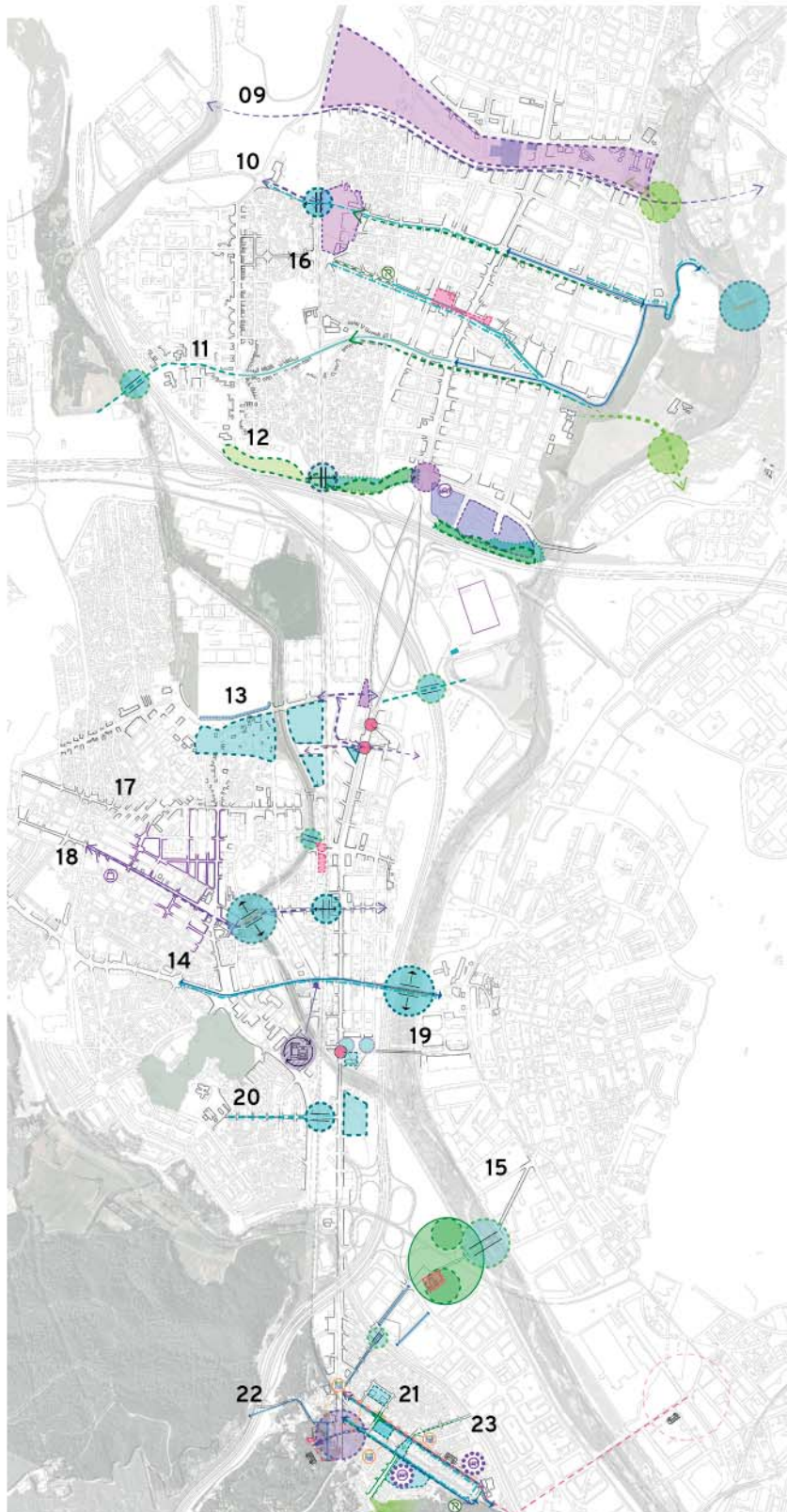


Image 29: Centralities

Source: AMB

Transversal corridors



SUBPROJECTS

T Territorial corridors

- 09 - Interpolar
- 10 - Pintor Fortuny
- 11 - Ronda Industria - Avinguda de la Costa Brava
- 12 - Front Autopista AP7
- 13 - Can Pallarès - Baricentro
- 14 - Avinguda Primavera - Ripollet
- 15 - Torre de Na Joana - Ripollet

L Local

- 16 - Avinguda de la Generalitat - Nèmesis les Valls
- 17 - Carrer de Francolí - Carrer Santa Rosa
- 18 - Carrer Sant Ramon - Carrer Mancomunitat
- 19 - Carrer Tarragona
- 20 - Turó Fontetes - Hospital del Vallès
- 21 - Avinguda Terranostra
- 22 - Carrer Alzina - Església de Santa Maria
- 23 - Riera de Sant Cugat - Ca n'Oller

THE CURRENT SITUATION

The N-150 corridor is 6.5 kilometres long, and it connects the four municipalities that are part of the project. This longitudinal connectivity for cars does not apply to other types of mobility, while at the same time it fails to engage in a dialogue with the surrounding fabrics. There are also other longitudinal infrastructures in this territory (the water network, the C-58 motorway and the railway network) which over time have fragmented the area and created many transversal discontinuities. This has created a poorly structured territory, a disconnection between nearby neighbourhoods, poor quality urban spaces, and an unclear sense of identity.

PROJECT DESCRIPTION

A structure of transversal corridors is proposed in order to improve connections between the municipalities. These can be classified as territorial or local, depending on their potential for structuring the territory.

The transversal territorial corridors are intended to reinforce the existing corridors and to create new ones by constructing new crossings which cross the separating infrastructures. Actions are planned in these transversal corridors to connect the territory, reinforce sustainable mobility (introducing new bicycle lanes and more pedestrian space) and redevelop the streets. Around these transversal corridors, there are also areas of opportunity for planning new developments, which will reinforce these corridors by introducing new mixed uses, as well as facilities and public spaces.

To complete the proposed metropolitan structure, the municipalities must be provided with a new local structure – a new urban model that connects and establishes a hierarchy for public spaces and municipal facilities. The project calls for the creation of local transversal corridors to structure the urban centres and connect them with their natural surroundings.

Both the territorial and local corridors be developed to varying degrees:

- Existing corridors, where interventions are needed to improve the public space and reorganise mobility flows.
- Partially existing corridors, where the construction of bridges or overpasses is required to bypass infrastructures to create a new connection.
- Newly created corridors

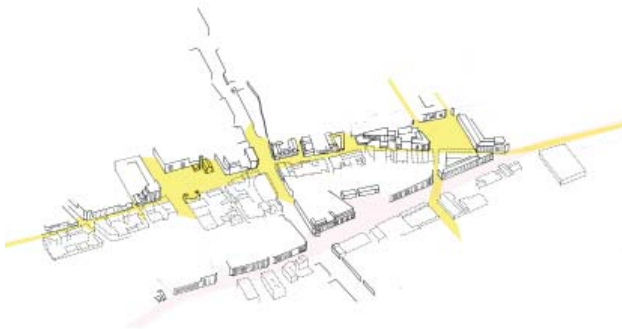


Image 30: Local transversal corridors

Source: AMB

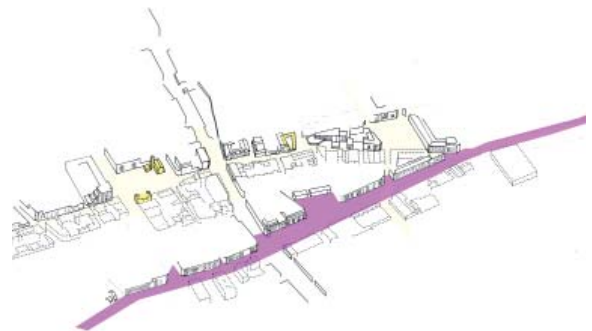


Image 31: Territorial transversal corridors

Source: AMB

Green corridors



SUBPROJECTS

24 - Ripoll river

25 - Sec river

26 - Sant Cugat stream

THE CURRENT SITUATION

The municipalities of Montcada i Reixac, Cerdanyola del Vallès, Ripollet and Barberà del Vallès are surrounded by natural spaces rich in biodiversity and landscape assets (the river Ripoll, the river Sec, the Sant Cugat stream and the Collserola mountain range), but the dense urban fabric around the avenue, the topography and the cut-off caused by the segregated infrastructures means that it is difficult for the population to access these natural spaces, and for the ecological connectors to function properly.

PROJECT DESCRIPTION

The plan calls for a reinforcement of these spaces by creating a riverside esplanade for the enjoyment of nature and the improvement of health with the creation of healthy routes. The aim is also to improve the quality of these spaces by restoring riverbeds, improving the environmental quality of the water, and relocating unregistered allotments. The creation of new entrances is proposed in order to improve accessibility to these areas. Finally, the cultural heritage around these river corridors is also to be enhanced, and parks in the edge areas, among others, will be created.

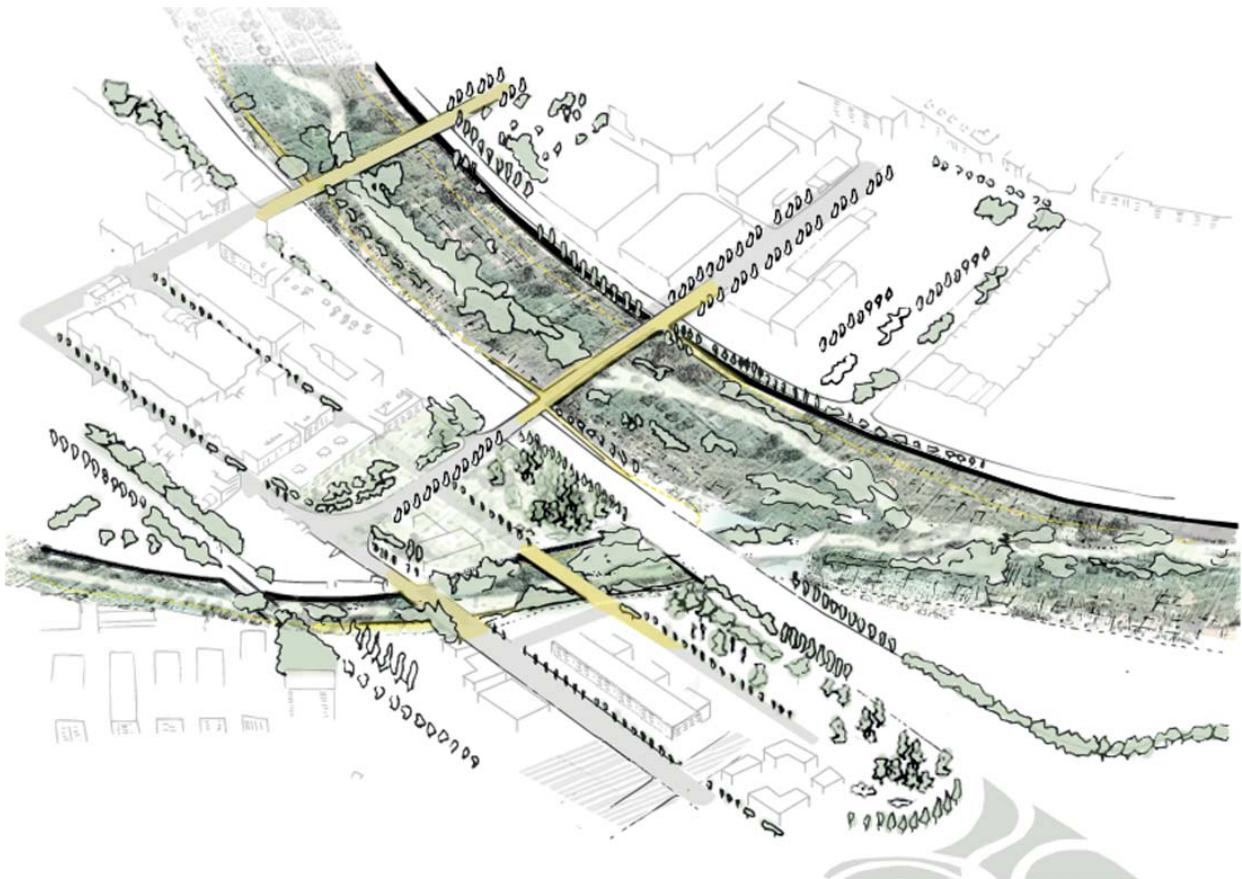


Image 32: Green corridors

Source: AMB

5.6

Logical framework

In order to assess the alignment of the objectives of the IAP with the proposed projects and the objectives of the PDUM and the RiConnect network, a diagram has been created showing the relationships that are established. This diagram shows that the proposals are consistent at all levels of action.

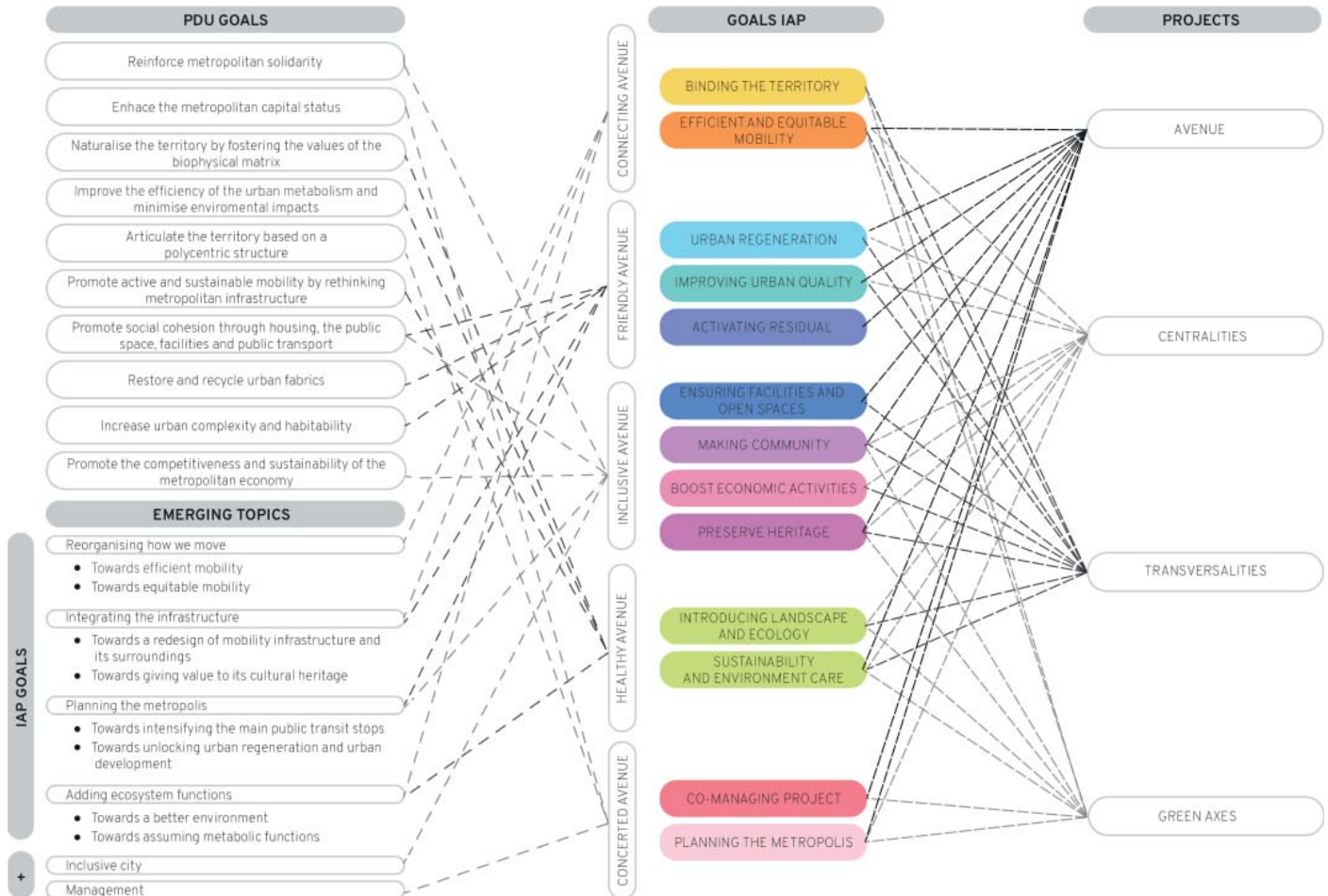


Image 33: Project logic framework diagram

Source: AMB

5.7

Prioritisation of projects

The various projects have been prioritised in order to assess them in terms of their capacity to meet the objectives set out in the IAP, and therefore to identify the project that can potentially have the greatest impact in order to achieve the vision.

The initially defined objectives have been weighted taking into account the aspects that were considered most important during the co-creation sessions.

Type	Objective	Weighting	
C1	Reconnect the territory	15,00%	30%
C2	Efficient and fair mobility	15,00%	
A1	Urban regeneration	15,00%	35%
A2	Improve urban quality	15,00%	
A3	Activate residual spaces	5,00%	
I1	Guarantee facilities and open spaces	2,50%	10%
I2	Promote social coexistence	2,50%	
I3	Promote competitiveness	2,50%	
I4	Preserve heritage	2,50%	
S1	Incorporate ecology and the landscape	5,00%	10%
S2	Sustainability and the environment	5,00%	
PI1	Co-management	7,50%	15%
PI2	Metropolitan planning	7,50%	

After the weighting of each objective and sub-objective had been established, each project was analysed according to the relative importance of each objective to each project. The tables below show the score given to each sub-objective for each project. The end result of the prioritisation is shown in the table below:

No.	Investment project	C	A	I	S	P	Final result
		30%	35%	10%	10%	15%	
1	Avinguda del Vallès: the space and the filling	0,94	1,31	0,35	0,28	0,65	3,52
2	Centralities	0,65	1,19	0,36	0,26	0,53	2,99
3	Transversal corridors	0,92	1,09	0,29	0,19	0,4	2,88
4	Green corridors	0,43	1,15	0,17	0,36	0,45	2,56

The project with the highest score is the avenue project, and as such the integrated actions are carried out in relation to this project, which consists of two sub-projects: the space and the filling.

6. Small-scale action

As part of the process involved in drafting the IAP, a small-scale action is required which includes some of the actions proposed in the IAP, and tests them to assess their impact on the territory studied.

Small-scale actions are actions that allow an idea, concept and/or approach to be tested locally in terms of its relevance, feasibility and the added value of its implementation. The aim is to experiment with ideas and concepts that are to be put into practice on Avinguda del Vallès in an innovative and original way. These actions are limited in terms of time, scale and space and by their nature have scope for failure.

After this small-scale action, the IAP learned from this test, measured the results and adapted the project to them, adjusting some of the previously defined actions in view of the experience.

6.1

Description of the small-scale action

The small-scale action consisted of a one-day event involving simultaneous activities in various areas of the road, with the theme “Viu l’Avinguda del Vallès” (“Experience the Avinguda del Vallès”). This event aimed to raise awareness of the project, collect citizens’ opinions and test some of the projects proposed. The small-scale action was held from 10 am to 1 pm on Sunday 21 November 2021.

The primary objective was to fill the N-150 road with activities and people, while addressing the different themes of the project at each location. Three locations within the four participating municipalities were chosen, and a bus service connected the 6.5 kilometres studied by public transport. The aim was therefore to present the possible transformation of the road and the thematic and working areas covered during the co-creation process.

Barberà del Vallès: connecting avenue > mobility. A section of the N-150 around the town centre was closed in Barberà del Vallès, and traffic on the road was diverted. Activities to promote active mobility were carried out in the space which was free of private vehicles, including the implementation of a cycle lane and a bicycle circuit for children.

Cerdanyola del Vallès–Ripollet: friendly and inclusive avenue > mixed uses, inclusivity. Various activities took place without affecting traffic in this section in a square adjacent to the road, in order to encourage participation by citizens of all ages, from children to senior citizens.

Montcada i Reixac (Terra Nostra neighbourhood): healthy avenue > ecology. Finally, in the third location, various activities took place in a cultural centre and at the side of the road without affecting traffic. The activities were aimed at promoting healthy habits and re-naturalising the road by installing temporary vegetation along it.

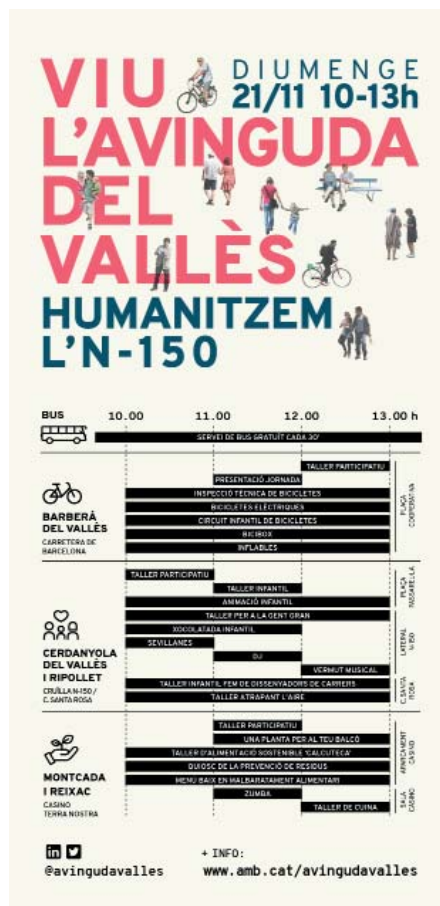


Image 34: Flyer for the small-scale action

Source: AMB



L'N-150 és la principal carretera de la comarca del Vallès Occidental. El volum de vehicles i el tipus de mobilitat provoca problemes de soroll a causa del trànsit, actua com a barrera dins dels municipis per on passa i no està preparada per acollir desplaçaments a peu o en bicicleta entre municipis.

L'Avinguda del Vallès

Amb l'objectiu de connectar el Vallès Occidental amb Barcelona a través d'una via que posi el protagonisme en els vehicles no motoritzats, entitats veïnals, ciutadania i personal tècnic dels municipis de **Barberà del Vallès, Cerdanyola del Vallès, Ripolllet i Montcada i Reixac** estan treballant en la diagnosi i una proposta d'accions per millorar l'eix viari i el seu entorn.

El projecte s'emmarca en el programa europeu **URBACT**, que fomenta el desenvolupament urbà sostenible. Dins d'aquest programa, l'**Àrea Metropolitana de Barcelona** lidera la xarxa **RiConnect** - Rethinking Infrastructure, una agrupació d'entitats locals que busca repensar, transformar i integrar les infraestructures de mobilitat per connectar persones, municipis i espais naturals.



6.2 Execution

The action was carried out on a small scale, which required communication issues to be addressed beforehand, and the creation of a comprehensive series of activities for the day of the event. There were three types of activities:

- IAP participation stands: points providing information about the project and collecting citizens' opinions through a survey, in which they could prioritise the proposed actions. At each participation stand, an AMB specialist and a participation facilitator attended to visitors.
- Small-scale actions: testing and trials of the actions proposed in the co-creation sessions, in order to evaluate their feasibility and success.
- Additional activities: activities not specifically related to the actions proposed by the IAP, but which were enjoyable and related to the theme covered in each area. These were considered useful in attracting people to the event.



Image 35: Small-scale action in Barberà del Vallès



Image 36: Small-scale action in Cerdanyola del Vallès - Ripollit



Image 37: Small-scale action in Montcada i Reixac

6.3

Assessment of the results

SUCCESS OF THE ACTIONS TESTED

A bus service along the road. The bus service was a success, with 145 journeys made in the 4.5 hours the service was provided. There were 18 bus trips in this time (9 in each direction), which is the equivalent of 8 passengers per trip. However, the use was uneven at different times of day, with hardly any passengers in the early hours, while as many as 20 passengers per journey used the later services.



Image 38: Bus service along the road



Barberà del Vallès

Car-free road. The closure of the N-150 road to traffic created a pleasant space for citizens, while not causing any major disruption in the diversion routes. Bicycle lane and bicycle repair stand. These activities showed both the feasibility of an uninterrupted cycle path along the road and the interest in cycling in general.



Image 39: Images of the road closure in Barberà del Vallès

Cerdanyola del Vallès-Ripollet

The activities in Cerdanyola and Ripollet were aimed at older people and children, introducing a sector of citizens who had not participated in the co-creation sessions until that point, gathering their opinions and imagining what the transformation of the avenue could mean to them.



Image 40: Gathering different opinions

Montcada (Terra Nostra)

Pop-up green zone

As the pictures show, the pop-up green zone successfully improved the public space around the road. The comments from citizens were generally positive, with most people consulted calling for it to be installed on a permanent basis.



Image 41: Green spaces emerge on the road



Communication results

Local media. Three local media outlets reported on the event prior to it taking place, while more than six local media platforms shared the results after the event, with positive opinions about the overall project, the event and the participation.

Social media. The event was a success on Twitter, where users (in addition to @AvingudaValles) posted more than 25 tweets.

7. Integrated actions

Given that the priority project is the avenue (the space and the filling), the integrated actions necessary to achieve the pacification and improvement of the avenue were developed in greater depth. The authorities responsible, time frame, risks, results, etc., were determined, and the actions to be carried out in order for the action to be successful were considered in detail.

Some of these activities were dependent on each other and required a time sequence for their implementation, while others could be carried out autonomously and independently. We also looked for examples and experiences from other municipalities and territories that could help with the implementation of the IAP.

Avinguda: the space



7.1.1

Description

A redevelopment study of the road will have to be carried out along the Avinguda del Vallès, and transport flows rearranged to promote sustainable mobility and a more equitable distribution of space, giving priority to people. Some of the criteria to be taken into account are the need to widen pavements and pedestrian spaces, introduce cycle lanes, make the public road space more attractive and friendly, remove architectural barriers, introduce greenery and incorporate more pedestrian crossings to favour connections across the road. The bus lines should also be reconsidered in order to connect the different municipalities with efficient and competitive public transport. In some sections it will be necessary to reconsider the section of the avenue in order to attempt to widen it by regenerating the surrounding fabric.

Bearing in mind the impossibility of transforming the Baricentro hub in the short term and the fragmentation it generates, an alternative connection for pedestrians and bicycles between Barberà del Vallès and Cerdanyola del Vallès and Ripollet should be considered.

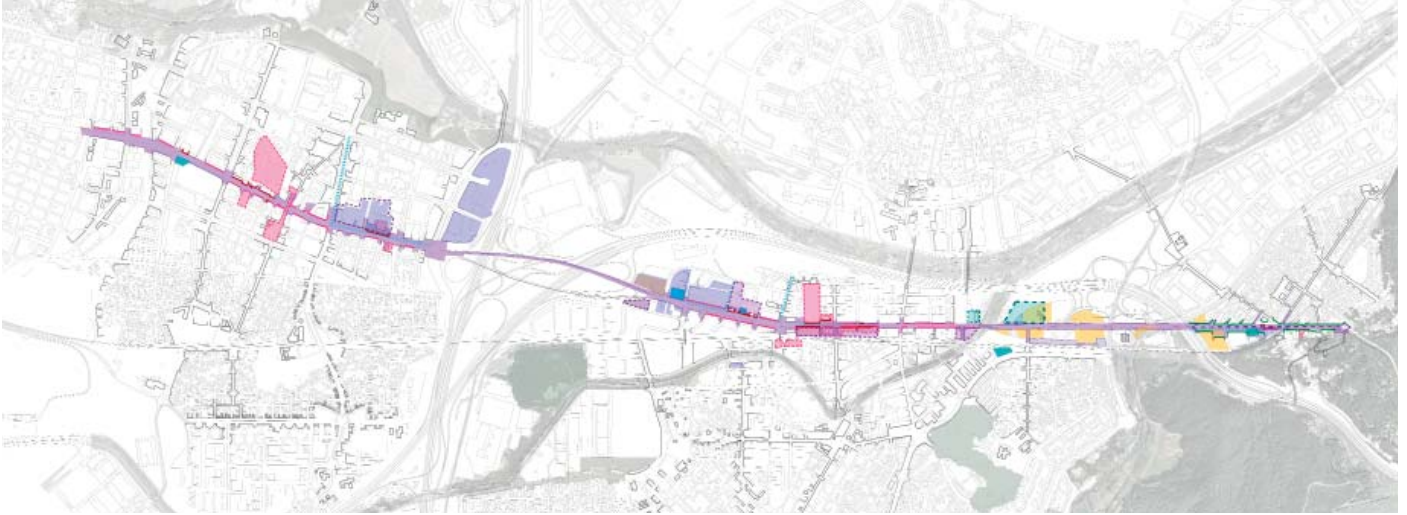
Finally, all the externalities created by private vehicles must be taken into account, both on the avenue itself and in the infrastructures in this area (the C-58 and AP-7 motorways), and measures to improve environmental quality and acoustic comfort must be introduced.

7.1.2.

Objectives

- Efficient and fair mobility
- Improve urban quality
- Introduce the landscape and ecology
- Preserve heritage
- Promote social coexistence

Avenue: the filling



7.2.1

Description

The area around the Avinguda del Vallès must have quality public spaces, with activities and services accompanying them in order to make the avenue intense, lively and appealing to citizens. Areas of opportunity are therefore identified in the surrounding area, either because they are obsolete fabrics or existing sectors which need to be reconsidered in order to assess their possible transformation or reprogramming according to the uses and intensities of a metropolitan avenue.

Actions aimed at improving the competitiveness of businesses and providing the necessary support to activate ground floor premises are required in order to boost local commerce, as well as support for businesses in the digital transition and promotion of the local economy, among other areas.

A characteristic feature of the avenue is the rich heritage of both its surrounding area and the road, which was designed by Cerdà. Culture is a key aspect in the development of the community, creating a common identity, preserving historical memory and fostering public cohabitation. Actions to enhance the visibility of the area's heritage and preserve it are therefore necessary.

Finally, the diagnosis identified some critical points in relation to the width of the avenue in the section between Cerdanyola del Vallès and Ripollet, but at the same time it is an area of opportunity where there is the potential for transforming the surrounding fabric, which is why it is necessary to study this area in depth and assess the possibility of widening the section.

7.2.2.

OBJECTIVES

- Urban regeneration
- Promote economic activities
- Guarantee facilities and open spaces
- Promote social coexistence
- Preserve heritage
- Sustainability and the environment
- Activate residual spaces

7.3.

Actions

There are eight actions involved in the avenue:

THE SPACE

A1 - REDEVELOPMENT OF THE AVENUE

A2 - CONNECTING BARBERÀ WITH Cerdanyola and Ripollet

A3 - PROMOTION OF SUSTAINABLE MOBILITY

A4 - ENVIRONMENTAL HEALTH PROGRAMME

THE FILLING

A5 - DEFINING THE AREA AROUND THE AVENUE

A6 - PRESERVING AND MAKING HERITAGE VISIBLE

A7 - PROMOTING LOCAL TRADE AND ECONOMIC ACTIVITY

A8 - PROGRAMMING SPACES OF OPPORTUNITY IN THE AREA

A1 REDEVELOPMENT OF THE AVINGUDA DEL VALLÈS

PROJECT AVENUE - THE SPACE

AUTHORITY RESPONSIBLE FOR THE ACTION AMB, upon request by the four municipal councils

BRIEF DESCRIPTION

The redevelopment of the avenue aims to improve the urban quality of the road in order to make it a more pleasant space for citizens.

To that end, the action sets out the following criteria: widening the space for pedestrians, introducing greenery along the corridor, removing existing architectural barriers, rethinking the space for private vehicles (sides and parking spaces), increasing the number of pedestrian crossings, and widening the bridges over the rivers.

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Municipal Council (MIR)
Generalitat de Catalunya
Catalan Water Agency (ACA)

FUNDING

The majority of the funds will have to be regional, Spanish and/or European.
The municipal councils may provide funding for small-scale and local activities.
The tranche-by-tranche approach is perfect for EU programmes.
The municipal and AMB budgets complement this.

ACTION TIME FRAME

Short - long term







OBJECTIVES ADDRESSED

Reconnect the territory Improve urban quality
Incorporate landscape and ecology Co-management



RISKS / COMMENTS

The biggest risk to the pacified avenue is the sporadic traffic created by the Baricentro junction. As long as the N-150 road is part of the traffic between motorways, the Baricentro section will not be transferred and cannot be pacified. It is also difficult to obtain funding for the action, so it is better to implement it in tranches, with a long-term overall perspective. The continuation of the pacification towards Sabadell and Terrassa must be taken into account.

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	COMMENTS/RISKS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A1.1	Transfer ownership of the urban sections of the avenue (offer by the Generalitat de Catalunya, acceptance by Cerdanyola del Vallès and Ripollet). Not subject to cost.		Ownership of the avenue in the urban sections of the municipalities in the area	A1.2	There is a section of the avenue at the Baricentro junction that has not yet been transferred. It will not be transferred until the N-150 road traffic between motorways ceases.	CDV Municipal Council, RPL Municipal Council and the Generalitat de Catalunya
A1.2	Implement the Environmental Sustainability Plan (tactical urban planning) to expand the space for pedestrians and bicycles (Cerdanyola del Vallès and Ripollet). Section 6.2, 1,491 m long. Study carried out - approximate cost of the intervention according to the study: €580,000.		Activating action. Implementation of one cycle lane in each direction, and expansion of pedestrian space.	A1.1 + A1.3	Action in the tendering phase. Care must be taken to ensure that the tactical town planning has some landscape and environmental sensitivity.	AMB with the cooperation and agreement of the municipal councils affected (RPL + CDV)
A1.3	Implement a tactical urban planning project to create space for pedestrians and bicycles on the interurban section between Montcada i Reixac and Ripollet. Length: 1,182 m. Study carried out - approximate cost of the intervention according to study: €325,000.		Activating action. Implementation of one cycle lane in each direction, and creation of pavements	A1.2	Study completed, pending budget availability. Care must be taken with the link between the C-58 motorway junction and the N-150 road, prioritising the side without the infrastructure junction. Landscape sensitivity	AMB amb cooperació i consens dels ajuntaments afectats (RPL + CDV)
A1.4	Create pocket parks on land adjacent to the avenue.		Activating action. Create leisure areas, introduce vegetation, permeabilisation of the ground, addition of children's playgrounds	A4 A1.5	Production of a plan of spaces that can be occupied, prioritisation, implementation by municipal councils, execution of the parks.	Joint strategy by the four municipal councils and implementation by municipalities.
A1.5	Implement the Environmental Sustainability Plan (pocket parks, tactical action) at the junction of Sant Oleguer street with the N-150 road (Barberà del Vallès). Approximate cost of the intervention according to the study: €373,750.		Activating action. Redevelop a space of 1,498 m2 (rectangular, 14 m by 107 m) to make it into a pedestrian space which is pacified, vehicle-free and usable as an urban climate shelter.	A4 A1.4	Preliminary project. Executive project. Site management. This action is being tendered with four other separate actions, but the objective of all of them is to become a climate shelter.	AMB with the cooperation and agreement of the BRV municipal council
A1.6	Carry out a study for the comprehensive redevelopment of the Avinguda del Vallès (which will be carried out in sections, and include the entire route except for the Baricentro junction).		Study/project. Create a collective imaginary and make change visible, intervention criteria	A1.7+A1.8 A2.9 A5.2+A5.3+A5.4+A5.5+A5.6	Make a joint commissioning application from the four municipal councils to the AMB.	AMB with the cooperation and agreement of the municipal councils affected (BRV + CDV + RPL + MIR).

AVENUE - THE SPACE

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	COMMENTS/RISKS	AGENTS
A1.7	Draw up the executive projects for sections of the Avinguda del Vallès (according to advisability and priority).		Executive projects of the urban development.	A1.6 + A1.8 A2.8 A5.2+A5.3+5.4+A5.5+A 5.6 A8.9 + A8.10	There is a section of the avenue at the Baricentro junction that has not yet been transferred. It will not be transferred until the N-150 road traffic between motorways ceases. Linked to the Baricentro centrality	AMB - Public Space Services Office and/or the municipal councils affected (BRV+RPL+CDV+MIR).
A1.8	Draw up the urban development works for sections of the Avinguda del Vallès (according to advisability and priority).		Execution of the urban development works.	A1.6 + A1.7 A2.8 A5.2+A5.3+5.4+A5.5+A 5.6 A8.9 + A8.10	There is a section of the avenue at the Baricentro junction that has not yet been transferred. It will not be transferred until the N-150 road traffic between motorways ceases. Linked to the Baricentro centrality.	AMB - Public Space Services Office and/or the municipal councils affected (BRV+RPL+CDV+MIR).

A2 CONNECTING BARBERÀ WITH Cerdanyola AND RIPOLLET

PROJECT AVENUE - THE SPACE

AUTHORITY RESPONSIBLE FOR THE ACTION Generalitat de Catalunya + municipalities affected

BRIEF DESCRIPTION

The connection between Barberà del Vallès and Cerdanyola del Vallès and Ripollet is necessary to reconnect the territory and to improve active mobility between the municipalities. It is very difficult to connect these municipalities, as the N-150 forms part of the road traffic between the segregated roads as it passes through Baricentro, and its pacification therefore requires the junction to be entirely redesigned.

In the meantime, alternative actions to connect these municipalities for pedestrians and bicycles are needed. This action could be accompanied by an awareness-raising and signage campaign.

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)

ACTION TIME FRAME

Medium - long term

OBJECTIVES ADDRESSED

Reconnect the territory
Efficient and fair mobility
Promote social coexistence

RISKS / COMMENTS

The transformation of the Baricentro junction requires the coordination of many government bodies which must be aligned on the future mobility model of this region.
The current high levels of private mobility on both the C-58 and the AP-7 motorways and the new developments in the surrounding area, which suggest an increase in mobility flows, make it difficult to envisage a scenario with a reduction in private mobility.



FUNDING

The actions require the construction of large infrastructures, and they are therefore very expensive. Local, metropolitan and regional funding will be required for preliminary studies and projects, and for the execution of the works.

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	COMMENTS/RISKS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A2.1	Executive project for the construction of a new bridge over the AP-7 motorway to link Barberà del Vallès with Baricentro.		Executive project	A1.2 A2.2	Project completed. The construction of the bridge requires a major investment, and is a provisional measure which enables active mobility before the junction is redesigned to free up the N-150.	Barberà del Vallès Municipal Council, authorisation from the Spanish Ministry of Public Works and Transport
A2.2	Tender for the construction of the new bridge over the AP-7 motorway to connect Barberà del Vallès with Baricentro. Approximate cost of implementation according to study: €4.7 million.		Tender for the works and construction of the bridge over the AP-7 motorway.	A1.2 A2.1	The aim is to start the tender before the summer of 2022, pending a report from the Spanish Ministry of Public Works. The solution is agreed upon between the two administrations. High execution cost.	Barberà del Vallès Municipal Council, updating the Spanish Ministry of Public Works and Transport
A2.3	Preliminary studies of alternatives for the construction of a new bridge over the C-58 to reach Baricentro. Connection with the Barberà del Vallès footbridge.		Study/project with various alternatives.	A1.2 A2.1 + A2.2 A2.4 + A2.5	The construction of the bridge requires a major investment, and it is a temporary action which enables active mobility until the junction is redesigned to free up the N-150.	Cerdanyola del Vallès and Ripollet municipal councils, authorised by the Generalitat de Catalunya
A2.4	Executive project for the construction of a new bridge to cross the C-58 motorway to reach Baricentro from Cerdanyola del Vallès and Ripollet. Connection with the Barberà del Vallès footbridge.		Executive project for the bridge over the C-58 motorway.	A2.3 + A2.5	The construction of the bridge requires a major investment, and it is a temporary action which enables active mobility until the junction is redesigned to free up the N-150.	Cerdanyola del Vallès and Ripollet municipal councils, authorised by the Generalitat de Catalunya
A2.5	Tender and construction of the new bridge over the C-58 motorway to reach Baricentro from Cerdanyola del Vallès and Ripollet. Connection with the Barberà del Vallès footbridge.		Tender for the works and construction of the bridge over the C-58 motorway.	A2.3 + A2.4		Cerdanyola del Vallès and Ripollet municipal councils, updating the Generalitat de Catalunya

AVENUE - THE SPACE

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	COMMENTS/RISKS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A2.6	Baricentro junction transformation study Phase 1: Southern semi-link Phase 2: Northern semi-link Phase 3: Urban continuity on the N-150 road The order of the phases can be sequential or random, depending on the timeliness		Conduct the study, agree on the pacification of the Baricentro junction, and choose the most viable alternative.	A1.7+A1.8 A2.7	The Generalitat de Catalunya anticipates an increase in road traffic and an increase in the capacity of the road network. There is no commitment to a change of model with a reduction in private mobility. Risk that freeing up the N-150 will affect new roads, endangering open spaces such as the river Ripoll. Need for cooperation or consensus between administrations.	Generalitat de Catalunya with the cooperation and agreement of AMB and the municipal councils involved (BRV+CDV+RPL)
A2.7	Redesign the Baricentro junction and pacify the last stretch of the avenue (development of the metropolitan centrality).		Development of metropolitan centrality. Continuation and pacification of the Avinguda del Vallès.	A1.7+A1.8 A2.6	A very long-term activity. The Metropolitan Urban Master Plan (PDUM) will define the development and implementation of the metropolitan areas (AMB)	AMB with the cooperation and agreement of the Generalitat de Catalunya and the municipal councils involved (BRV+CDV+RPL)

A3 SUSTAINABLE MOBILITY

PROJECT AVENUE - THE SPACE

AUTHORITY RESPONSIBLE FOR THE ACTION Generalitat de Catalunya, TMB and AMB and municipal

BRIEF DESCRIPTION

Promoting sustainable mobility on the Avinguda del Vallès means prioritising people over vehicles in order to achieve efficient and equitable mobility.

To that end, the action sets out the following criteria: introduce public transport along the entire length of the avenue, provide continuity for the cycle lane, limit speed and heavy vehicle traffic in the urban sections, reduce through traffic, and anticipate the repercussions of this new mobility on the area. This action could be accompanied by an awareness-raising and signage campaign.

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Municipal Council (MIR)
Transports Metropolitans de Barcelona (TMB)
Generalitat de Catalunya

ACTION TIME FRAME

Short - medium term

OBJECTIVES ADDRESSED

Efficient and fair mobility
Sustainability and the environment Co-management







RISKS / COMMENTS

This action is closely linked to Action A1 - Redevelopment of the avenue. The mobility studies carried out will have to be updated as the actions to pacify the N-150 are undertaken.

FUNDING

Most of the funds will have to be regional or metropolitan.
The municipal councils may provide funding for small-scale and local activities. There are also complementary AMB budgets.

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	RESULTATS ESPERATS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A3.1	Implement BiciBus routes for travel to schools.		Activating action. Promote active mobility, awareness raising, advocacy.	Example 1 BiciBus Barcelona	Consider cyclists' safety and anticipate the repercussions in terms of mobility.	Parents' associations + schools with guidance and support from the BiciBus project and the municipal councils.
A3.2	Install bicycle parking facilities (BiciBox) around public transport stations and centralities.		Activating action. Free public car park network. Promote active mobility, awareness-raising, advocacy.	A1.2 + A1.3	Action linked to tactical actions (Environmental Sustainability Plan). Planned large-capacity BiciBox site in Cerdanyola near the station and another in Montcada.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.3	Implement an integrated bicycle system in the AMB (AMBici, metropolitan bicycle sharing service).		Activating action. Metropolitan bicycle network. Promote active mobility, awareness-raising, advocacy.	A1.2 + A1.3 Example 3: Bicing	None of the four municipalities is included in the planned second phase of the metropolitan Bicing scheme (15 out of the 36 are currently included). Consider the connection with Sabadell and Terrassa.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.4	Create a "Metrominuto" map showing walking distances to the main places of interest. Draw up a strategic communication plan.		Activating action. Design and drawing of the synoptic map, and the communication campaign.	Example 2: Metrominuto Santa Coloma de Gramanet	Promote healthy lifestyles. Show which routes are not yet available. Establish a prioritisation system.	Joint strategy by the four municipal councils (BRV + CDV + RPL + MIR).
A3.5	Limit and signpost the maximum speed at 30 km/h on urban sections of the avenue.		Technical specifications for signage, execution of road signs and communication. Awareness raising, advocacy		The municipalities are starting to implement these restrictions. Inter-urban sections must be considered. Opportunity: low emissions zone. Risk of court ruling overturning low emissions zones.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.6	Carry out a mobility study of entrances to the industrial estates in the area around the avenue.		This study should establish how to avoid and/or minimise heavy vehicle traffic along the avenue, analysing the dysfunctions that could arise.	A3.5	Aim: avoid heavy vehicle traffic along the avenue (most municipalities have banned it, but it is difficult to avoid in Montcada due to the location of the Hermes industrial area).	Municipal councils with the participation of the associations of the economic activity development areas.

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A3.7	Implement a bus line running along the entire avenue.		"Avinguda del Vallès" bus line.	A1.2 + A1.3 A3.8	This action must be linked to the AMB's assumption of responsibility for mobility in the second ring. Take into account agreements with existing operators (not currently anticipated).	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.8	Sign the stops equally between municipalities.		Design of the graphic image, awareness-raising of the project, construction and implementation of the bus shelters.	A1.6 + A1.7 + A1.8 A3.7	Friendly, accessible, well-lit, informative and functional stops for all age groups. The municipalities of CDV and RPL are already part of the metropolitan bus shelter contract.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.9	Draw up a supramunicipal mobility study (anticipate the mobility repercussions for the avenue pacification plan).		Study/project. Paradigm shift and making change visible, scheduling actions and seeing what dysfunctions it can create.	A1.6 + A1.7 + A1.8 A2.7	This mobility study will be updated and revised as the avenue redevelopment project progresses.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A3.10	Study to identify existing footpaths/cycle routes connecting the municipalities (via the river, paths, walks, etc.) + production of a common map and signage + communication plan + mobile application with the routes.		Activating action. Identify and enhance existing routes, encourage changes in habits, raise public awareness.	A4 A6.1		Joint strategy by the four municipal councils with the participation and support of the local mobility and environmental associations

EXEMPLES DE REFERÈNCIA



Example 1: Bicibus
A: <https://bicibus.cat/>



Example 2: Metrominuto. Santa Coloma de Gramenet
A: <https://www.gramenet.cat/es/sites/por-la-salud-de-todas-y-todos/metrominuto/>



Example 3: Bicing. Barcelona
A: <https://www.bicing.barcelona/es>

A4

ENVIRONMENTAL HEALTH PROGRAMME

PROJECT AVENUE - THE SPACE + AVENUE: THE FILLING

AUTHORITY RESPONSIBLE FOR THE ACTION Generalitat de Catalunya and AMB

BRIEF DESCRIPTION

Mitigating environmental externalities arising from road traffic and from activities that damage people's health and well-being is essential for ensuring a healthy environment. A broad-based approach is needed to improve comfort, sustainability and the environment in the entire area.

The action establishes the following criteria: monitor noise created by nightlife, remove asbestos from buildings, improve the cleanliness of the avenue, reduce emissions and build noise barriers around the segregated roads

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Municipal Council (MIR)
Generalitat de Catalunya

ACTION TIME FRAME

Short - medium term

OBJECTIVES ADDRESSED

Sustainability and the environment

RISKS / COMMENTS

The major difficulty will be building noise barriers around the major segregated roads. They must be effectively integrated into the landscape and must not have a significant visual impact.

FUNDING

Most of the funds to carry out the studies can be metropolitan or local. The municipal councils may provide funding for small-scale and local activities. Metropolitan and regional or European funds will be needed to undertake and implement the projects.

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A4.1	Study and plan for removing asbestos from the Avinguda del Vallès area.		Survey identifying buildings/areas with asbestos, estimated budget for its removal and programming of actions.	A8.5 Action plan for the treatment and removal of asbestos (2019).	AMB has an action plan for the treatment and removal of asbestos, which covers the 36 metropolitan municipalities. In addition, in 2018 the AMB Housing Consortium approved the regulations for aid for the refurbishment of collective residential buildings, which includes asbestos removal, among other eligible measures.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A4.2	Installation of an acoustic and emission meter around the segregated roads (C-58 and AP-7), for nightlife and the N-150 (night and day/working day and public holiday comparison).		Activating action. Measurement and monitoring of noise and environmental pollution, assessment of the problem, advocacy, awareness raising.	A4.3	A body responsible for collecting the results and monitoring the measurements must be established.	Monitoring of AMB measurements. Joint strategy by the four municipal councils and individual implementation by each municipal council within its own municipality.
A4.3	Study of noise and environmental pollution and proposal of alternatives to reduce the acoustic and environmental impact on the surrounding areas.		Study identifying critical areas for noise and environmental pollution, and proposing various alternatives evaluating the potential and cost of reducing pollution.	A4.2	Commitment to finding solutions and carrying out actions to improve environmental quality, demands from residents.	Joint coordination of the four municipal councils to commission the study (BRV + CDV + RPL + MIR)
A4.4	Creation of low emission zones (LEZ) at the supramunicipal level (Law 7/2021 of 20 May on climate change and energy transition stipulates that municipalities with a population of more than 50,000 inhabitants must create LEZs)		Restrictions on traffic by the most polluting vehicles.	A3.5	Sustainable mobility at AMB is working towards establishing the LEZ in accordance with Law 7/2021. Developments in the LEZ Rondes legal appeal will not necessarily affect the other municipalities. For the others, it is anticipated for late 2023.	AMB with the cooperation and agreement of the municipal councils involved (BRV + CDV + RPL + MIR).
A4.5	Study to identify areas for ecological restoration of the edges.		Study showing areas for planting new vegetation to introduce greenery into the area.	A1.4 + A1.5	Find residual publicly owned or transferred spaces that can be used to plant vegetation and create areas with environmental quality.	Joint strategy by the four municipal councils and individual implementation by each municipal council within its own municipality.

A5 DEFINE THE CORRIDOR OF THE AVENUE

BRIEF DESCRIPTION

An optimal width of approximately 20 metres is necessary in order to incorporate all the desired mobility flows on the metropolitan avenue (except in some highly consolidated sections and sections with heritage items to be preserved).

Some critical points were identified in the diagnosis. These do not reach this width, or the existing width is excessive. The possibility of transforming the fabric of the area and adapting the section for the common good must be considered.

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Municipal Council (MIR)
Generalitat de Catalunya
Owners of properties affected

FUNDING

The study will be supported by local and regional funds.
We will try to obtain the land in the avenue through free transfers (demarcation of planning sectors).

PROJECT AVENUE: THE FILLING

AUTHORITY RESPONSIBLE FOR THE ACTION AMB and municipalities affected

ACTION TIME FRAME

Medium - long term

OBJECTIVES ADDRESSED

Reconnect the territory Urban regeneration Metropolitan planning

RISKS / COMMENTS

This is a long-term action, and interim actions must therefore be considered to ensure continuity for sustainable mobility.

The most critical section contains an area with industrial warehouses that are currently listed as heritage buildings.
The real value of these warehouses must be studied from both an architectural point of view and in terms of historical memory.

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	ACTIVITATS RELACIONADES	PREOCUPACIONS	RESPONSABLE/INVOLUCRATS
A5.1	Valuation study of the Uralita warehouses and the industrial estate on the Barcelona road (Cerdanyola del Vallès).		Study indicating which warehouses have value and should therefore be retained, and which ones can be converted or demolished (review of the catalogue).	<u>A2.7</u>	The result of the study could show that the warehouses that make the avenue narrower are the most valuable.	CDV Municipal Council
A5.2	Survey to identify and confirm the critical points, either due to width (less than 20 m or excess impact) and inspection of obsolete buildings. Definition of the ideal width.		Approval of an urban planning document to determine the space to be allocated to the Vallès metropolitan avenue (further expropriations).	<u>A5.3 + A5.4 + A5.5</u>	Demarcation of new urban planning encumbrances. Some buildings are already affected by the current planning (some of them are listed).	AMB and/or municipal councils affected (BRV, CDV, RPL and MIR)
A5.3	Modify the existing planning (PDUM, POUMet and General Metropolitan Plan (MPGM)). Objective: to adapt the corridor. Instruments: demarcation of sectors, classification of land, definition of uses, transfers and land purchase management system.		Planning demarcating and modifying the areas around the avenue in order to obtain the land needed for widening.	<u>A5.2 + A5.4 + A5.5</u>	The buildings around the avenue are in use. If the initiative is private, it may take many years. Potential economic viability problem due to soil contamination.	AMB and/or municipal councils affected (BRV, CDV, RPL and MIR)
A5.4	Drafting and approval of the subplanning defined by the PDUM, the POUMet or the MPGM + urban development project + redivision plan		Optimal section of the avenue.	<u>A5.2 + A5.3 + A5.5</u>		AMB and/or municipal councils affected (BRV, CDV, RPL and MIR)
A5.5	Execution of the planning, relocation of activities where appropriate, demolition of unapproved buildings, transfer of land, construction of new buildings and development of the resulting public land.		Optimal width of the avenue.	<u>A5.2 + A5.3 + A5.4</u>	Assess the need for a soil decontamination programme due to the appearance of asbestos. Action by companies registered in the RERA, the register of companies at risk from asbestos.	Private initiative supported by the public administration.

A6 PRESERVE AND MAKE HERITAGE VISIBLE

BRIEF DESCRIPTION

The N-150 and the surrounding area have a high socio-cultural and heritage value that must be preserved and passed on. The layout of the road was planned by Ildefons Cerdà, and various heritage buildings are located around it. The action aims to highlight the heritage and cultural wealth of this corridor in order to create a joint identity and a sense of belonging among the citizens.

Some of the buildings located around the avenue that have been identified are: the Can Sans farmhouse, the casino of Terra Nostra, the Ca n'Altimira farmhouse (four corners crossroads), the Uralita heritage warehouses, the house at Can Pedragosa, the La Capella factory, the Onze de Setembre Market, the Cooperativa municipal theatre and traditional buildings in the old town (Barberà del Vallès).

STAKEHOLDERS INVOLVED

Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripolllet Municipal Council (RPL)
Montcada i Reixac Town Council (MIR)
Residents' associations

FUNDING

Local funds can be used to update/draft the catalogues and for the signage and communication strategy. Investors or private funding can activate some of the spaces

PROJECT AVENUE: THE FILLING

AUTHORITY RESPONSIBLE FOR THE ACTION Four municipal councils

ACTION TIME FRAME

Short - medium term

OBJECTIVES ADDRESSED

Create a joint identity
Promote social coexistence
Guarantee facilities and open spaces
Incorporate the landscape and ecology

RISKS / COMMENTS

Not all of the buildings identified are listed as heritage items, and assessment of the classification or protection attributed to them will be necessary. Each municipal council is responsible for drawing up or revising its own special protection plan. There is currently no shared identity along the avenue

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A6.1	Crear un relat i una senyalització comuna dels diferents elements patrimonials que hi ha al voltant de l'avinguda + elaborar un pla de comunicació.		Activating action. Identify the items of value and vertical totem signs with a unique design and logo that identifies them, explaining their history and link with the avenue.	A3.10 A6.2 + A6.3 + A6.4	Establish common criteria for the four municipal councils when specifying the items linked to the avenue and establish a design for their signage.	Four municipalities together (BRV, CDV, RPL and MIR).
A6.2	Programme an open house event with guided tours of the heritage buildings and explanations for the public.		Activating action. Event that informs citizens. Create a sense of belonging to the avenue and its heritage features. Awareness raising.	A6.1 + A6.3 + A6.4 Example 4: Open House BCN	Possibility of joining Open House BCN, as it also includes AMB buildings. Some of the buildings are not public and therefore may not be accessible. It can also be used to raise awareness of the avenue by indicating the routes on foot between the buildings.	Joint strategy by the four municipal councils to organise the event. Each municipal council will subsequently manage access to the buildings and related activities in its own municipality.
A6.3	Review or draw up a heritage catalogue (each municipality's responsibility based on agreed common criteria).		Drafting and/or review of the catalogues of protected properties	A6.1 + A6.2 + A6.4	Some buildings may have value but need not be listed. A different level of protection (e.g. classification of the building) can be considered.	Each municipal council individually.
A6.4	Study the incorporation of new uses in currently unused listed buildings (refurbishment programme and search for sources of funding).		Identify potential uses, search for funding sources, and programme activation and possible concessions.	A6.1 + A6.2 + A6.3	The activation of some facilities requires private investment. A study/programme is therefore needed to identify available facilities/buildings, permitted uses, opportunities, etc. to encourage investors/entrepreneurs to occupy these buildings.	Each municipal council individually.

REFERENCE EXAMPLES



Example 4: <https://www.48hopenhousebarcelona.org>

A7 PROMOTE LOCAL TRADE AND ECONOMIC ACTIVITY

PROJECT AVENUE: THE FILLING

AUTHORITY RESPONSIBLE FOR THE ACTION Each municipality in its municipal section

BRIEF DESCRIPTION

The Avinguda del Vallès is a corridor that combines a residential fabric with economic activity. This combination, which gives this territory its diversity and mixture, sometimes causes problems due to the incompatibility of these uses. The change in the avenue's character to a more urban and human thoroughfare is not compatible with an industrial fabric that requires heavy vehicle traffic and problems. Some fabrics in the environment may become obsolete and uncompetitive as a result. If the avenue is to attract people, ground floor commercial premises must be encouraged to open up.

STAKEHOLDERS INVOLVED

Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Town Council (MIR)
Trade associations

ACTION TIME FRAME

Short - medium - long term

OBJECTIVES ADDRESSED

Promote competitiveness







RISKS / COMMENTS

Not all sections of the avenue can be equally active. There must be some uniformity, and the commercial fabric must be concentrated around the centralities identified. Likewise, the adjacent industrial fabric is quite obsolete, and needs to be updated/transformed to meet current demands

FUNDING

Most funds can be local, although coordination between municipalities is necessary.

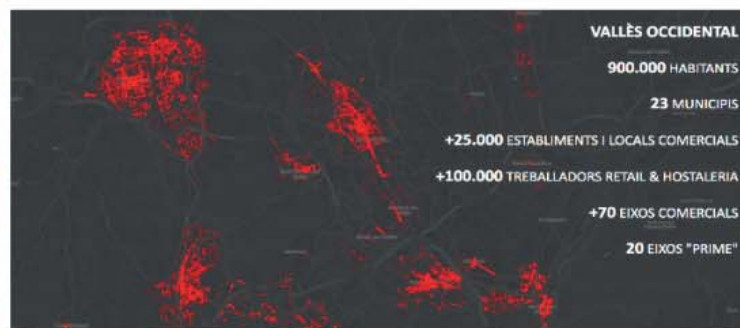
LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A7.1	Create a discussion panel to assess actions to improve local commerce and encourage new businesses to open.		Establish the discussion panel and the Avinguda del Vallès Traders' Association. Decide on the desired type of economic activity corridor in the future.	A7.2 + A7.3 + A7.4 + A7.5 + A7.6	Difficulty activating trade on the road if the avenue has not been pacified. BRV is already planning to set up its own municipal trade board in 2022	Discussion panel/workshop
A7.2	Study of local commerce and the commercial habits of citizens in terms of the Avinguda del Vallès and local centralities.		Study showing commercial dynamics, and establishing a roadmap and a recommendations guide. Definition of a business model.	A7.1 <u>A1.2 + A1.3 + A1.6</u> Example 5 - Vallès Occidental Trade Map (2021)	Difficulty activating trade on the road if the avenue has not been pacified. BRV is currently drafting a study on shopping habits in the municipality.	Estratègia conjunta dels quatre ajuntaments amb l'assessorament de la taula de debat
A7.3	Development, maintenance and updating of a database of commercial activity and identification of vacant premises.		Trade database and identification and classification of empty premises.	A7.1 Example 5 - Vallès Occidental Trade Map (2021) Example 6 - AMB - InfoPAE	Requires constant and rapid updating and monitoring	Joint strategy by the four municipal councils with the advice of the discussion panel
A7.4	Plan for competitiveness and compatibility of uses around the Avinguda del Vallès.		Study classifying establishments, determining the type of conflict (by group-based, competition, desertification) and proposed regulations, limits and restrictions.	A7.1 <u>A1.2 + A1.3 + A1.6</u>	Need for constant and rapid updating and review. Difficulty activating trade on the road if the avenue has not been pacified.	Joint strategy by the four municipal councils with the advice of the discussion panel
A7.5	Identification of proposals to stimulate ground floor premise around the Avinguda del Vallès.		Study evaluating and identifying strategies (adaptability of urban planning regulations, permeability, heterogeneity, improved integration with public space).	A7.1 <u>A1.2 + A1.3 + A1.6</u>	Difficulty activating trade on the road if the avenue has not been pacified.	Joint strategy by the four municipal councils with the advice of the discussion panel
A7.6	Mobility and commerce study (anticipated parking in relation to citizens' shopping habits and in favour of local traders)		Gradual implementation of the actions set out in the Mobility Plan, changes to loading and unloading, provide information about available parking	<u>A1.2 + A1.3 + A1.6</u> A3.9		Joint strategy by the four municipal councils with the advice of the discussion panel

AVENUE - THE FILLING

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE
A7.7	Campaigns to publicise and promote local traders and businesses on the Avinguda del Vallès (local currency, discount vouchers, street trading, advertising, etc.)		Promote and raise awareness of the importance of local, competitive, responsible and sustainable trade.	A7.1 A1.2 + A1.3 + A1.6 Exemple 7 - Vilawatt a Viladecans	Dificultat d'activar el comerç a la via si no s'ha fet la pacificació de l'avinguda.	Joint strategy by the four municipal councils with the advice of the discussion panel.
A7.8	Aid for businesses and economic activities (e.g. criteria for subsidies, subsidised businesses, free parking with purchases), programme promoting takeovers and transfers by traders, etc.)		Aid to local businesses.	A7.1 A1.2 + A1.3 + A1.6	Possible difficulty in finding sources of funding. Difficulty activating trade on the road if the avenue has not been pacified.	Joint strategy by the four municipal councils with the advice of the discussion panel.
A7.9	Aid programme for digitisation for SMEs and self-employed professionals (e.g. setting up a website, training in digital tools for businesses, promoting the digital transformation towards an e-commerce model).		Provide shops and the traders' association with tools for innovation and digital competitiveness.	A7.1 A1.2 + A1.3 + A1.6	Risk of the digital transformation ending or reducing face-to-face trade. Difficulty activating trade on the road if the avenue has not been pacified.	Joint strategy by the four municipal councils with the advice of the discussion panel.

REFERENCE EXAMPLES



Example 5: Corridors. Commerce map of the El Vallès Occidental region 2021
<https://blog.eixos.cat/?p=629>
https://www.consellvallesoccidental.cat/wp-content/uploads/Mapa_comerc_VOC_vf_comp.pdf



Example 6: economic activity development areas
<https://www.amb.cat/es/web/territori/urbanisme/estudis-territorials/detall/-/estuditerritorial/poligons-d-activitat-economica/1076543/11656>



Example 7: Viladecans local currency: Vilawatt
<https://www.vilawatt.cat/es/moneda>

A8 PROGRAMME SPACES OF OPPORTUNITY IN THE AREA

BRIEF DESCRIPTION

During the twentieth century, the good accessibility provided by the road and the train made the avenue an area of strong economic activity in the development areas and led to residential growth. Many of these industrial and residential fabrics are now obsolete, and need to undergo a regeneration process that increases their habitability (residential areas) and competitiveness (economic activity).

Some sectors included in the current planning that have also not been executed for various reasons and there are two areas of metropolitan interest (Baricentro and the Hospital del Vallès) planned according to the PDUM.

STAKEHOLDERS INVOLVED

Barcelona Metropolitan Area (AMB)
Barberà del Vallès Municipal Council (BRV)
Cerdanyola del Vallès Municipal Council (CDV)
Ripollet Municipal Council (RPL)
Montcada i Reixac Municipal Council (MIR)
Generalitat de Catalunya
Owners of properties affected

FUNDING

As most of these are planning areas, their economic viability will be determined by the economic balance between the costs of the action and the benefits to be derived from it. However, some of these interventions may require regional, Spanish and/or European funds (general systems and/or metropolitan areas).

PROJECT AVENUE: THE FILLING

AUTHORITY RESPONSIBLE FOR THE ACTION

AMB (UMP) and metropolitan areas + Municipal councils for local level sectors

ACTION TIME FRAME

Short - medium - long term

OBJECTIVES ADDRESSED

Create a joint identity
Promote social coexistence
Improve urban quality
Guarantee facilities and open








RISKS / COMMENTS

Eliminating substandard housing and provisional uses is a priority. The sectors approved and/or pending approval are also expected to be developed in the short term. In the medium term, the sectors requiring in-depth reconsideration or study before processing and finally the long-term objectives are those of supramunicipal or metropolitan interest and the regeneration of the obsolete fabric (residential and industrial).

LIST OF ACTIVITIES

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A8.1	Study to identify areas for urban regeneration, associated with social vulnerability, accessibility and energy indicators.		Identify urban regeneration areas linked to comprehensive restoration policies associated with public programmes.	A8.3 Example 8 - Inequality and social vulnerability in Barcelona and its metropolitan area (AMB)		AMB and/or municipal councils affected (BRV, CDV, RPL and MIR).
A8.2	Refurbishment and energy efficiency improvement programme – Technical inspection of buildings.		Determine the condition of the buildings around the corridor and list the refurbishment programmes that the owners have to carry out (inspection).		Regular monitoring system of residential buildings in order to check on the owners' obligation to maintain and refurbish their properties.	AMB and/or municipal councils affected (BRV, CDV, RPL and MIR).
A8.3	Protocols and measures aimed at social vulnerability, energy vulnerability and accessibility.		Detection and eradication protocols, inspection programmes, demarcation and declaration of conservation and rehabilitation areas, proposal of measures.	A8.1	Number of substandard homes subject to intervention, number of housing units rehoused, grants awarded, penalties.	AMB and/or municipal councils affected (BRV, CDV, RPL and MIR).
A8.4	Assess and if necessary reconsider the regulation governing service stations within the consolidated urban area.		Determine the criteria for locating service stations in the consolidated urban fabric.		In the economic activity areas near the N-150 and its high level of traffic, some sections of the avenue have a large number of service stations.	BRV, CDV, RPL and MIR municipal councils, on a participatory or individual basis.
A8.5	Study to establish criteria for intervention in the areas of opportunity around the avenue. <ul style="list-style-type: none"> Unauthorised and/or undesired uses Execution of current planning Modification of current planning PDUM and POUmet 		Determine the criteria for programming the various undeveloped sectors and areas for transformation or regeneration.	A2.7	Degree of difficulty (change due to regulations, land pending approval and/or pending development, areas to be reconsidered and metropolitan areas, undesired uses).	AMB with the cooperation and agreement of the municipal councils affected (RPL + CDV).

AVENUE - THE FILLING

ID	ACTIVITIES	DURATION	ANTICIPATED RESULTS	RELATED ACTIVITIES	CONCERNS	AUTHORITY RESPONSIBLE/ PARTIES INVOLVED
A8.6	Pla per eradicar usos no permessos en l'avinguda i per a supervisar i regular els usos provisionals i concessions.		Determinació dels usos provisionals i no desitjats que es troben en l'avinguda i establir un full de ruta per al seu control, eradicació i/o regulació.	Disciplina urbanística, actuació segons el DECRET 64/2014, de 13 de maig, pel qual s'aprova el Reglament sobre protecció de la legalitat urbanística.		AMB i/o ajuntaments involucrats (BRV + CDV + RPL + MIR).
A8.7	Desenvolupament de les figures de planejament que estan en tràmit o pendents d'execució (aquel·les que els Ajuntaments no volen modificar, envers el planejament vigent).		Aprovació definitiva del planejament derivat (si s'escau), redacció del projecte de reparcel·lació i d'urbanització, inscripció de les finques i execució de les obres, construcció dels edificis i comercialització.	A.8.5	El tràmit en molts casos depèn de la iniciativa privada i això pot dificultar l'execució del planejament.	Ajuntaments de BRV, CDV, RPL i MIR.
A8.8	Modificació i desenvolupament de les figures de planejament que caldria replantejar atenent als criteris d'intervenció al voltant de l'avinguda definits en l'activitat A.8.5.		Aprovació definitiva del planejament general (MPGM) i derivat (PPU, PMU, PEU...) si s'escau, redacció del projecte de reparcel·lació i d'urbanització, inscripció de les finques i execució de les obres, construcció dels edificis i comercialització.	A.8.5	Sempre d'acord amb els criteris establerts pel PDUM i/o POUmet.	AMB amb cooperació i consens dels ajuntaments afectats (BRV, CDV, RPL i MIR)
A8.9	Redacció i aprovació del Pla Director Urbanístic Metropolità (PDUM).		Definició i regulació de les centralitats i/o àmbits metropolitans, definició estratègies.	A8.5 Aprovació definitiva PDUM	Competències en el tràmit i execució son de l'AMB amb el vist i plau dels Ajuntaments.	AMB amb cooperació i consens dels ajuntaments afectats (BRV, CDV, RPL i MIR)
A8.10	Redacció i aprovació del Pla d'Ordenació Urbanística Metropolità (POUMet).		Desenvolupament de les centralitats i/o àmbits metropolitans, concreció dels criteris d'ordenació i dels aprofitaments urbanístics.	A8.5 Aprovació definitiva POUmet	Competències en el tràmit i execució son de l'AMB amb el vist i plau dels Ajuntaments.	AMB amb cooperació i consens dels ajuntaments afectats (BRV, CDV, RPL i MIR)
A8.11	Renovació del CAP de Ripollet.		Projecte bàsic, executiu i obres	Renovació executada i en funcionament		Ajuntament de Ripollet
A8.12	Construcció del nou Hospital del Vallès.		Aprovació definitiva del planejament Ocupació directa, projecte edificatori Construcció de l'equipament	Edifici executat i en funcionament.	Necessitat de consens entre administracions. Pressupost estimat per a la construcció 50M€	Conselleria de Salut de la Generalitat de Catalunya, amb la cooperació de l'AMB i els ajuntaments involucrats (CDV, RPL i MIR)



REFERENCE EXAMPLES

Example 8: Inequality and social vulnerability in Barcelona and its metropolitan area. <https://www.amb.cat/es/web/territori/urbanisme/estudis-territorials/detall/-/estuditerritorial/riscos--desigualtats-i-vulnerabilitats-socials/9262572/11656>

8. Implementation

8.1

Strategy for evaluating and monitoring the plan

The IAP is a dynamic document that needs to be monitored, evaluated and reviewed over time. The indicators will have to be monitored annually and an evaluation plan will be drawn up every two years to determine and correct the lines of implementation for the next period of time.

This evaluation will take place in three ways: by re-evaluating the projects defined by the IAP, assessing the methodology used in the implementation process, and analysing the indicators of the actions monitored.

Evaluation of the projects defined by the IAP: the evaluation plan will include an assessment of the structuring projects defined in the IAP, so that decisions can be taken regarding their continuity, reconsideration and/or termination. Their prioritisation will be established, and related actions will be redefined.

Review of the methodology: the implementation of the IAP aims to promote a comprehensive deployment and will therefore evaluate the pre-defined implementation process every two years. The work carried out by the technical monitoring committee and the degree of participation by the territorial working groups will be examined.

Analysis of the indicators monitored: a series of key indicators have been established for each action to measure the implementation. It will thereby be possible to continue monitoring the progress of the proposal and to guarantee that the objectives are achieved. These indicators must be monitored on an annual basis.

The evaluation may be drafted by an external company specialising in participatory processes in urban planning, and the specific indicators defined by this IAP must be followed.

The evaluation plan will be presented to the technical monitoring committee, which will be responsible for drawing conclusions and, if necessary, making the necessary warnings and/or corrections to improve the results. The political oversight body will be able to decide which actions and activities to prioritise and/or redirect using this information.

8.1.1

Monitoring indicators

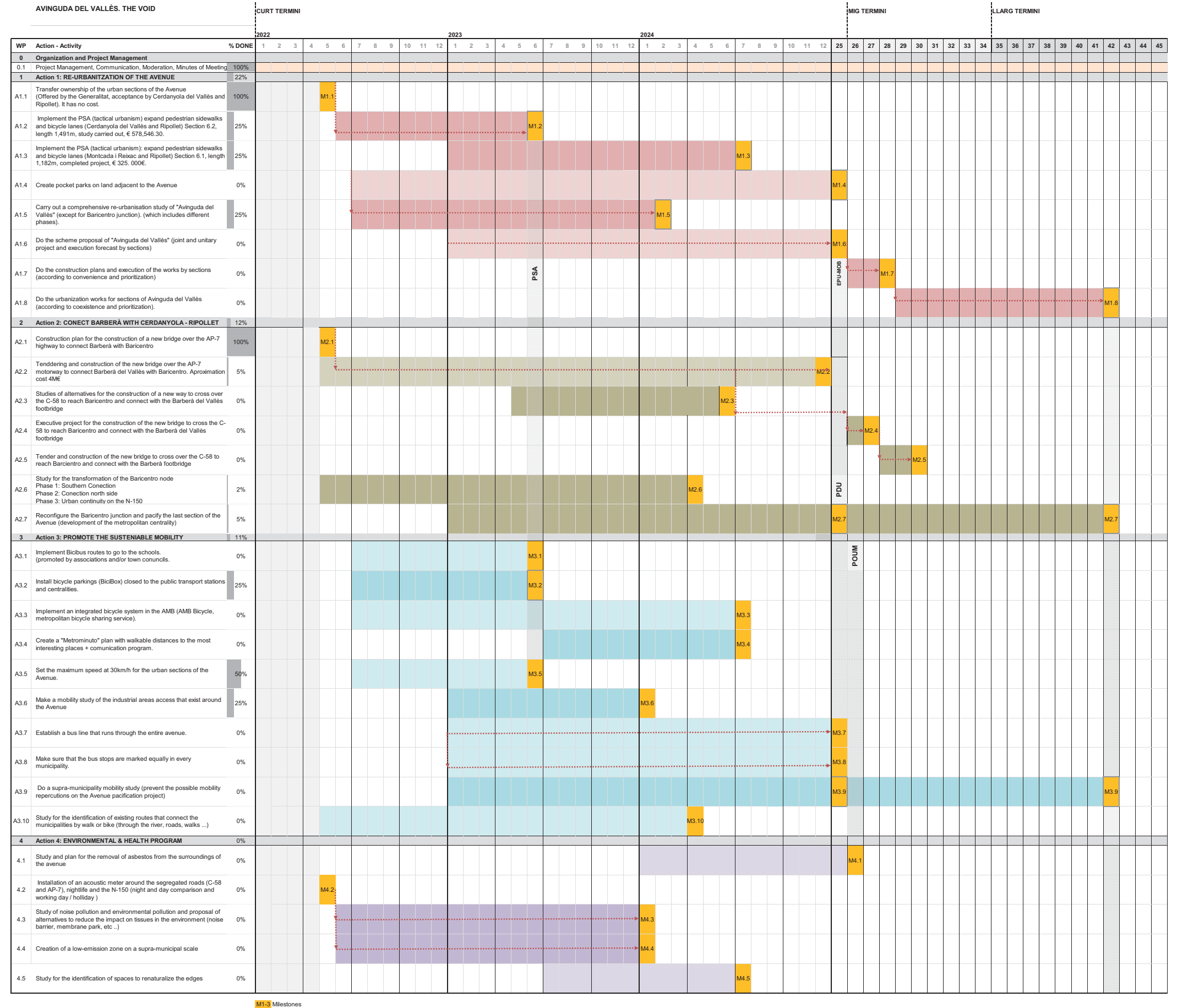
Objective		Issue	Indicators	Value: May 2022	Desired trend	Reference value: standard and/ or target
CONNECTING AVENUE	Recon- nect the territory	Cycle network	Linear kilometres of cycle lane network	2,5 km	Increase	6.5 km (length of avenue)
			Number of bicycle users		Increase	
			Proximity of the population to a cycle lane		-	> 80% of the population within 300 m
		Walkable network	Pedestrian pavement area		Increase	
			% of streets with pavements over 1.5 m		Increase	
			% of space allocated to pedestrians in the different sections of the avenue (in relation to the total section)	T1 BRV: 30% 50%	Increase	
				T2 Baricentro: 0%		
				T3 CDV: between 20%, 30%, 50%		
				T4 junction MIR: 0%		
				T5 MIR: 20%		
			Average distance between pedestrian crossings (in the different sections of the avenue)	T1 BRV: 140m.	-	
				T2 Baricentro: nul		
				T3 CDV: 195m.		
				T4 junction MIR: nul		
				T5 MIR: 105m.		
	Efficient and fair mobility	Sustaina- ble mobi- lity	Modal distribution of urban transport (according to reason for travel)		-	
			% of daily journeys on foot, % of daily journeys by bicycle, % of daily journeys by public transport, % of daily journeys by private vehicle			
			Number of children who cycle to school		Increase	
			Number of schools providing organised programmes (e.g. BiciBus)	0	Increase	
			Number of bicycle parking spaces		Increase	Adapt to de- mand
			% population with access to a public transport stop		-	Minimum: 60% of the population
			<300 m to bus stops			Desirable: 100% of the population
			<600 m to metro/tram stops			
			<800 m to railway stations			
			Number of bus lines running on the avenue	8		
		Road tra- ffic	Average traffic speed	50 km/h	Reduce	30 km/h
			Average daily intensity (ADI)	T1 BRV: 22.500 v/c	Reduce	
				T2 Baricentro: 40.000 v/c		
				T3 CDV: 15.000 v/c		
				T4 junction MIR: 20.000 v/c		
			Proportion of land allocated to road traffic and parking (for the different sections of the avenue)		Reduce	

Objective		Issue	Indicators	Value: May 2022	Desired trend	Reference value: standard and/or target
FRIENDLY AVENUE	Urban regeneration	Regeneration/restoration areas	Area of urban land where recovery, refurbishment, transformation and improvement actions of the area will be carried out	SU: 318.023 m2	-	
				SUNC: 177.833 m2		
				SUND: 384.120 m2		
			Number of homes subject to restoration measures		Increase	
			Budget for planned urban regeneration actions in socially, economically or environmentally vulnerable neighbourhoods		-	
	Improving urban quality	Aesthetic	Public space perception survey		-	
			Number of trees in the area/inhabitant		Increase	
		Vegetation	Number of streets with vegetation	35%	Increase	Desirable: 100%
			Number of benches, litter bins, drinking fountains per 1,000 inhabitants		-	Objective according to the development project
		Street furniture	Number of street lights		-	Objective according to the development project
			Area of land allocated to urbanised public spaces, on which actions to improve accessibility and eliminate architectural barriers will be carried out			
	Activate residual spaces					

Objective		Issue	Indicators	Value: May 2022	Desired trend	Reference value: standard and/or target
INCLUSIVE AVENUE	Guarantee facilities and open spaces	Open spaces	m2 of green area per inhabitant		Increase	> 10 m2 / inhabitant (WHO)
			% of population in the area with an open space > 0.5 ha within < 5 minutes walking distance (approx. 300 m)		Increase	Minimum: 75% population Desirable: 100% population
			% of population in the area that has access to an open space > 15 ha (green river corridors, Collserola, etc.) within < 20 min walking distance		Increase	Minimum: 75% population Desirable: 100% population
		Facilities	m2 of land of facilities per inhabitant		Increase	
			% population < 10 min walking distance to various basic services (primary healthcare, nursery, infant school, primary school, secondary school, day centre, library, civic centre, basic sports facilities)		-	
			% population < 10 minutes walking distance to 5 different basic services (simultaneity)		Increase	Minimum: 75% population Desirable: 100% population
	Promote social co-existence	Access to housing	Number of homes subject to a social housing scheme		Increase	
			Number of affordable public rented housing units		Increase	
	Promoting economic activities	Local trade	Number of shops per inhabitant		-	
			Budget for the actions planned for the regeneration of local trade and industry		-	
	Preserve heritage	Heritage buildings	Number of listed heritage buildings	20	-	
			Number/area of heritage buildings refurbished or improved		-	
			Budget for actions to improve and/or preserve natural heritage		-	

Objective		Issue	Indicators	Value: May 2022	Desired trend	Reference value: standard and/ or target
HEALTHY AVENUE	Introduce the landscape and ecology					
	Sustainability and care for the environment	Increased biodiversity	Quality of water, vegetation and fauna		-	
			Area of land allocated to green infrastructure on which improvement		-	
		Air and noise pollution	CO2 equivalent emissions		Reduce	
			Air quality. Population exposed to immission levels of less than 40µg/m ³		Increase	
			Number of days on which noise limits are exceeded		Reduce	Daytime noise < 65 dB (A)
						Noise at night < 55 dB (A)
			Land area where noise reduction and acoustic comfort improvement actions will be carried out		-	

Gantt Chart and goals



AVINGUDA DEL VALLÈS. THE FILL

CURT TERMINI

MIG TERMINI

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			2022												2023												2024												YEAR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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M1-3 Milestones

8.3

Potential sources of financing

8.3.1

Avenue: the space

WP	Action - Activity	Funding opportunity
1	Action 1: REDEVELOPMENT OF THE AVENUE	
1.2		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022: Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.
1.3		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022: Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.
2	Action 2: CONNECT BARBERÀ WITH Cerdanyola-Ripollet	
2.1		GREENER OR MORE CONNECTED EUROPE: Within the INTERREG programme, following the priorities defined for the period 2021-2027, initiatives for the construction of connections between the urban centres could be presented with a view to facilitating the applicability of the principles of the "15-minute city", facilitating "last mile delivery" and promoting sustainable mobility as priorities. This type of project falls under objectives 2 (vii/viii) and 3 (ii) of the Programme, which refer to a greener Europe and a more connected Europe. (page 16-17 of the INTERREG EUROPE programme)
2.2		
2.3		
3	Action 3: PROMOTE SUSTAINABLE MOBILITY	
3.1		GREENER EUROPE: The Horizon Europe research and innovation programme could provide potential funding lines for projects that facilitate the traceability of the BiciBus scheme and the expansion of its routes by means of innovative geolocation technology, which would in turn enable ordinary traffic to be resumed more quickly. These projects fall under Cluster 4 of the Horizon programme (Digital, Industry and Space) which has a budget of 15.349 billion euros, and Cluster 5 (Climate, Energy and Mobility) which has a budget of 15.123 billion euros.
3.2		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022: -Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.

WP	Action - Activity	Funding opportunity
3.3		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022:
3.4		-Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.
3.5		
3.10		GREENER EUROPE: 3.10 and 4.5: Possible LIFE project for the recovery and ecological restoration of greenways. A project could also be submitted under the funding line of mission 3 of the INTERREG MED programme: "promoting green living areas".

4	Action 4: ENVIRONMENTAL HEALTH PROGRAMME	
4.1		GREENER EUROPE: The New European Bauhaus programme provides technical expertise to enable the drafting of project-specific reports for local initiatives. There is an open call for proposals for "support to cities for local initiatives", which closes on 23 May.
4.2		SMARTER EUROPE: Innovative projects such as the development and installation of acoustic measurement devices could be eligible for grants under the Horizon programme. In its Objective 1, "Smarter Europe", INTERREG includes a section on the promotion of "Research and Innovation capacities, uptake of advanced technologies". These projects could be financed by INTERREG: Europe, Med, Sudoe, Poctefa
4.3		
4.4		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022: -Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.
4.5		NextGenEU: Investment 1 of component 1 of the Recovery, Transformation and Resilience Plan involves a second call in 2022: -Programme of grants to municipalities for the implementation of low-emission zones and the digital and sustainable transformation of urban transport. The budget is 500,000,000.00 euros.

Avenue: the fill

8.3.2

WP	Action - Activity	Funding opportunity
5	Action 5: DEFINE THE AREA AROUND THE AVENUE	
6	Action 6: PRESERVE AND MAKE HERITAGE VISIBLE	
6.1	MORE SOCIAL EUROPE: As a cultural and civic participation activity, it could be eligible for Europe For Citizens funding if the European historical memory aspect is stressed. It could also fall under Objective 5 ("Europe closer to citizens") which refers to culture and cultural heritage in its paragraph (i).	
6.2	Through the Horizon Europe programme, the promotion of cultural heritage falls under Cluster 2 in Pillar 2: "Culture, Creativity and Inclusive Society". Among other objectives, the research and innovation activities in Cluster 2, aim to "improve the protection, enhancement, conservation and more efficient restoration of Europe's cultural heritage". The Europe Creative programme calls for special actions: EU cultural awards, European Capitals of Culture, European Heritage Label, support for high-quality young artists and a wide-ranging service to citizens.	
6.3		
7	Action 7: PROMOTING LOCAL TRADE AND ECONOMIC ACTIVITY	
7.8	<p>NextGenEU: Component 13 of the Recovery, Transformation and Resilience Plan includes the following line of grants:</p> <ul style="list-style-type: none"> - SME Growth Capacities Programme (industry, growth, cybersecurity, activate start-ups) (MEUR 100) <p>Investment 3 of component 8 of the Recovery, Transformation and Resilience Plan includes the following line of grants:</p> <ul style="list-style-type: none"> - New energy transition business models (MEUR 156) <p>Investment 5 of component 17 of the Recovery, Transformation and Resilience Plan includes the following line of grants:</p> <ul style="list-style-type: none"> - NEOTEC 2022 grants for technology-based companies (MEUR 34.6) 	
8	Action 8: PROGRAMMING SPACES OF OPPORTUNITY IN THE AREA	
8.2	<p>NextGenEU: Investment 1 of Part 2 of the Recovery, Transformation and Resilience Plan contains the following programme for the refurbishment of housing and their urban environment:</p> <ul style="list-style-type: none"> - Refurbishment programme for economic and social recovery in residential areas. The Metropolitan Housing Consortium will manage MEUR 37 of this. <p>Investment 1 of Part 7 of the Resilience Transformation Recovery Plan includes various calls for the development of innovative renewable energies integrated into buildings and production processes, such as:</p> <ul style="list-style-type: none"> - Call for grants for self-consumption and behind-the-meter storage (MEUR 114) 	
8.3	<p>Investment 3 of Part 22 foresees various territorial projects to ensure universal accessibility to housing for elderly, disabled and/or dependent people:</p> <ul style="list-style-type: none"> - Spain Accessible Country Plan (MEUR 157) <p>Investment 7 of Part 23 provides grants for the implementation of pilot projects for social inclusion pathways. Various city councils, including Barcelona, have signed agreements with the Spanish Ministry of Inclusion, Social Security and Migration to manage funds.</p>	

WP	Action - Activity	Funding opportunity
8.5		A GREENER EUROPE: The lines of support involved will differ depending on the uses to which these areas of opportunity can be put. An application for LIFE funding is possible if the aim is to carry out ecological restoration, and if the issue is public roads and carrying out actions to improve the cyclability of the area and walking mobility we could submit INTERREG projects.
8.11		ERDF: The ERDF OP 2021-27 for Catalonia is currently being drawn up. However, the specific objective 4.5 involves co-financing for investment actions in health centres in the December 2021 draft available. The final version to be approved by the EC will have to be reviewed, as well as the instrument to be used to grant this type of aid and the type of beneficiaries. The approval of Spain's Multi-regional Programme should also be monitored.
8.12		

8.4

Management and governance

In the preparation of its IAPs, the URBACT network requires an integrated approach to achieve vertical integration (different levels of governance and local actors), horizontal integration (between different departments and disciplines), territorial integration (neighbourhoods, municipalities, rural areas and regions), while striking a balance between hard (infrastructure) and soft (social) actions.

This methodological approach needs to be repeated in the implementation strategy, providing integrated management linked to the territory and coordinating the multiple actors associated with the plan.

In order to carry out this complex management and governance, a specific coordination framework was established in the drafting of the IAP for the Avinyuda del Vallès, which is partially replicated in the implementation of the IAP. The implementation strategy is therefore divided equally into three levels or groups: the technical, territorial and political levels.

TECHNICAL MONITORING COMMITTEE

The technical monitoring committee is made up of specialists from the various government bodies involved, and is interdisciplinary, taking into account the horizontal integration required by the project's methodology (experts in public space, mobility, urban planning, participation and communication, etc.).

This group will be responsible for the technical progress of the proposals and actions in the plan and will monitor them to ensure their correct implementation. To that end, it will establish timetables, spaces and working meetings to define, specify and/or deploy them.

TERRITORIAL WORKING GROUP

Based on the work done by the technical monitoring committee, when considered necessary, local stakeholders and citizens will be invited to participate in working groups on specific topics related to the IAP and its actions; these co-production spaces will be the territorial working groups, and several may be organised at the same time depending on the activity to be carried out and/or the topic to be addressed.

The contacts established during the previous period (drafting of the IAP) will be used to organise the groups in order to involve associations, organisations and citizens which are already familiar with the dimensions and scope of the project. However, new members may also be proposed on the basis of their suitability and experience, taking into account the social, economic and ecological added value that these agents bring to the territory, their ability to generate knowledge, employment, community and inter-territorial dynamics.

The territorial working groups will be created and will meet when the technical monitoring committee considers it is necessary. It will also decide when it is wound up.

POLITICAL OVERSIGHT BODY

The political oversight body is responsible for deciding which actions should be prioritised and made feasible by the implementation of the IAP, and will be made up of the political representatives of the territory. It will meet once a year to assess progress, make proposals and redirect deployment.

All these groups will be coordinated by the plan manager – a person dedicating sufficient time to the IAP and with key areas of authority in the management of interdisciplinary teams, networks and governance spaces.

The manager of the plan will not directly implement all the planned actions and activities, but will bring together synergies and agreements in order to implement them as widely as possible. They also cultivate the relationship with the actors involved and gauge when their involvement is necessary.

This manager may be a rotating position, and shall be appointed by the political oversight body. A member of the public administrations involved will preferably be appointed to the position, although an external person may otherwise be recruited through public tender.

At the start of the phase, after the manager of the plan has been appointed, he/she will define the composition of the technical monitoring committee of which he/she will be a member.

Although the plan is managed and coordinated by the plan manager and involves teamwork, each of the actions and activities have designated responsible actors as well as other stakeholders.

Occasionally, if the technical monitoring committee deems it appropriate, the help of experts may be requested to advise on the implementation of the plan, assessment of its results and/or proposals for improvements (external consultancy). The aim of this expertise is to obtain proven knowledge of some of the themes covered by the plan.

The management and governance strategy and the content of the IAP, may be revised during the assessment process of the plan, in order to improve efficiency and to meet the requirements and needs of the government bodies involved in the process.

IMPLEMENTATION PROCESS

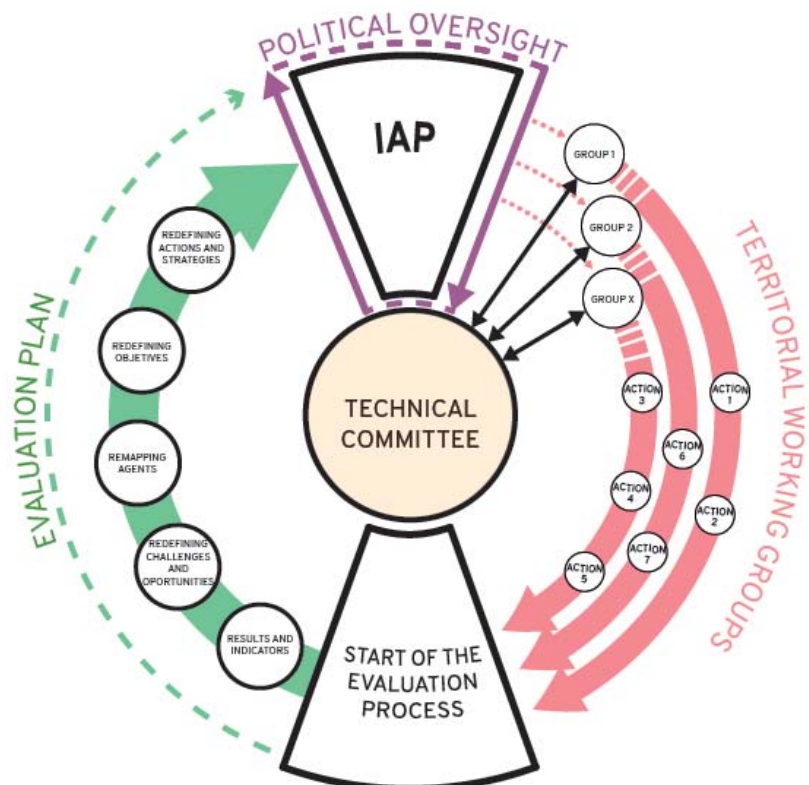


Image 42: Implementation diagram

8.5

Communication

Communication in the implementation process will have two main objectives. First, to raise awareness of the plan and its progress and, second, to encourage institutions, associations and citizens in the area to become involved in its development.

The communication strategy should seek to be clear and understandable, generate visibility, and not miss opportunities to raise awareness of the proposal and measure the impact of this communication.

The communication will address three possible audiences: those who are directly involved in the plan (residents, organisations, residents, workers, etc.), citizens with an interest in the plan but who are not directly involved, and the internal audience of the government bodies.



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