

MOBILITY PLAN OF THE UNIVERSITAT AUTÒNOMA DE BARCELONA. BELLATERRA CAMPUS

**MONITORING
FINANCING
TIMETABLE**



MOBILITY BOARD OF THE UNIVERSITAT AUTÒNOMA DE BARCELONA

Mobility Plan of the Universitat Autònoma de Barcelona. Bellaterra campus

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November 2008

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MONITORING THE PLAN

OBSERVATORY. Monitoring indicators

- **Basic information: university population, total population on campus, urbanised area, etc.**
- **Mobility network**
 - **Collective public transport: railway circulation, frequency of inter-urban buses, frequency of FGC and RENFE local train stops, bus stops, use of transport passes, vehicles adapted to individuals with reduced mobility, etc.**
 - **Bicycle: length of routes / spaces set aside for bicycles, bicycle parking, etc.**
 - **Private vehicles: general parking places, reserved places (individuals with reduced mobility, loading/unloading and others), actions against violations, etc.**
 - **Walking: exclusively pedestrian areas, enlargement of pavements, handicapped-accessible pedestrian crossings, etc.**
- **Mobility on campus: displacements, means of transport used, etc.**
- **Impacts: CO2 emissions, noise index, etc.**

MONITORING AND CONTROL

Annual monitoring of actions by the UAB:

- Performed
- Objectives achieved

Indicators

ORIENTATIVE TIMETABLE

ORIENTATIVE TIMETABLE

2008-2014

1st PHASE

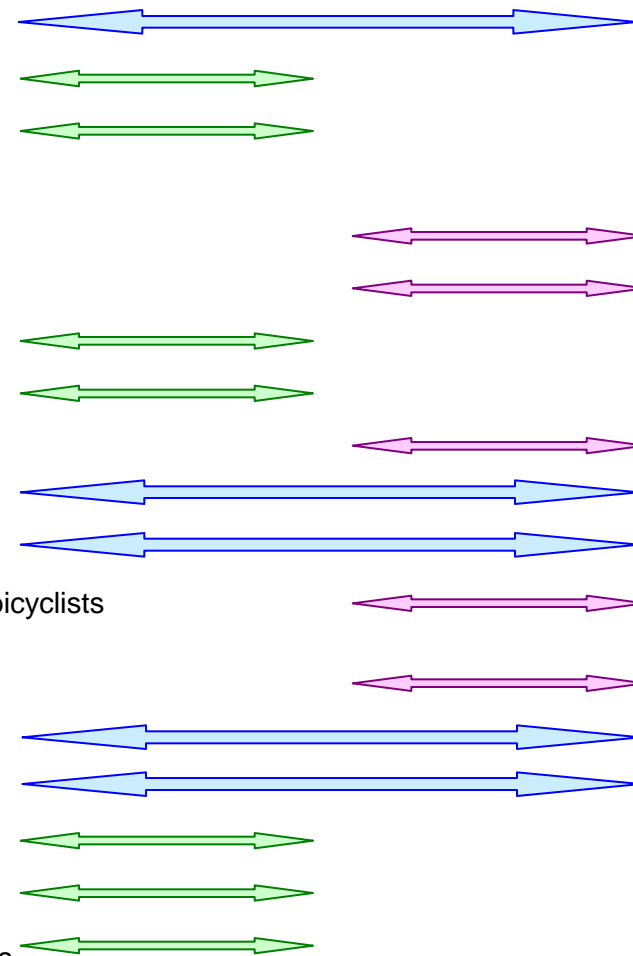
2nd PHASE

LE1. Management of the mobility generated by the UAB

- Consolidating the mobility management unit, drawing up a campus population census
- Expanding the participation of companies from outside the UAB but located on campus
- Creating an internal executive, inter-administrative body on the Mobility Board

LE2. Promoting collective public transport

- Improving the frequency of railway service
- Improving the fleet of trains and buses (adapting them to individuals with reduced mobility)
- Adding more hours to the RENFE local train service
- Improving the information on incidents in the transport services
- Organising the parking at the Bellaterra station
- Improving the existing inter-urban bus service providing access to campus
- UAB hub
- Enlarging the bridge over the B-30/AP-7 motorway to improve the flow of buses, pedestrians and bicyclists
- Improving the access to the RENFE local train station
- Monitoring the different projects
- Restructuring the internal bus service
- Fixing the stops located on campus
- Creating an image for the internal bus service
- Incentives and discounts for collective public transport and encouraging the use of multi-trip passes



ORIENTATIVE TIMETABLE

2008-2014

1st PHASE

2nd PHASE

LE3. Encouraging displacements on foot



LE4. Achieving universal accessibility on campus

Guaranteeing access to the key points on campus with handicapped-accessible routes

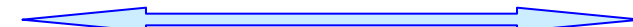


Drawing up and implementing an accessibility plan



LE5. Encouraging displacements on bicycle

Improving the access, connection and internal networks



Improving bicycle parking



Guaranteeing access to bicycles, public bicycle system



Improving the management and dissemination of information on mobility via bicycle



Proposing specific facilities and services for bicycle users



LE6. Encouraging a more rational use of private vehicles

Studying a new roadway to absorb the through-traffic from the North Axis and refurbishing this axis



Reorganising and prioritising the roadway network



Implementing a comprehensive parking strategy



Encouraging carpooling and carsharing



LE7. Raising the university community's awareness



LE8. Encouraging the university community's participation in mobility and accessibility issues



LE9. Interrelating urban planning and mobility



LE10. Improving information on mobility and transports



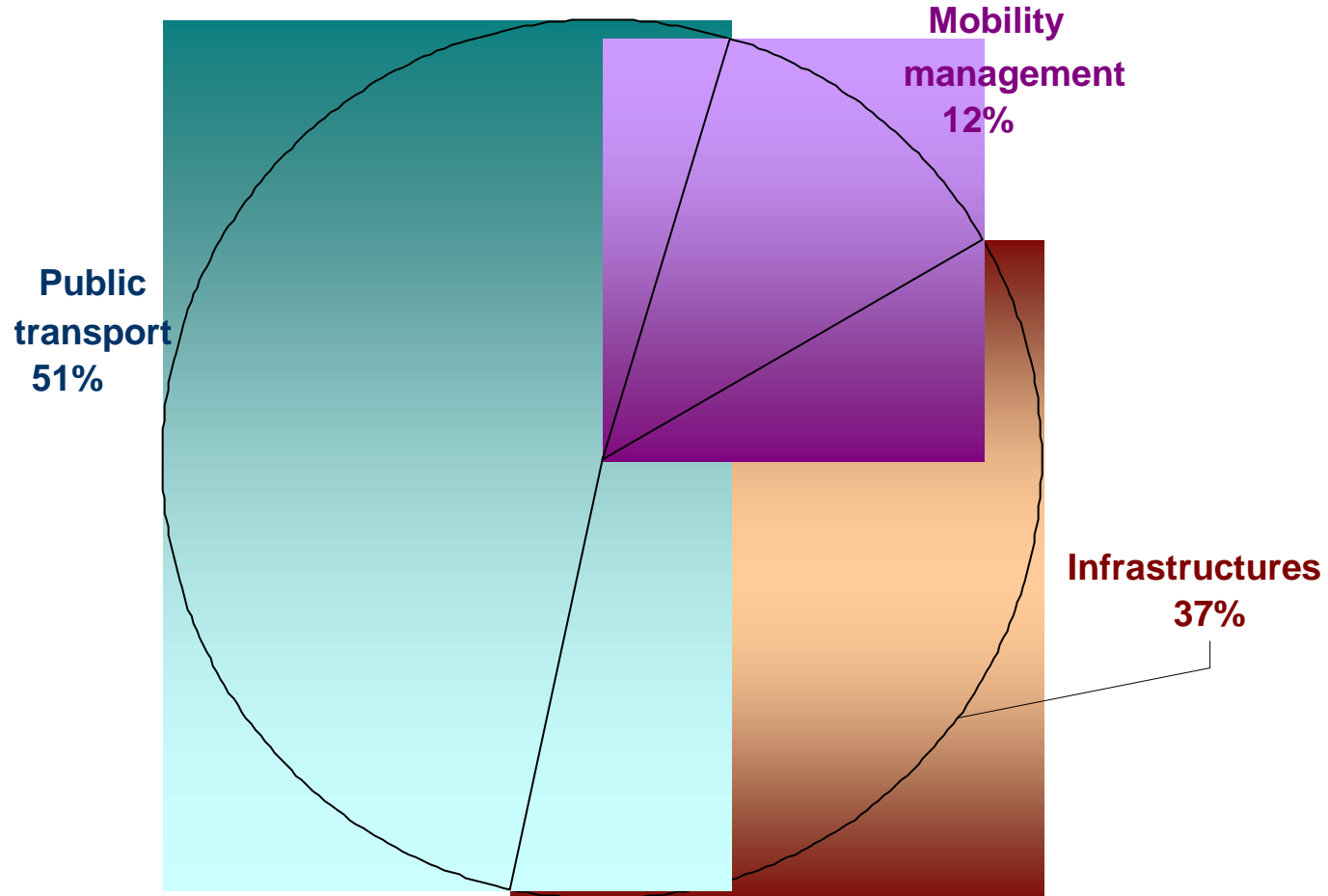
LE11. Norms and regulations



ESTIMATED FINANCING OF THE PLAN

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Estimated cost: 22 M€



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