MOBILITY PLAN OF THE UNIVERSITAT AUTÒNOMA DE BARCELONA. BELLATERRA CAMPUS

PROPOSALS

iermB
INSTITUT D'ESTUDIS REGIONALS I METROPOLITANS DE BARCELONA

Generalitat de Catalunya
Departament de Política Territorial i Obres Públiques
Secretaria per a la Mobilitat

ATM Àrea de Barcelona
Autoritat del Transport Metropolità

UAB
Universitat Autònoma de Barcelona

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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LE1. Managing the mobility generated by the UAB

Consolidating the UAB's mobility management unit

JUSTIFICATION

- The analysis of mobility on the Bellaterra campus revealed an important degree of complexity involved in managing its mobility.
- The UAB mobility management unit should be consolidated and given more functions and importance.

DESCRIPTION

Consolidation and boost in the functions of the UAB mobility management unit.

Functions of the unit
To monitor the actions included in the UAB Mobility Plan
To coordinate the following services in order to guarantee the UAB Accessibility Plan's criteria and objectives: ▪Subsidies for collective public transport ▪Management of parking: places reserved for PAS/PDI members, places reserved for individuals with reduced mobility, loading/unloading, bicycle parking, control of parking violations, etc. ▪Vehicle fleet ▪Public space and maintenance ▪Information online about mobility and transports at the UAB
Team of the mobility management unit
Mobility manager and support technician

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	40,000 €/year

Drawing up a population census of the UAB Bellaterra campus

JUSTIFICATION

- Today there is no census of the total population on campus that enables us to assess what kind of impact each of the collectives that work or study there might have on mobility and accessibility.

DESCRIPTION

To draw up a census on the people who study or work on campus, regardless of whether or not they are members of the university community.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	3,000 €+ 1,000 €/year

Expanding the participation of companies that are not part of the UAB but are located on campus

JUSTIFICATION

- Around 8,200 people who are not members of the university community have been calculated to work on campus.

DESCRIPTION

To include representatives of the companies, institutes and research centres that are located on campus but are not part of the university community itself in the planning and improvement of mobility on campus by getting them to join the UAB Mobility Board.

Before the end of 2008, these companies must be notified of the need to draw up specific company plans in the following cases:

-When the company has more than 200 workers (publicly owned company)

-When the company has more than 500 workers (privately owned company),

unless they adhere to the measures resulting from the UAB Mobility Plan

Bodies in charge	Calendar	Cost
UAB	1st phase	-

Creating an internal executive, inter-administrative body on the Mobility Board

JUSTIFICATION

- Its competences in the **management, planning, maintenance and execution of transport infrastructures and services** are difficult to outline within the Bellaterra campus, since they converge with everything from the state-wide to local transport network.
- The university is lacking a transport body, entity or institution that would manage or coordinate mobility in this sphere.
- The university is lacking a channel of communication between the organisations involved which could solve the aspects linked to its competences as is a way of solving the problems due to mobility or access inside the campus.

DESCRIPTION

To create an inter-administrative body as the executive committee of the Mobility Board which would include the UAB and public administrations with competences in mobility and transports on campus.

The following should be defined by this point of encounter:

-the areas over which each of the administrations holds competences

-an action protocol which defines the guidelines to follow when any action related to mobility on campus or in its environs is undertaken or proposed

Bodies in charge	Calendar	Cost
UAB	1st phase	-

LE2. Promoting collective public transport

ACTIONS TO IMPROVE THE SUPPLY AND QUALITY OF THE RAILWAY SERVICES PROVIDING ACCESS TO CAMPUS

Improving the frequency of stops by the FGC

JUSTIFICATION

- The FGC network is the collective public transport used the most frequently to reach the Bellaterra campus.
- The trains can become overcrowded during peak hours.

DESCRIPTION

To work to achieve a higher frequency of stops on the FGC's S2 and S55 lines. To ensure that this request reaches the administrations with competences.

It should be borne in mind that this improvement initially depends on building a switching yard in Pl. de Catalunya.

To request that the competent administrations convert the S2 and S55 lines so that the frequency of trains is guaranteed all year long and not just during the academic year.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya - FGC	2nd phase	-

Improving the frequency of stops by the RENFE local trains

JUSTIFICATION

- There is only one train every half hour (every 15 minutes at peak hour from 8 to 9 am).
- There are three times fewer RENFE trains than FGC trains, although the travel time to Barcelona (Pl. Catalunya) is similar.

DESCRIPTION

To work to get the local C7 train line to stop every 15 minutes on workdays. To ensure that this request reaches the administrations with competences.

Bodies in charge	Calendari	Cost
Ministry of Promotion - RENFE	2nd phase	-

Adapting the local RENFE trains to individuals with reduced mobility

JUSTIFICATION

- The RENFE local trains that operate on line C7 are not adapted to individuals with reduced mobility.
- The ones that stop at the Cerdanyola-Universitat station are adapted.

DESCRIPTION

To work to ensure that the trains that serve this line are gradually adapted for individuals with reduced mobility. To ensure that this request reaches the administrations with competences.

Bodies in charge	Calendari	Cost
Ministry of Promotion - RENFE	2nd phase	-

Ensuring that RENFE local trains run on the published timetable

JUSTIFICATION

- In the past two years, the problems stemming from the lack of reliability in the punctuality of the local trains and breakdowns on the C2 South, C7 and C10 lines for more than one month in late 2007 have led to a drop in the use of this network.

DESCRIPTION

To ask the competent administrations to ensure a punctuality level in the RENFE local train service of more than 97%, a figure that RENFE Local Trains claims was reached in 2000.

Bodies in charge	Calendar	Cost
Ministry of Promotion - RENFE	1st phase	-

Improving information on incidents in train services

JUSTIFICATION

- The lack of information provided to users of collective public transport regarding any incident in train services may lead to a loss in commuters if they find a more convenient alternative.
- There is no appropriate system of information or properly trained staff.

DESCRIPTION

To improve the system used to notify users of incidents among the transport operators and the UAB, particularly with RENFE, and between the UAB and users.

Forms of communication
Taking advantage of the tools that already exist: - Information via text messaging, bus drivers, etc.
New tools - Information panels at the internal bus stops or in Pl. Cívica - Studying the possibility of creating a local UAB radio station for information on train services

Bodies in charge	Calendar	Cost
Ministry of Promotion - RENFE Generalitat de Catalunya UAB	1st phase	40,000 €+ 6,000/year

ACTIONS ON THE INFRASTRUCTURES PROVIDING ACCESS TO CAMPUS

Reorganising the roadway space near the Bellaterra FGC station

JUSTIFICATION

- The FGC station in Bellaterra is currently used as a park & ride, while there is no car park set up.
- The vehicles parked near the station's roundabout and on the side of the access road hinder the circulation of pedestrians, cyclists and buses.

DESCRIPTION

To reorganise the roadway space near the Bellaterra station in terms of both parking and room for pedestrians, buses and cyclists entering the campus from this station.

It should be borne in mind that the station is affected by the interpolar stretch of roadway.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP ATM Cerdanyola Town Hall	2nd phase	Project: 80,000 €

Keeping track of different railway projects

JUSTIFICATION

- There are plans to change the railway network near the campus in the forthcoming years.

DESCRIPTION

The UAB must keep track of the different projects and construction sites.

Among others:
The new FGC switching yard in Pl. Catalunya
The extension of the FGC in Sabadell and Terrassa
RENFE-FGC exchanges in Vullpaneres, Hospital General, Baricentro
Papiol-Mollet line: reconversion of the Mollet-Cerdanyola del Valles stretch to passengers and closure of the line • Maintain service with Barcelona
Ripollet-Cerdanyola V.-Centre Direccional-UAB tram service
Extension of the railway connection to Barcelona from the Vallès region • Horta tunnel

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase (and later)	-

ACTIONS TO IMPROVE THE SUPPLY AND QUALITY OF THE BUS SERVICE PROVIDING ACCESS TO CAMPUS

Improving the existing inter-urban bus system providing access to the UAB campus

JUSTIFICATION

- The inter-urban bus system reaching the Bellaterra campus is the best public transport alternative available from some towns (Cerdanyola, Ripollet, Montcada, Badia, etc.).
- Running on the published timetable is fundamental in ensuring the compulsory mobility of the campus population and especially in earning users' loyalty.
  - Shortcomings or failure to fulfil the timetables have been detected in the service from Cerdanyola (line A3).
- Adapting the vehicles of individuals with reduced mobility expands this population's possibilities for accessing campus in proper conditions.

DESCRIPTION

To study possible improvements in the current service which would provide solutions to adapt the timetables and ensure that they are fulfilled and to adapt the current frequency of stops on campus. Especially to gradually implement the lines on the UAB hub.

To gradually include vehicles adapted to individuals with reduced mobility.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP Inter-urban transport operators	1st and 2nd phase	0.2 M€/year (excluding hub)

UAB hub

JUSTIFICATION

- The current network of collective public transport conditions the fact that almost all the transversal displacements in the Barcelona Metropolitan Region can only be made via Barcelona.
- More than 8,200 members of the university community reach the campus from these towns (22% of the total).
- They have to make transfers and have long travel times.

DESCRIPTION

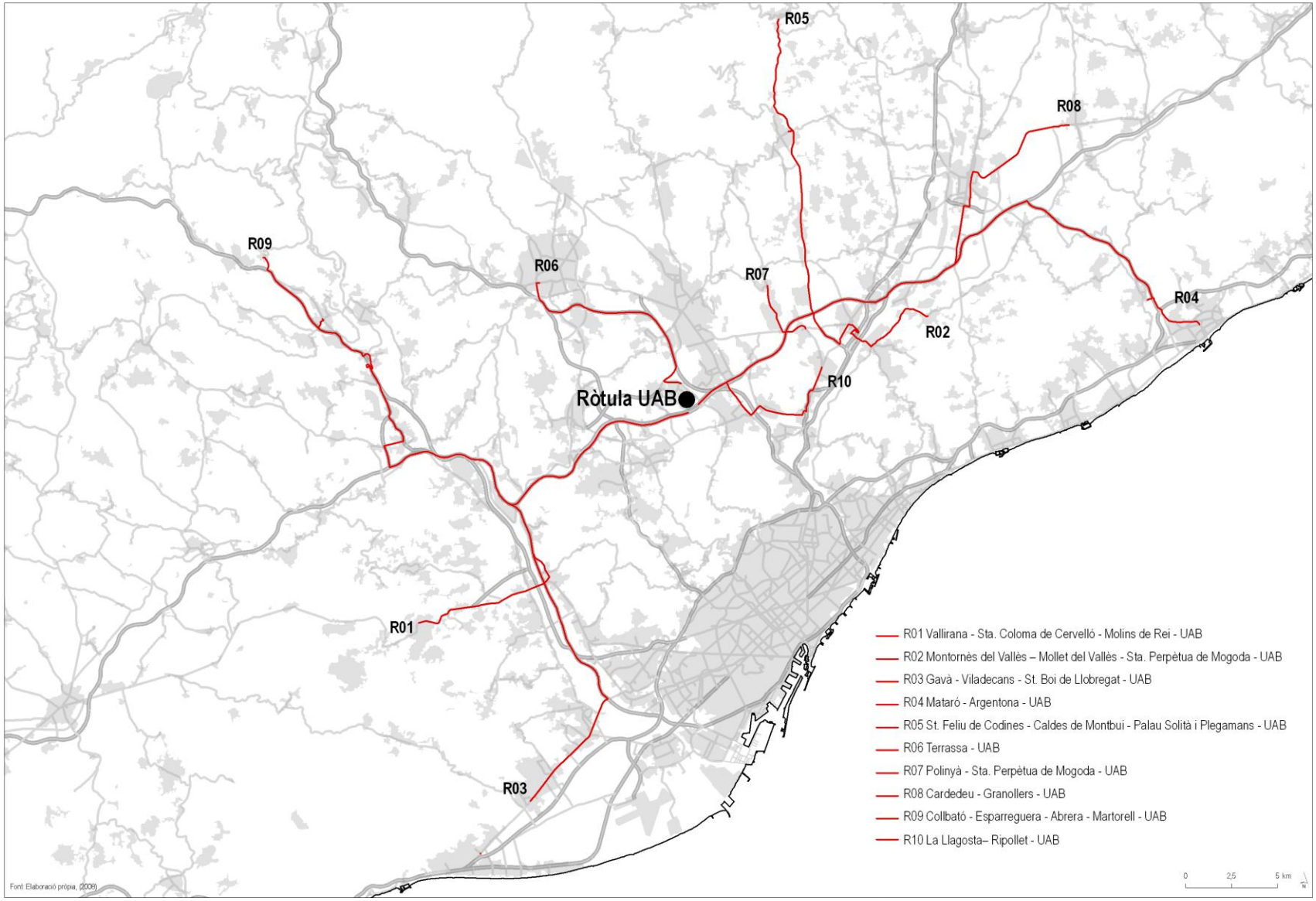
To build the **UAB hub infrastructure** near the campus.

To implement the **hub feeder network** service which would initially serve (among others): Terrassa, Mataró, Granollers, Molins de Rei, Mollet del V., Sta. Perpètua de Mogoda, Caldes de Montbui, Viladecans, Abrera and Esparreguera.

This network would allow for transversal displacements in the Barcelona metropolitan region without having to go through Barcelona. Likewise, it would expand the range of services at the UAB from the two Vallès counties along with El Maresme and Baix Llobregat. The lines would meet at the hub each hour. There would be information on wait times for the services.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP ATM	1st phase – Construction of infrastructure and first services 2nd phase – remaining services	Infrastructure: 3 M€ Operation of the services: 2.05 M€/year

UAB hub


R05
R08
R09
R06
R07
R04
R02
R10
Ròtula UAB
R01
R03
R01 Vallirana - Sta. Coloma de Cervelló - Molins de Rei - UAB
R02 Montornès del Vallès – Mollet del Vallès - Sta. Perpètua de Mogoda - UAB
R03 Gavà - Viladecans - St. Boi de Llobregat - UAB
R04 Mataró - Argentona - UAB
R05 St. Feliu de Codines - Caldes de Montbui - Palau Solità i Plegamans - UAB
R06 Terrassa - UAB
R07 Polinyà - Sta. Perpètua de Mogoda - UAB
R08 Cardedeu - Granollers - UAB
R09 Collbató - Esparreguera - Abrera - Martorell - UAB
R10 La Llagosta– Ripollet - UAB
0 2,5 5 km
Font: Elaboració pròpia, (2009)

Studying a possible reinforcement of the connections with Manresa, Igualada, Girona and Vic

JUSTIFICATION

- Almost 1,000 members of the university community reach the campus from these towns.
  - This is not counting the non-university community
- The frequency is one round-trip journey per day for Manresa and Igualada, and one journey to campus and two return journeys to and from Girona, and one journey per week to and from Vic. Railway service with long travel times.
- Partial appropriateness of the arrival and departure times on campus.

DESCRIPTION

To study the possibility of reinforcing the existing lines to Manresa, Vic, Girona and Igualada.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP	2nd phase	-

Extension of the urban lines from Cerdanyola del Vallès to the UAB

JUSTIFICATION

- The service from Cerdanyola del V. to campus is made as a reinforcement of line A3 coming from Barcelona.
- The urban C2 line from Cerdanyola del V. crosses the campus along the North Axis but does not stop.
- The new urban C3 line ends at the RENFE local train station.

DESCRIPTION

- To request that the C3 line be extended to reach the campus (UAB hub).

Bodies in charge	Calendar	Cost
Cerdanyola del V. Town Hall	1st phase	-

INFRASTRUCTURE ACTIONS TO IMPROVE THE INTER-URBAN TRANSPORT NETWORK BY ROADWAY

Expanding the bridge over the AP7/B30 motorway to improve the transit of buses, pedestrians and cyclists

JUSTIFICATION

- Every day more than 13,000 vehicles circulate there.
- The bridge has a section with two lanes (2+1) with pavements less than 1 metre wide.
- The current maintenance of the road surface, the safety features (rails) and the space for pedestrians and bicycles is insufficient.
- All the intern buses as well as those that come to campus from Cerdanyola del V. must cross the bridge
- There is congestion occurs during peak hours, which raises the travel times of the buses that cross the bridge.

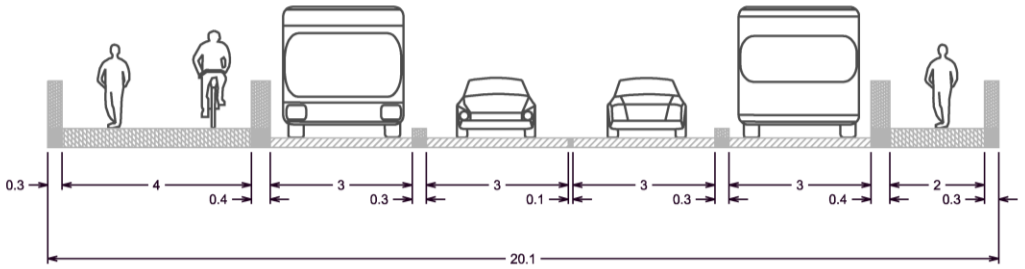
DESCRIPTION

To expand the space used for pedestrian and bicycle traffic on the bridge over the motorway and to repair the existing platform.

To expand the platform or build a specific overpass for pedestrians and cyclists parallel to the current bridge.

Urgent measures:

- Repair the metal safety rail
- Repair the pavement
- Repair the road surface
- Improve the horizontal signage



Bodies in charge	Calendar	Cost
Ministry of Promotion	2nd phase	2 M€

Repairing the entrance to the RENFE local train station

JUSTIFICATION

- Roadway with a variable width which prevents two buses from fitting at the entrance to the station at the same time
- 180º turn upon entering the station
- Total lack of horizontal and pavement signage.

DESCRIPTION

To request that the roadway providing access to the Cerdanyola-Universitat local train station be repaired.

-Change the layout to increase the radius of the turn at the entrance.
-Expand the road to allow two buses to run at the same time.
-Improve the road surface and signage.

Bodies in charge	Calendar	Cost
Ministry of Promotion	2nd phase	0.11 M€

Keeping track of various projects

JUSTIFICATION

- There are plans to execute several different infrastructures near campus that would encourage the use of collective public transport.

DESCRIPTION

The UAB should spearhead and keep track of different projects.

Among others:
Bus/high-occupancy vehicle lanes • On the C58 • On the B30

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	-

ACTIONS TO IMPROVE DISPLACEMENTS IN INTERNAL BUSES ON CAMPUS

Reorganising the internal bus service

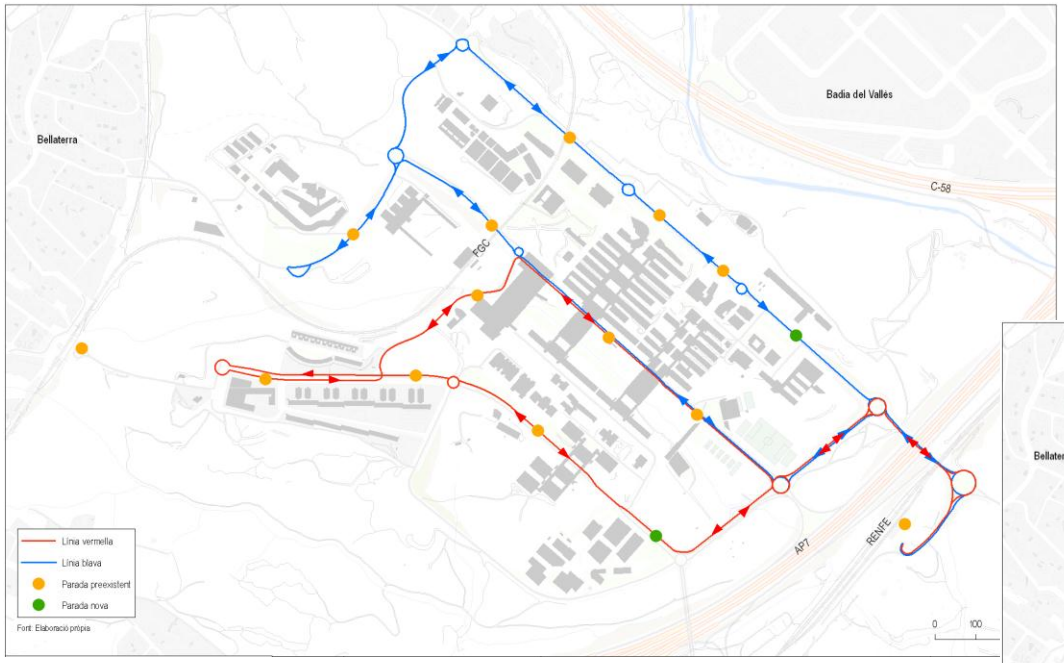
JUSTIFICATION

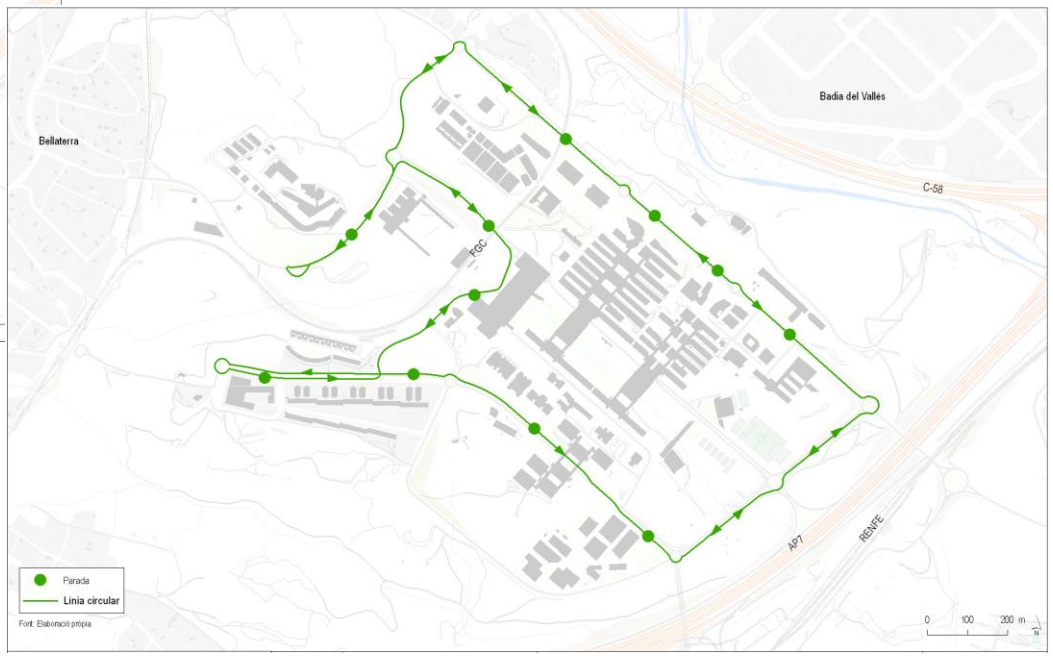
- Almost 112,000 internal displacements are made on campus, 76,000 related to access and 35,000 other kinds.
- Today the bus service mainly operates as a service to transport users to the RENFE local train station.
- The current network does not allow displacements in the opposite direction (Central Axis – North Axis or Central Axis – South Axis), or between:
  - The North Axis and the South Axis and the Vila
  - The Rectorate and the South Axis and the Vila
- The movements within campus are back and forth.
- There is a demand for bus stops at ETSE.

DESCRIPTION

- To conduct the current service but in both directions.
- To create a new circular route in both directions.
  - North Axis – Rectorate – FGC – Vila – Medicine Axis – North Axis
- New stops at Applus and ETSE; reorder the stop at the graduate school.
- To improve the service on days with no classes.

Reorganising the internal bus service





Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	0.7 M€/year

ACTIONS TO IMPROVE THE QUALITY OF THE BUS SERVICE

Upgrading the internal bus stops on campus: Design and information

JUSTIFICATION

- Duplicated elements, lack of wall indicators or their existence but the stop is not in use.
- There is no homogeneity in the design of the stops.
- Lack of information on the internal and inter-urban services at many stops, or incomplete information.

DESCRIPTION

- Shared stops for both internal and inter-urban buses
- To avoid duplicating elements at the stop
- Single image on the canopies and information
- To include information on wait times in the internal buses and start talks with the inter-urban and ATM operators to implement this for the other bus services.

Bodies in charge	Calendar	Cost
UAB	1st phase	80,000 €

Improving the vehicle fleet

JUSTIFICATION

- Age of the fleet.
- Buses not adapted to individuals with reduced mobility.
- Creation of new internal lines that require more vehicles.

DESCRIPTION

- To renovate of the fleet as the services are expanded.
- To adapt the bus fleet (urban and inter-urban) to individuals with reduced mobility.
  - By the end of the plan, to ensure that 80% of the internal fleet is adapted to individuals with reduced mobility.

Bodies in charge	Calendar	Cost
UAB Inter-urban transport operators	2nd phase	- (Internal service: including the cost of the new lines)

Creating an image for the internal bus service on campus

JUSTIFICATION

- Easy identification of buses.
- Brand image.

DESCRIPTION

- To create a corporate image of the internal buses on campus.

Bodies in charge	Calendar	Cost
UAB	1st phase	39,000 €

OTHER ACTIONS

Incentives and discounts for collective public transport

JUSTIFICATION

- Today group A (PAS + PDI + research fellows working for the UAB) can receive aid for purchasing integrated passes in their name (T-Mes, T-Trimestre), FGC (annual), SARBUS (annual) and RENFE local trains (monthly 2x/day) . Group B (research support staff and staff at affiliated centres) can only receive aid for the FGC annual pass.
- This latter group includes 775 people, 14% of collective A.
- Extending the aid to other groups would secure the loyalty of current users of collective public transports and create new users.

DESCRIPTION

- To standardise the groups at the UAB who have the right to aid: including research support staff, staff at affiliated centres and workers at outside companies who can prove that they work on campus. All of these groups will have the same right to subsidies as group A currently does.
  - In the case of external companies, the UAB could provide them with technical assistance to subsidise their workers. This could be a criterion to be borne in mind when allowing new companies to move to campus.
- To subsidise the unlimited RENFE local train monthly pass.
- To promote the Mobility Management Unit of the UAB as the sole body in charge of managing and controlling transport subsidies.

Bodies in charge	Calendar	Cost
UAB External companies located on campus	1st phase	Minimum: 30,000 €/year

Encouraging the use of multi-trip public transport fares

JUSTIFICATION

- The mobility patterns among the university population on campus indicate that an average of two displacements are made per day and they visit the campus 5 days per week (UAB Mobility Survey, 2006).
- Under these conditions, the most appropriate transport passes by fare zones from the origin are the following:

	Pass
1 zone	T-10
2 zones	T-50/30
3 zones	T-50/30
4 zones	T-Jove
5 zones	T-Jove
6 zones	T-Jove

DESCRIPTION

To encourage the use of multi-trip public transport fares by seeking formulas that lower the cost for the campus population.

To request that the principle of continuity be applied between contiguous stations in different fare zones in the RENFE local train system using their own passes, especially between Cerdanyola and Cerdanyola-UAB.

Bodies in charge	Calendar	Cost
ATM, DPTOP, UAB Ministry of Promotion – RENFE	1st phase	-

LE3. Encouraging displacements on foot

Improving the network of connecting routes

JUSTIFICATION

- If the kinds of transports used in displacements connecting with nearby population nuclei are analysed, we can find no relationship between the proximity of these nuclei and the share of non-motorised means of transport (12.4%). This situation stems in part from the lack of specific infrastructures and equipment for non-motorised means of transport. This strategic line aims to remedy this problem by creating comfortable and safe pedestrian routes.

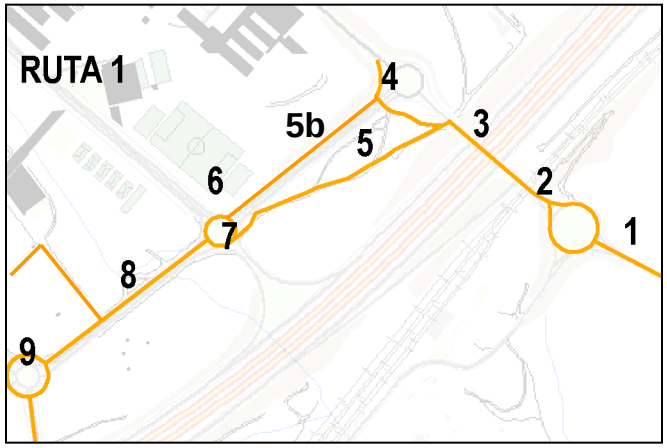
DESCRIPTION

- To propose that routes be set up from the towns of Cerdanyola, Bellaterra and Badia.
- These three routes would adopt the guise of mixed pathways for both pedestrians and cyclists. It would be appropriate to apply a uniform signage/identification strategy for all the mixed pathways, with a change in colour and/or texture in the pavement.

Bodies in charge	Calendar	Cost
Ministry of Promotion Cerdanyola Town Hall Badia del Vallès Town Hall UAB	1st and 2nd phase	0.2 M€ (excluding the bridge)

Improving the network of connecting routes

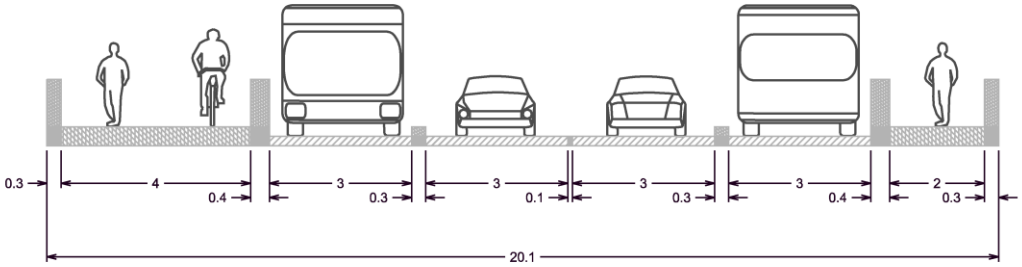
ROUTE 1. From Cerdanyola



Stretch 1. Expand the pathway to 4 metres and post signs showing the area set aside for pedestrians and for cyclists. Install a pedestrian crossing at the C/ Serragalliners-Rda. Serraperer intersection.

Stretch 2. Extend the mixed pathway as far as the road leading to the RENFE station. Set up a pedestrian crossing along the roundabout. Upgrade the pedestrian crossing at the AP-7 exit.

Stretch 3. Expand the bridge platform over the AP-7 to create room for non-motorised means of transport and bus lanes.



Stretch 4-5-6-7. Repair the dirt pathway leading to the North Axis and the Central Axis. Create a pedestrian crossing in the Central Axis. Change the priority system in the roundabout in the Central Axis. Create a mixed pathway for pedestrians and cyclists on the edge of the axis running parallel to the B-30. With regard to the access to the Medicine Axis: create a route with the same features (mixed pathway) which runs parallel to the B-30 axis. New entrance with inverted priority from the B-30 axis until the Eureka I axis.

Improving the network of connecting routes

ROUTE 3. From Badia del Vallès

Stretch 1. Upgrade the pavement using a material with a high friction coefficient. Expand the pathway to 3 metres wide. Repair the paved surface at every turn to make it safer and more comfortable and to facilitate its use by different users.

Stretch 2. Flatten the pavements, protecting them from illegal parking through pylons, rails or other similar elements.

Lay out and protect the mixed pathway from parking that would impede access to the tunnel that enables pedestrians and cyclists to cross the North Axis. Implement a kerb-ramp to reach it.

Post signs along the entire stretch from the entrance to the parking until the entrance to the tunnel.

ROUTE 4. From the FGC station in Bellaterra

Stretch 1. Eliminate the illegal parking near the roundabout and set up a true Park & Ride near the station (the location will depend on the layout of the interpolar lane).

Create a kerb ramp that enables users to access the mixed pathway proposed in this measure.

Stretch 2. Lay out a mixed pathway for pedestrians and cyclists which links the FGC station with the Vila Universitària.

Stretch 3. Guarantee the continuity of the pathway with the pavements in the Vila on both sides of the parking via pedestrian crossings with their corresponding kerb ramps.

Improving the network of internal routes

JUSTIFICATION

- The UAB campus is built following principles of urban planning that physically separate motorised and non-motorised transport. The current situation resulting from these principles is characterised by a notable distinction in the quality of pedestrian spaces between:
  - Specific routes totally separate from the roadways with good conditions for pedestrian mobility
  - The rest of the campus , with a vast number and variety of obstacles which hinder pedestrian mobility

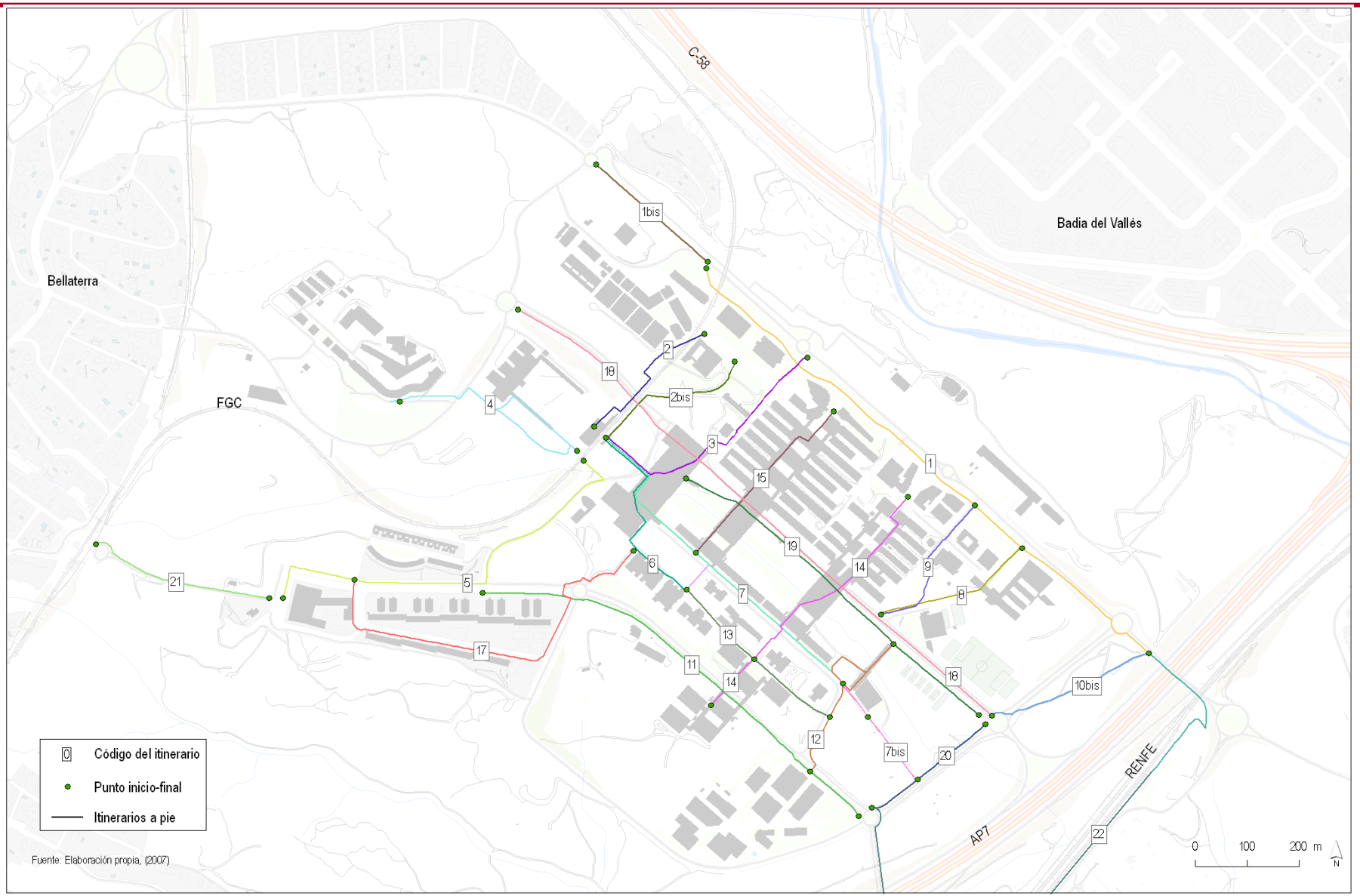
- This situation is worrisome since walking is the predominant means of internal displacement, with around 114,000 displacements per day (2007 Mobility Survey).

DESCRIPTION

- We propose the creation, transformation or improvement of 21 internal pathways identified in the diagnosis stage of the Mobility Plan.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	0.35 M€

Improving the network of internal routes



Improving the network of internal routes

Route 1. Set up pedestrian crossings every 200 m at the entrance to and exit from the roundabouts.

Route 1b. Ensure the continuity of the internal pathway by laying out a mixed pathway for pedestrians and bicyclists across a green area located in front of the Faculty of Translation and Interpretation. Lay out a mixed pathway crossing the ditch. Protect it from traffic by the use of pylons, rails or other similar elements.

Route 2 and 2b. Uniformly pave both routes. Ensure continuing between the pathway and the pavements in the Vila Universitària on both sides of the parking zone via pedestrian crossings with kerb ramps.

Route 3. Improve the lighting.

Route 4. Set up a kerb ramp and improve the lighting. Adapt to individuals with reduced mobility. Create an entrance for service vehicles.

Route 5. Create a mixed pathway on the northern side of the road making use of the ditch area. Set up pedestrian crossings with kerb ramps and remove the trees that remain in the middle of the route. Plant bushes in the median to prevent illegal parking. Replace the existing intersection with a roundabout with handicapped-accessible pedestrian crossings at all three entrances.

Route 6. Install escalators from the parking zone to the Periodicals Library.

Route 7 and 7b. The new axis from the B-30 motorway will have inverted priority (coexistence of private vehicles and non-motorised means of transport). In the future, connect the road with the motorway that ascends from Pl. Cívica to the Vila Universitària . Create pedestrian crossings at all the entrances and exits of the parking zones that cross the mixed pathway.

Route 8. Set up a route (pavement, signage, lighting). Restrict access to this route to certain users: pedestrians, cyclists and authorised vehicles (loading/unloading).

Improving the network of internal routes

Route 9. Set up this route until the Central Axis (pavement, signage, lighting). Restrict access to this pathway to certain users: pedestrians, cyclists, authorised vehicles (loading/unloading). Eliminate the unregulated parking zones and restore the current road as a mixed roadway shared by pedestrians, bicycles and authorised motorised vehicles.

Route 10, 10b and 20. See *Improving the Network of Connecting Routes, Route 1. Access from Cerdanyola*.

Route 11. See *Improving the network of internal spaces for bicycles. Stretches 10, 11, 12, 13, 14 and 16.*

Route 12. Replace the perpendicular parking with angled parking heading in the same direction as the traffic in order to make it safer and easier to use. Fix the unregulated parking zone. Remove the row of parking places to the east of the road and set up a mixed pathway for pedestrians and bicyclists there.

Route 13. Fix the unregulated parking zones at the entrance to this route.

Route 14. Create a handicapped-accessible pedestrian crossing to cross the Axis from the right. The rest of the route is in proper conditions for the majority of pedestrians, but it is not handicapped-accessible. It should be adapted to make it handicapped-accessible according to the Accessibility Plan as a measure corresponding to this mobility plan.

Route 15. This route is in proper conditions for the majority of pedestrians but it is not handicapped-accessible. It should be adapted to make it handicapped-accessible according to the Accessibility Plan as a measure corresponding to this mobility plan.

Route 17. Reorient the angled parking heading in the same direction as the traffic to make it safer.

Route 18. Replace the uphill lane with a parallel parking lane. Set up a mixed pathway behind the row of parking places making use of the area of the ditch and edge of the road.

Route 19. See *Guaranteeing access to the majority of key points on campus with practicable routes.*
Route 21. See *Improving the Network of Connecting Routes, Route 4. Access to the FGC station in Bellaterra*.

Route 22. Ask the competent administration to connect the RENFE local train station with the Medicine Axis by setting up a route for pedestrians and cyclists across the existing bridge over the AP7/B30 motorway.

Freeing the Central Axis from traffic

JUSTIFICATION

- During the diagnosis phase it was detected that the Central Axis concentrates a large portion of the vehicle traffic and parking places on campus. The massive use of this axis by mobile and immobile vehicles prevents others from using it or from moving around it comfortably, and it also prevents it from serving other purposes.
- In accordance with the guidelines in the UAB's Strategic Accessibility Plan, this measure aims to recover the more central spaces on campus to set them aside for pedestrians, cyclists and public transport.

DESCRIPTION

- The proposal is to free the Central Axis from traffic between the roundabout near the Rectorate and the B-30 axis by reorganising the roadside parking and recovering space for pedestrians and cyclists.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	0.6 M€

Freeing the Central Axis from traffic

STRETCH 1. Rectorate-Plaça Cívica roundabout

- Eliminate the road going uphill and instead set up parallel parking and expand the pavement to make room for bicycles.
- Leave two lanes for traffic heading downhill with the expansion of the pavement.

STRETCH 2. Plaça Cívica-Faculty of Sciences

- Between Plaça Cívica and the Faculty of Humanities
  - Parallel parking.
  - Expand the pavements on either side of the road.
  - Ensure the continuity of the internal green space with the pavement of the Central Axis by covering the ditch.
  - Install speed humps just after the parking area in Plaça Cívica.
- Under the Faculty of Humanities
  - Eliminate the parking on the southwest side of the road while keeping the parking reserved for loading and unloading located on the other side of the road.
  - Expand the space for pedestrians using the space thus gained.
- Between the Faculty of Humanities and the Faculty of Sciences (SECTION 1)
  - Parallel parking.
  - Expand the pavement using the space thus gained.
  - Ensure the continuity of the internal green space with the pavement of the Central Axis by covering the ditch.
  - Install speed humps just before the Faculty of Sciences to lower the speed of vehicles without being a hindrance for buses.

Freeing the Central Axis from traffic

- Under the Faculty of Sciences
  - Eliminate the parking on the southwest side of the road while keeping the parking reserved for loading and unloading and individuals with reduced mobility located on the other side of the road. Expand the pavements using the space gained.
  - Repair the pathways providing access to the Central Axis at the entrances to the buildings and faculties.

STRETCH 3. Faculty of Sciences-B-30 Axis

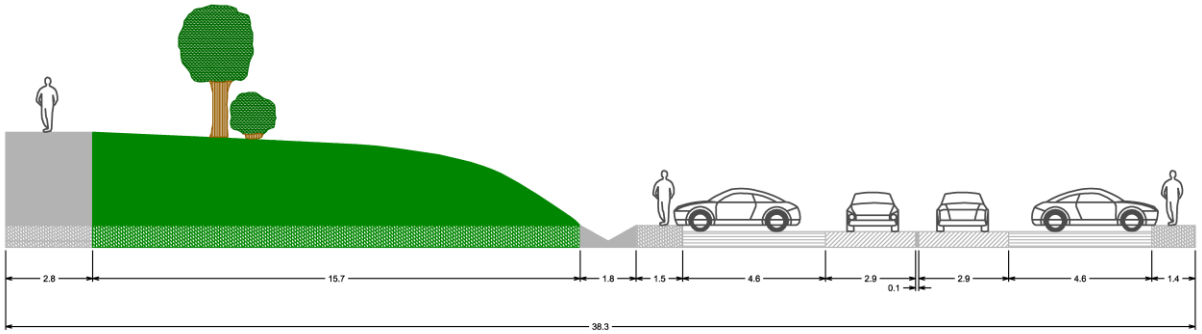
- From the Faculty of Sciences to the SAF bridge (SECTION 2)
  - Parallel parking on the street.
  - Expand the pavements to make room for bicycles.
  - Ensure the continuity of the internal green space with the pavement of the Central Axis by covering the ditch.
  - Install speed humps just after the SAF bridge.
  - Create a ramp leading to the Faculty of Sciences.
  - Reduce the width of the traffic lanes.

- Between the SAF bridge and the B-30 axis (SECTION 3)
  - The SAF bridge signals the entrance to the traffic-freer area on campus.
  - Reduce the width of the lanes to force vehicles to lower their speeds, and make this a transition zone between the B-30 axis and the traffic-freer zones.
  - Expand the pavements on either side of the road with the space thus gained. On the southern side, make room for bicycles.
  - Create a pedestrian crossing at the entrance to the Central Axis.
  - Create a pedestrian crossing in the middle of this stretch of the Central Axis.

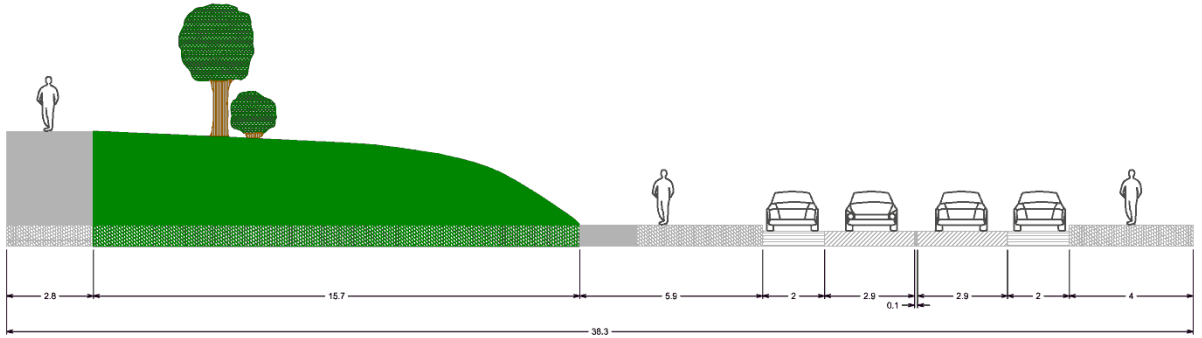
Freeing the Central Axis from traffic

SECTION 1

Current situation

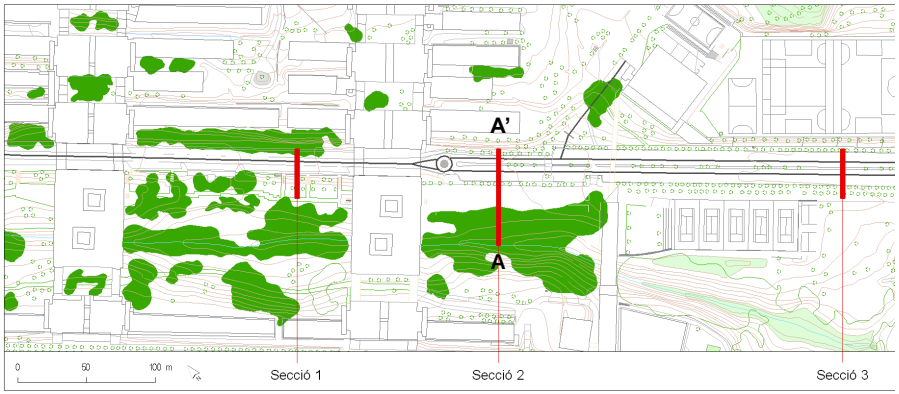


Proposed situation

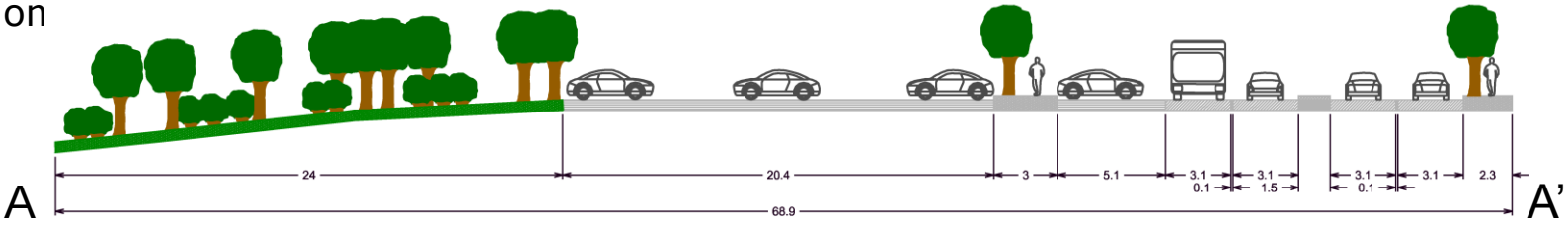


Freeing the Central Axis from traffic

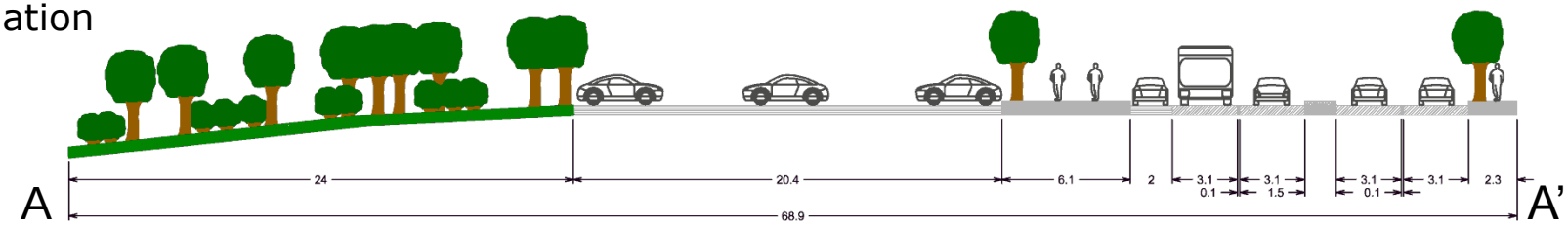
SECTION 2



Current situation

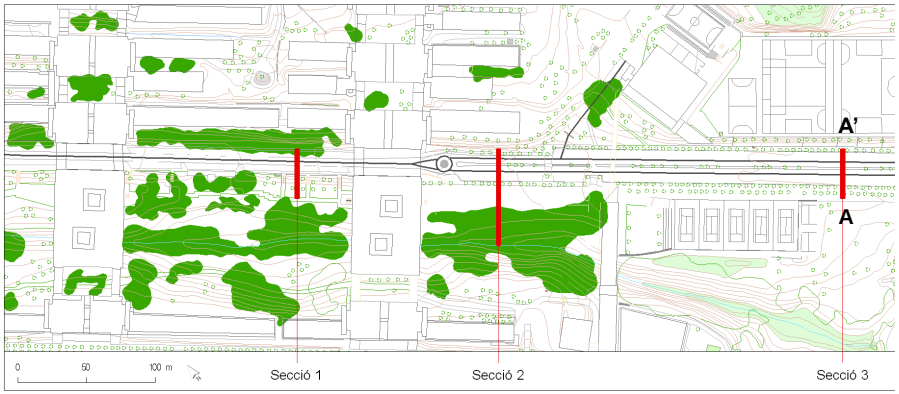


Proposed situation

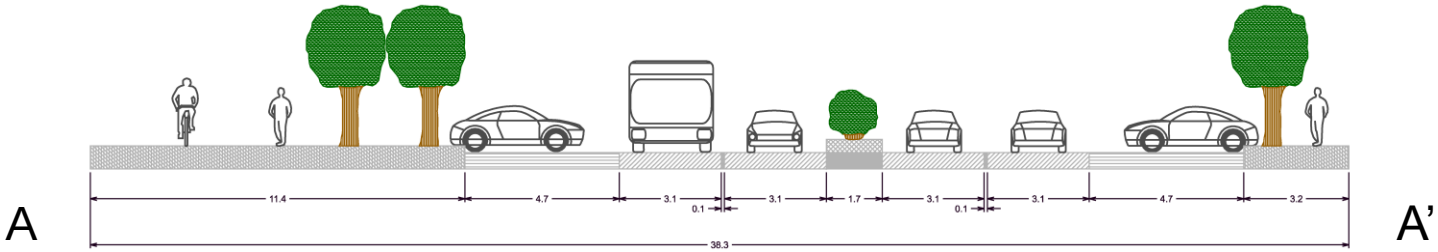


Freeing the Central Axis from traffic

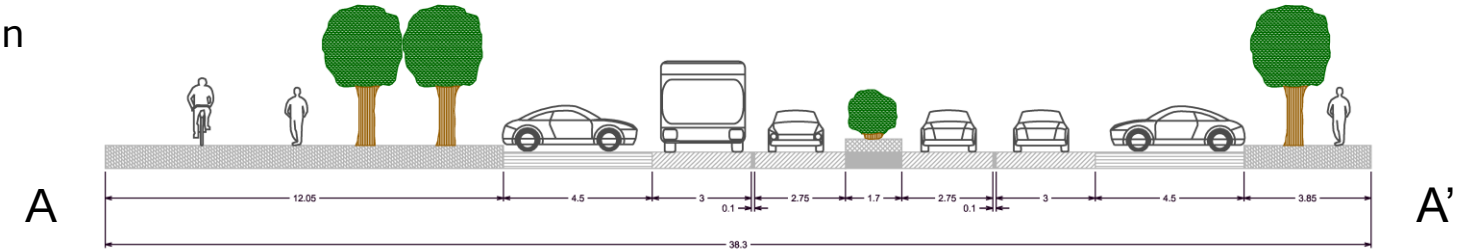
SECTION 3



Current situation



Proposed situation



Drawing up a signage plan for walking routes

JUSTIFICATION

- The diagnosis made in the first part of this plan enabled us to detect the need to conduct a comprehensive signage strategy. This strategy must include the following elements:
  - Roadway signage: that is, horizontal and vertical signage showing indications, warnings and rules for both motorised and non-motorised means of transport.
  - The creation of a nomenclature that unequivocally identifies buildings, roads and other places of interest on campus.
  - Signage indicating places and routes that includes information from the nomenclature.

DESCRIPTION

- This measure outlines the elements related to displacements on foot that the signage strategy must include. They are essentially the following elements:
  - Indicating the departments and main services on the outside of the buildings.
  - Detailed indications of all the departments, secretaries, laboratories and services at the entrance to each faculty, following the example of the exhaustive lists of shops found at malls accompanied by a map showing their location (EXAMPLE 1)
  - A map of the campus accompanied by signs showing the main routes following the signage models for the walking routes implemented in Barcelona (EXAMPLE 2). They must include the following elements:
    - Juxtaposition of the signs displaying the routes with a detailed map
    - Information on multiple modes of transport
    - Travel times

Bodies in charge	Calendar	Cost
UAB	1st phase	- (included in the campus' Comprehensive Signage Plan)

Drawing up a signage plan for walking routes

EXAMPLE 1. Exhaustive list of places of interest accompanied by a map showing their location

Diagonal Mar shopping centre

EXAMPLE 2. Signs showing the routes accompanied by a map showing the locations

Barcelona, Passeig de Colom

LE4. Achieving universal accessibility on the UAB campus

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

JUSTIFICATION

- In the first part of this mobility plan, around 20 routes were defined that enable the main points on campus to be linked together, and different elements were defined that contribute to hindering their accessibility:
  - Obstacles linked to the width and pavement of the circulation routes: stretches with pavements less than 90 cm wide, stretches with no pavements, unpaved stretches.
  - Obstacles linked to slopes: stretches with stairs but no ramps, stretches with overly steep ramps, stretches with neither stairs nor ramps.
  - Obstacles linked to places where pedestrian routes cross with motorised vehicle routes, that is, routes that cross the road with no handicapped-accessible crosswalks.
- The purpose of this measure is to guarantee access with handicapped-accessible routes in the majority of key points and free-time places on campus until a universal accessibility policy is implemented.

DESCRIPTION

- The goal of this measure shall be achieved through three kinds of actions:
  1. Designing a network of well-placed reserved parking spots with handicapped-accessible entrances to the nearby buildings.
  2. Creating a basic network of handicapped-accessible routes.
  3. Improving the information and signage of the handicapped-accessible routes, parking places and services.

Bodies in charge	Calendar	Cost
UAB	1st phase	- (included in other measures)

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

1. Designing a network of well-placed reserved parking spots with handicapped-accessible entrances to the nearby buildings

   - Creating a network of parking spots which enable users to access each faculty from each of the four basic axes (North Axis, Central Axis, South Axis and Faculty of Law Axis).
   - Ensure that the access to and from these reserved parking places is handicapped-accessible and that the entrances to the faculties are as well.
   - To create new zones reserved for individuals with reduced mobility, if possible, next to the buildings, following the example of the parking places created at the Faculty of Translation and Interpretation.

Places reserved for individuals with reduced mobility at the Faculty of Translation and Interpretation

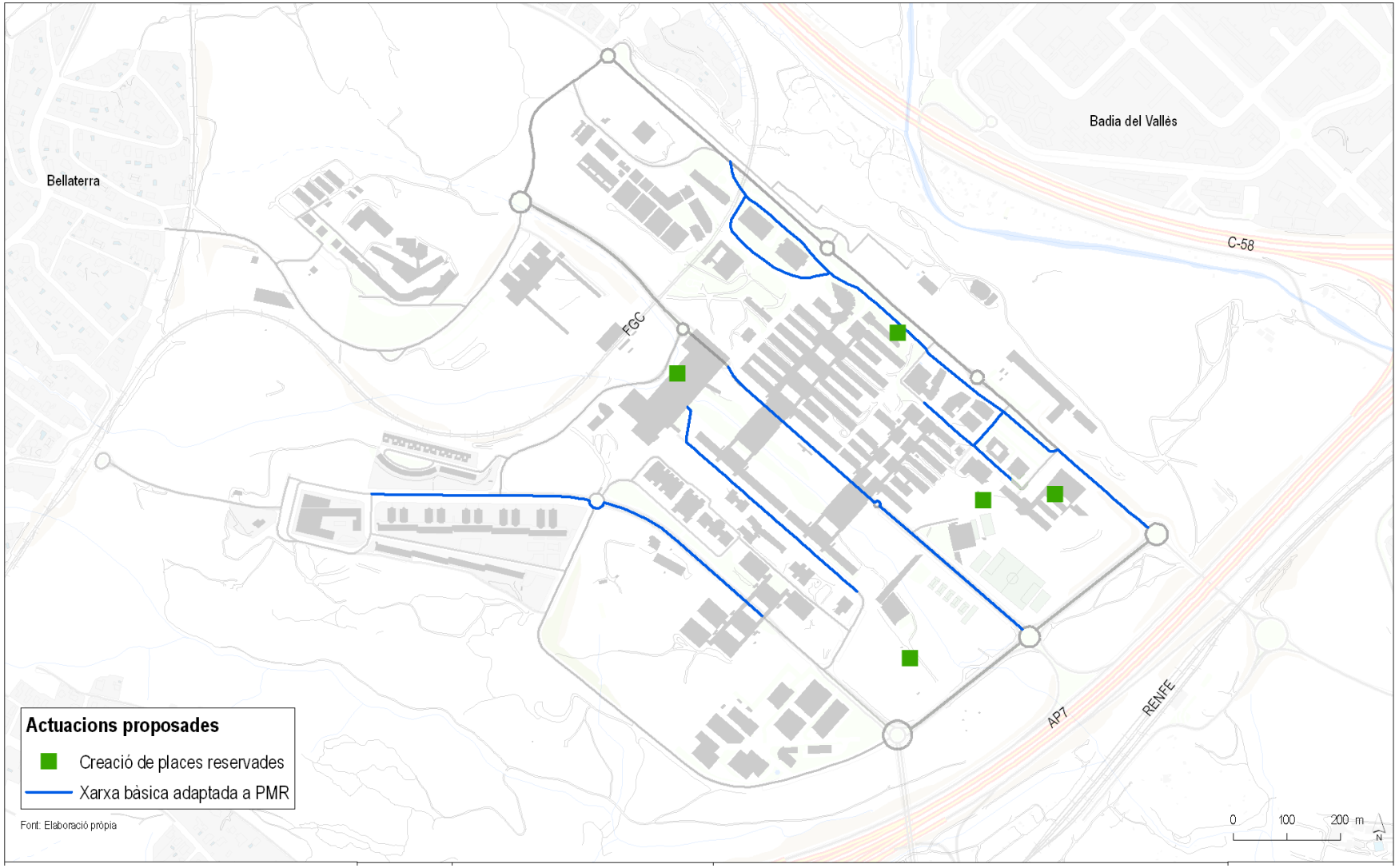
- Centralising the management of these zones in the Mobility Management Unit
- A new parking zone reserved for individuals with reduced mobility on the North Axis, between the Faculties of Humanities and Sciences.
  - Size: 4 places
  - Location: next to the buildings, following the aforementioned example
- A new zone reserved for individuals with reduced mobility under Plaça Cívica with direct access to the lift
  - Size: 4 places
  - Location: next to the lift, handicapped-accessible
- New reserved zones near the university's areas of new growth, that is, the part near the AP-7
  - Size: depending on the importance and nature of the new urban developments
  - Location : ETSE, new road next to the Mouse Clinic, extension of the research module in the Faculty of Sciences

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

2. Creating a basic network of handicapped-accessible routes
   - **North Axis (Route 1)**
     - This route is considered handicapped-accessible, so it requires no actions from the standpoint of accessibility.
   - **Central Axis (Route 19 and Route 3)**
     - In terms of both the internal pathway and the pavements on the roadside, the actions are conditioned by the comprehensive reform of the Central Axis outlined above.
   - **Law Axis (Route 7)**
     - This route can be regarded as practicable, but the road surface is in poor condition due to the presence of cracks and important bumps.
   - **Medicine Axis (Route 11)**
     - With regard to the stretch between the Faculty of Medicine and the Vila Universitària, the actions proposed are outlined in the measure on internal walking routes. With regard to the stretch between the Faculty of Medicine and the B-30 Axis, access must be guaranteed with motorised vehicles either through the FAS service or through private vehicles and reserved parking spaces.

3. Improving the information and signage of the handicapped-accessible routes, parking places and services
   - Transport guide
   - Mobility website
   - Signage plan

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



Drawing up and executing an accessibility plan

JUSTIFICATION

- It was mentioned above that the lay of the land and the architectural solutions adopted when creating the campus considerably hinder the mobility of individuals with reduced mobility. In this context, attaining universal mobility is an ambitious long-term objective.
- For this reason, the actions that will allow the current shortcomings to be remedied in the short term were presented above, bearing in mind that the ultimate goal is this measure, that is, ensuring universal accessibility on campus by drawing up and executing an accessibility plan.

DESCRIPTION

- The accessibility plan must contain the following aspects, among others:
  - Gathering exhaustive information on the population with reduced mobility that use the campus.
  - Systematically identifying all the routes leading to the faculties, classrooms, facilities and services on campus.
  - Systematically detecting all the obstacles that hinder or prevent individuals with reduced mobility form using these routes.
  - Planning the actions characteristic of an accessibility plan, that is, all the actions needed to make the campus entirely handicapped-accessible (public space, buildings, transports and communication).

Bodies in charge	Calendar	Cost
UAB	2nd phase	Study: 50,000€ Execution: 0.30 M€

LE5. Encouraging displacements on bicycle

Creating a network of bicycle routes providing access to campus from the nearby towns

JUSTIFICATION

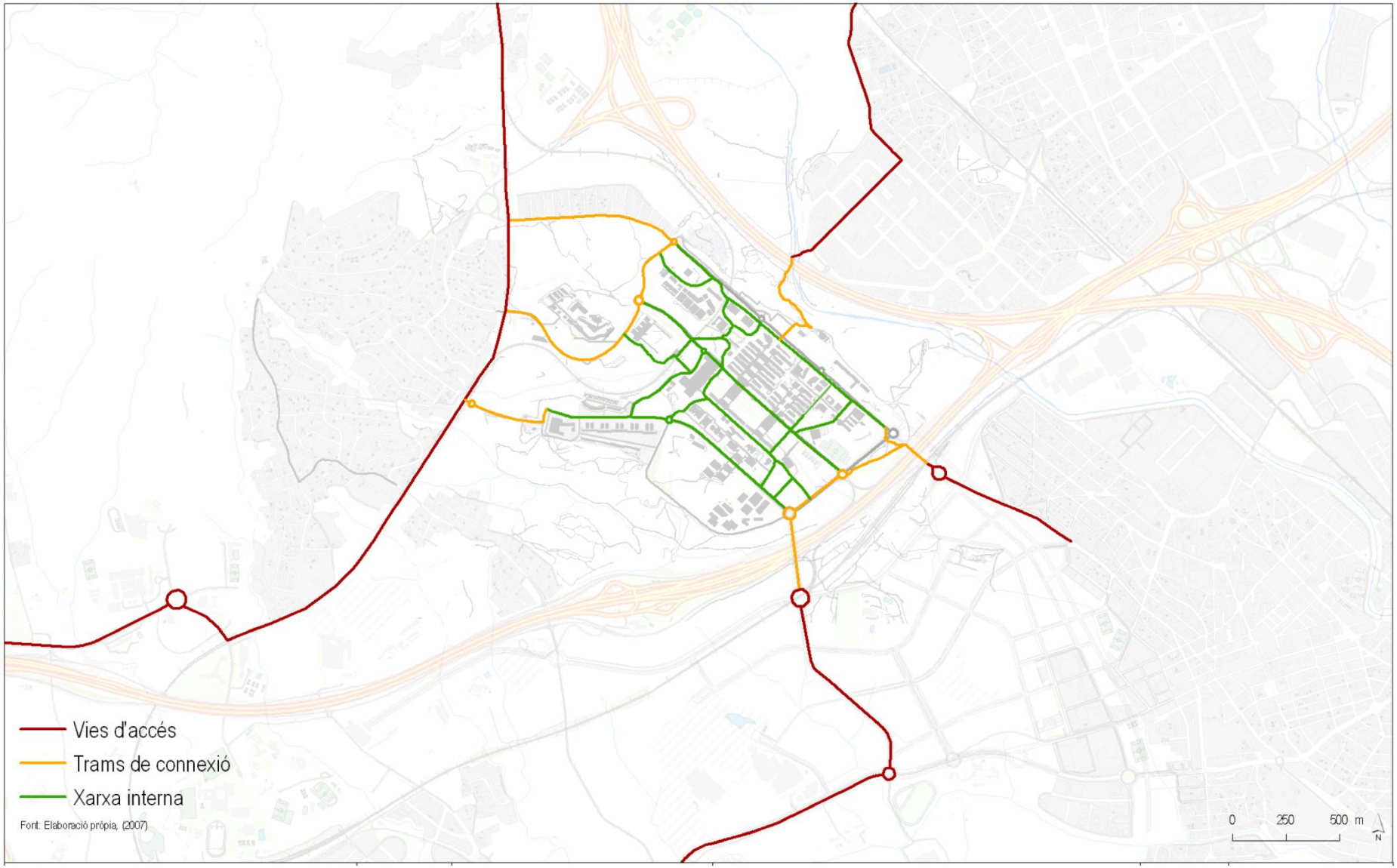
- The UAB campus is located in the centre of the Barcelona metropolitan region in a zone that is increasingly connected to the surrounding areas with buildings. The towns of Cerdanyola, Ripollet, Badia, Barberà, Sabadell, Sant Quirze and Sant Cugat are all located within a radius of 8 km.
- in this setting, bicycles is the ideal means of transport for commutes, and it will increasingly be so. In fact, the UAB Mobility Survey enabled us to detect a rise in this means for connection displacements, increasing from 0.1% in 2001 to 1.4% in 2007.
- Despite the idealness and rising use of bicycles for reaching campus, the users of this means of transport have very little specific infrastructure. This measure aims to remedy this lack.

DESCRIPTION

- The towns which should be connected to the UAB via bicycle routes have been chosen based on the current planning and an analysis of the mobility flows between the towns in the Vallès Occidental region and the UAB campus.
- These towns or nuclei are the following: Cerdanyola, Bellaterra, Sant Cugat, Rubí, Sant Quirze, Badia, Barberà and Sabadell.
- The proposed network of bicycle routes distinguishes between three different categories of bicycle routes, mapped as follows: commuting routes, internal routes and stretches connecting the commuting and internal routes.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP Cerdanyola del Vallès Town Hall Badia del Vallès Town Hall Barberà del Vallès Town Hall Sabadell Town Hall Sant Cugat del Vallès Town Hall Rubí Town Hall	1st and 2nd phase	0.25 M€ Part of the cost is included in the measure on foot routes, since it proposes mixed pathways for both pedestrians and bicycles.

Creating a network of bicycle routes providing access to campus from the nearby towns



Creating a network of bicycle routes providing access to campus from the nearby towns

- Access from Cerdanyola
  - Creating a mixed pathway for pedestrians and bicycles outlined in the measure on walking routes.
- Access from Bellaterra
  - Creating a mixed pathway for pedestrians and bicycle from the FGC station in Bellaterra, outlined in the measure on walking routes.
- Access from Sant Cugat
  - The actions planned to set up a route from Sant Cugat are based on the planning currently in force for the development of the directional centre. We must ensure that the directional centre can be linked up with the UAB campus via routes for non-motorised means of transport. The motorway must be made permeable, and locally the campus must be linked with the directional central and, on a Vallès-wide scale, the town located north of the AP-7 motorway (Sant Quirze, Badia, Barberà, Sabadell) and those located to the south (Cerdanyola, Sant Cugat).
- Access from Rubí and Sant Quirze
  - The actions proposed to link Rubí with the campus are based on the Green Path of the Vallès project, which is backed by several different Town Halls, including Cerdanyola del Vallès. We must monitor the execution of the interpolar roadway and support proposals that aim at setting up a route for non-motorised means of transport following its layout.
- Access from Sabadell, Barberà and Badia
  - Setting up a continuous bicycle route starting at Sabadell's Parc Central, running under the tunnel under the track and motorway of Badia and reaching the pathway providing access to the campus.

Guaranteeing the connection between bicycle routes providing access to campus and internal campus routes

JUSTIFICATION

- The purpose of this measure is to ensure the connection between the bicycle routes providing access to the campus and the internal campus routes. Thus, it aims to provide coherence to the bicycle routes in order to transform the current set of bicycle routes into a true network.

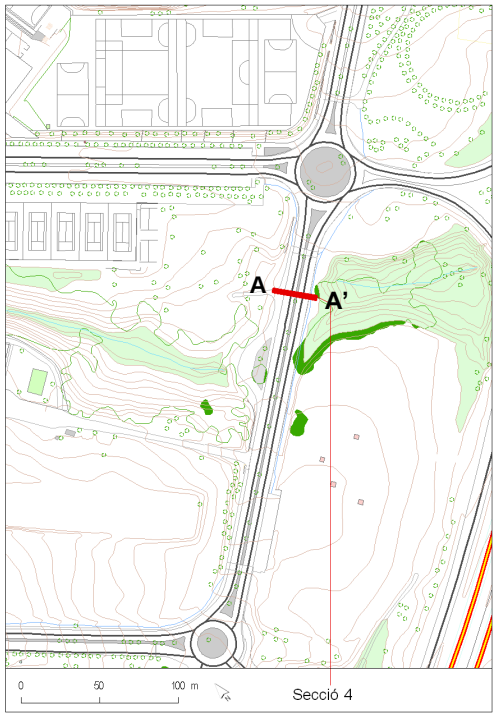
DESCRIPTION

- Five connecting stretches are proposed which would enable the internal routes to be connected to the routes providing access to campus from the aforementioned towns (Cerdanyola, Bellaterra, Sant Cugat, Rubí, Sant Quirze, Badia, Barberà, Sabadell).
- These routes would take on the guise of mixed pathways used by both pedestrians and bicyclists. It would be wise to implement a uniform signage-identification strategy for all the mixed pathways, with a change in colour and/or texture of the pavement and a name that reflects this ("red tracks", for example).

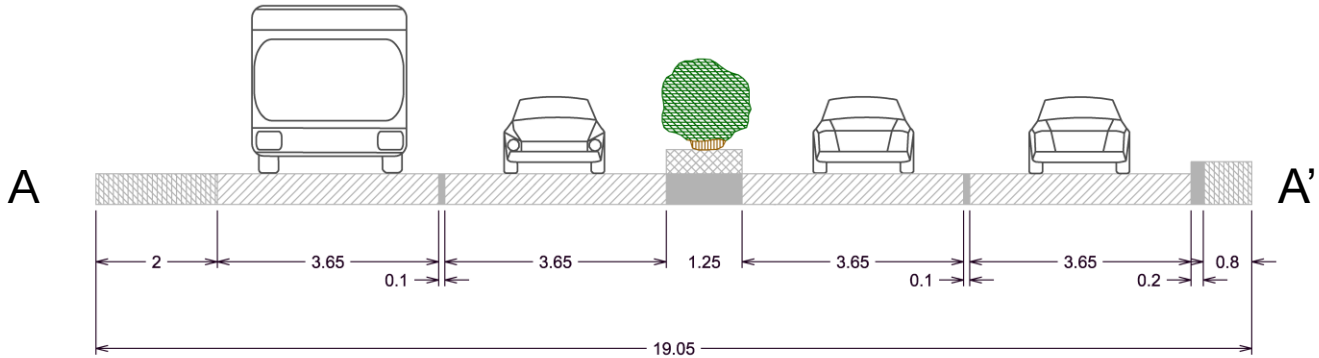
Bodies in charge	Calendar	Cost
UAB Cerdanyola del Vallès Town Hall Badia del Vallès Town Hall	1st and 2nd phase	0.22 M€ Part of the cost is included in the measure on foot routes, since it proposes mixed pathways for both pedestrians

Guaranteeing the connection between bicycle routes providing access to campus and internal campus routes

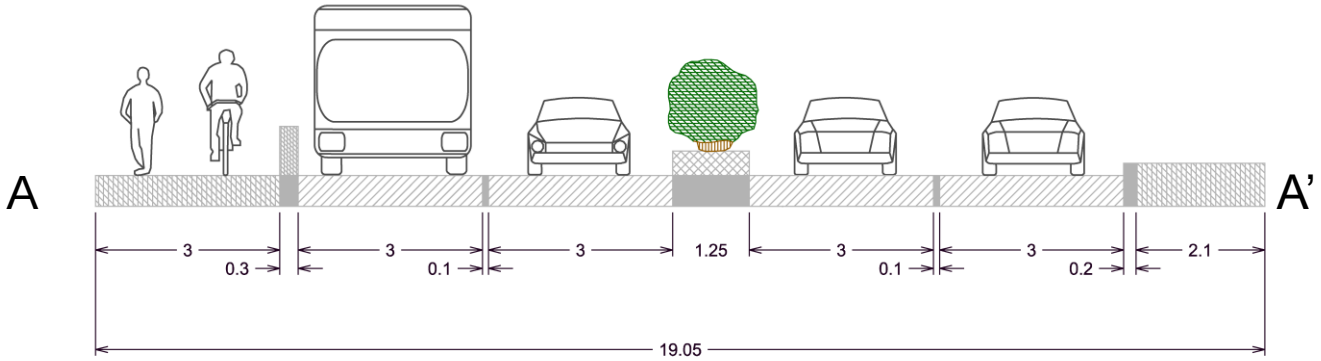
- Route 1. Connection from Cerdanyola
  - The layout of this route is outlined in the measure on walking routes, except a proposal in the stretch running parallel to the B-30 axis, which is shown below (SECTION 4):



Current situation

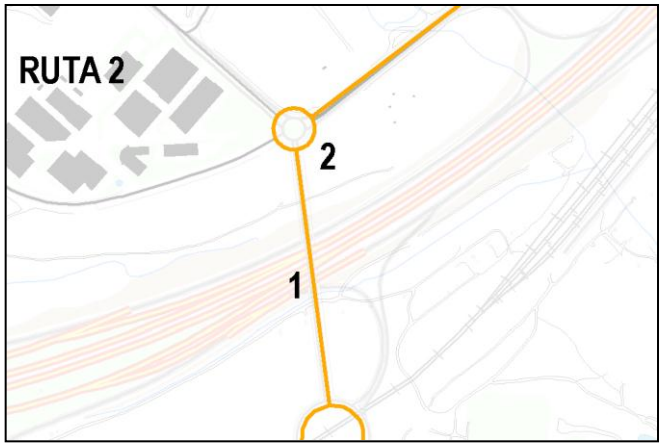


Proposed situation



Guaranteeing the connection between bicycle routes providing access to campus and internal campus routes

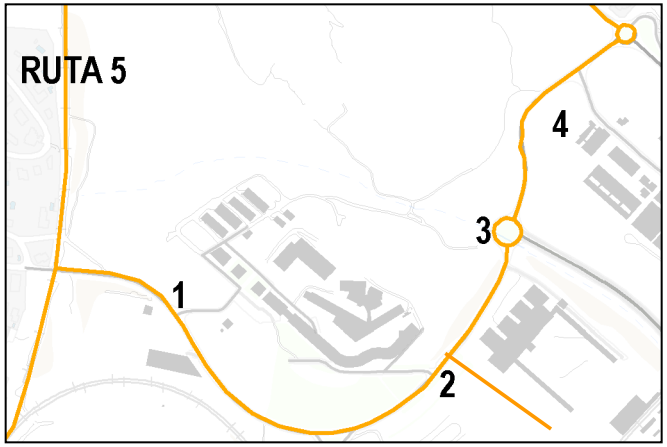
- Route 2. Connection from Sant Cugat del Vallès



- **Stretch 1. The bridge over the AP-7**
  - Set up a route for non-motorised means of transport with the same features as the other connecting routes (mixed pathways) which connects with the two roundabouts on either side of the motorway.
- **Stretch 2. The roundabout at the entrance to the Medicine Axis**
  - Create a pedestrian crossing on the road leading to the motorway and create a corresponding route on either side of the new pedestrian crossing, which is currently a dirt path.
  - Ensuring the route's continuity by enlarging the pavement surrounding APPLUS.

- Route 3. From Badia del Vallès
  - The layout of this route is outlined in the measure on walking routes.
- Route 4. From Bellaterra
  - The layout of this route is outlined in the measure on walking routes.

- Route 5. Connection from Sant Quirze and Sabadell



- **Stretch 1. From Bellaterra to the Faculty of Veterinary Science**
  - On the northern side of the road, lay out a mixed pathway for pedestrians and bicyclists apart from the road, taking advantage of the verge.
  - Create a pedestrian crossing to cross the motorway providing access to the experimental farms.

- **Stretch 2. Between the Faculty of Veterinary Science and the Rectorate**
  - Ensure the continuity of the route by combating illegal parking on the verge in front of the Faculty of Veterinary Science.
  - Set up signs on the route and prioritise pedestrians crossing the road to reach the faculty.

- **Stretch 3 and 4. Between the roundabout leading to the Central Axis and the roundabout leading to the North Axis.**
  - Ensure the continuity of the route at the Central Axis roundabout by laying it out on the external side (west side).
  - After the roundabout, keep the layout on the external side of the road (west side), thus enabling it to link up with the nature routes that already exist (blue route). In order to conserve the characteristics of the mixed pathway, cover the ditch with a pavement that allows for drainage while also ensuring the safety of pedestrians and cyclists.

Creating an internal network of routes and spaces meant for bicycle circulation

JUSTIFICATION

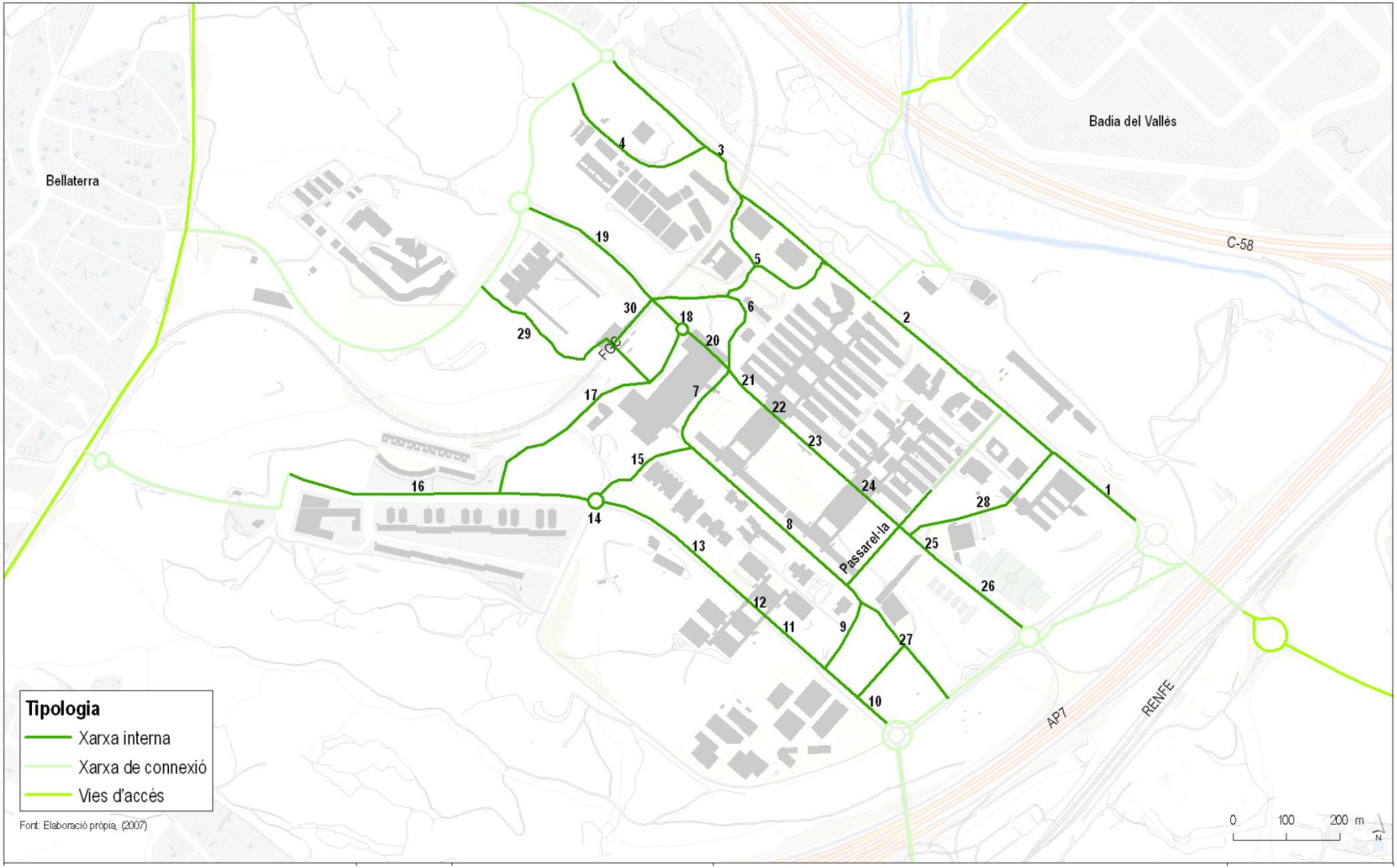
- There is no specific network for bicyclists on the UAB campus, with the exception of two stretches of separate bike lanes near ETSE. Therefore, in order to travel, bicyclists must use the regular roads, which they share with motorised vehicles, or the open spaces on campus, which they share with pedestrians.
- Thus, the main problem facing bicyclists is the lack of safety since they have to share the network with other motorised users who drive very quickly.
- The purpose of this measure is to create the conditions needed so that bicyclists can circulate on campus safely and comfortably.

DESCRIPTION

- There are three kinds of spaces for bicycle circulation:
  - Areas shared by bicycles and motorised vehicles
  - Areas shared by bicycles and pedestrians
  - Areas set aside solely for bicycles
- The first two solutions below are regarded as the best for the UAB campus:
  - Lowering the amount of traffic and reducing the number of parking places so that bicycles may share the road with motorised vehicles safely and comfortably. This solution should be applied on the Central Axis, the Law Axis and the Medicine Axis.
  - Setting up separate shared spaces for both pedestrians and bicycles protected from vehicle traffic. This solution should be applied on the North Axis as well as the connecting stretches mentioned above. It should also be applied to the spaces gained from private vehicles and parking in the Central Axis.
  - The connectivity of the network should be consolidated with the construction of a walkway over the Central Axis near the SAF bridge.

Bodies in charge	Calendar	Cost
Generalitat de Catalunya-DPTOP UAB	1st and 2nd phase	0.18 M€ Part of the cost is included in the measure on walking routes. Walkway over the Central Axis (design and construction): 1 M€

Creating an internal network of routes and spaces meant for bicycle circulation



Creating an internal network of routes and spaces meant for bicycle circulation

- Stretch 1. North Axis from the entrance roundabout to the beginning of the internal pathway
  - Delimit and post signs on the pavement area seat side for bicycles.
  - Create a pedestrian crossing with handicapped-accessible kerb ramps.
  - Ensure the continuity of the bicycle path by posting signs where there currently are none and by updating the existing signs.

- Stretch 2. Internal pathway on the North Axis to the intersection with the road leading to the Pere Calders secondary school
  - This stretch is in sound condition in terms of its pavement and lighting. It is wide enough so that both pedestrians and bicycles may use it without the need to delimit and post signs on spaces reserved for either.
  - Post signs on the bicycle route.
- Stretch 3. North Axis from the end of the internal pathway to the last roundabout at the end
  - Ensure the continuity of the route by laying out a pathway across the green area located in front of the Faculty of Translation and interpretation and creating a crossing so bicycles may cross the road.
  - Lay out a mixed pathway for both pedestrians and bicycles by covering the ditch. This pathway may be up to 2 metres wide and should be protected from traffic and from the parking by an edge, rail or any continuous element.

- Stretch 4. Road leading to the Pere Calders secondary school and the Belalterra school
  - Set up parking zones, which would include the pavement and design of well-defined entrance and exit boundaries.
  - Remove the parking on the road and design a mixed pathway for both pedestrians and bicycles on the south side of the route, separated by an edge, rail or any continuous element.

- Stretch 5. Internal zone for non-motorised vehicles
  - This zone is properly set up for non-motorised means of transport and requires no action.

Creating an internal network of routes and spaces meant for bicycle circulation

- Stretch 6. Pathway between the internal zone of the Humanities Library and Plaça Cívica
  - Repair the pathway with uniform, slip-proof pavement and removing the illegal parking areas.
  - Improve the lighting, bearing in mind that the slope, turns, the presence of trees, buildings and stairways make this difficult to implement. Under these conditions, the phenomena of shadows projected and dark areas can be accentuated if the lighting is not properly planned and installed.

- Stretch 7. Plaça Cívica
  - Build a handicapped-accessible ramp at the southeast side of the student building so that bicycles are not required to go under the columns of this building.

- Stretch 8. Law Axis from Plaça Cívica to the animal stabling service
  - Axis with inverted priority.

- Stretch 9. Stretch connecting the Law Axis with the Medicine Axis
  - Replace the perpendicular parking with angled parking heading in the same direction as the traffic.
  - Remedy the illegal parking zone.
  - Remove the parking on the east side of the road and lay out a mixed pathway for pedestrians and bicycles there.

Creating an internal network of routes and spaces meant for bicycle circulation

- Stretch 10. Medicine Axis in front of APPLUS
  - Replace the current angled parking for parallel parking, lowering the width of the traffic lanes and gain space from the road for parking.
  - Widen the pavement and set up a mixed pathway for both pedestrians and bicycles next to the new buildings.
  - On the south side of the road, remove the parking lane, reduce the width of the traffic lanes and expand the pavement.

- Stretch 11. Medicine Axis , between APPLUS and the Faculty of Medicine
  - Remedy the illegal parking zone.
  - Create a pedestrian crossing.
  - Expand the pavement.

- Stretch 12. Medicine Axis in front of the Faculty of Medicine
  - Install speed humps in order to lower the speed of vehicles without being a hindrance for buses
  - Post signs showing the pedestrian crossings.

- Stretch 13. Medicine Axis between the Faculty of Medicine and Vila Universitària
  - Remove one lane of traffic on each side of the road and use this space to widen the pavement.
  - Remove the parking to ensure continuity of the route for non-motorised means of transport.
  - Create a loading and unloading zone.

- Stretch 14. Roundabout linking the Medicine Axis , Vila Universitària and the Faculty of Communication
  - Widen the centre of the roundabout. The way it is currently set up, this roundabout encourages pedestrians to cross it in the middle, even though there is no official pedestrian crossing.
  - Create a pedestrian crossing.
  - Remove the parking places closest to the roundabout.

Creating an internal network of routes and spaces meant for bicycle circulation

- Stretch 15. Stretch connecting the roundabout at the Vila Universitària and the Law Axis
  - Remedy the illegal parking zone. Delimit it by expanding the pavement stretches currently there. Set up escalators from the Periodicals Library to the parking zone.
- Stretch 16. Vila Universitària road
  - Replace the existing intersection with a roundabout with handicapped-accessible pedestrian crossings at all three entrances.
  - Create a mixed pathway for both pedestrians and bicycles on the north side of the road. This route should be created over the ditch by covering it while still allowing for drainage. This would enable an entrance to be created to the bus stops located on this side of the road.
  - Repair the existing pedestrian crossings with kerb ramps and remove the trees that are in the middle of the route.
  - Plant bushes in the middle to prevent illegal parking.
  - Assess the possibility of creating an exclusive bus-bicycle lane.
- Stretch 17. Road connecting the Vila Universitària and the Central Axis
  - No actions are proposed.
- Stretch 18. Roundabout under Plaça Cívica
  - Set up two pedestrian crossings.
- Stretch 19. Last stretch of the Central Axis and entrance to Passeig de Setembre
  - Replace one traffic lane for a line of angled parking places going in the same direction as the traffic. Lay out a mixed pathway behind the parking on either side of the road by covering the ditch which will allowing for drainage.
- Stretch 20. Under Plaça Cívica
  - This space is safely shared with other means of transport.

Creating an internal network of routes and spaces meant for bicycle circulation

- Stretches 21 to 26. Freeing up the Central Axis from traffic
  - The actions needed to lower the presence of private vehicles on the Central Axis are outlined in the chapter on displacements by foot.
- Stretch 27. New road connecting the B-30 axis with the Law Axis
  - The new route must include a mixed pathway for pedestrians and bicycles with the same characteristics as the mixed pathways outlined above. This stretch will provide access to the Law Axis with a minimum slope, and it will also lower the slope to the Medicine Axis.
- Stretch 28. Stretch connecting the North Axis to the Central Axis
  - Remedying the illegal parking zones to be used for parking or other uses in accordance with the measure on parking.
  - Laying out a shared road with restricted access for pedestrians, bicycles and authorised vehicles.
- Stretch 29. Road linking the Faculty of Veterinary Sciences with Plaça Cívica
  - This road is already in good conditions for bicycles, except the lighting, which should be improved. The link with Plaça Cívica and the rest of campus shall be made via a lift from the FGC station and the ramp.
- Stretch 30. Road linking the Humanities zone and Plaça Cívica
  - Stretches 5 and 6 will allow users to go down to the train track and the pathway that runs next to the track allows access to the station. The access Plaça Cívica will be with a lift from the FGC station and the ramp.

Expanding and improving the bicycle parking spaces available

JUSTIFICATION

- The range of bicycle parking available meets the demand. Still, in practice, we have detected that these parking spaces are underutilised, so we can deduce that some bicycle riders do not use the parking areas provided. The reasons for this underutilisation may include the following:
  - The network of bicycle routes to reach campus and move around on campus is insufficient; therefore, not many people ride bicycles.
  - The bicycle parking areas do not inspire trust because they are old and the model of parking does not enable both tyres to be locked.
  - The Biceberg is in a poor location and its cost serves as a disincentive to using it (12€/month or 0.3€/hour depending on the system chosen).

- The purpose of this measure is to achieve a safe and comfortable network of bicycle parking places that accompanies the development of the network of bicycle routes.

DESCRIPTION

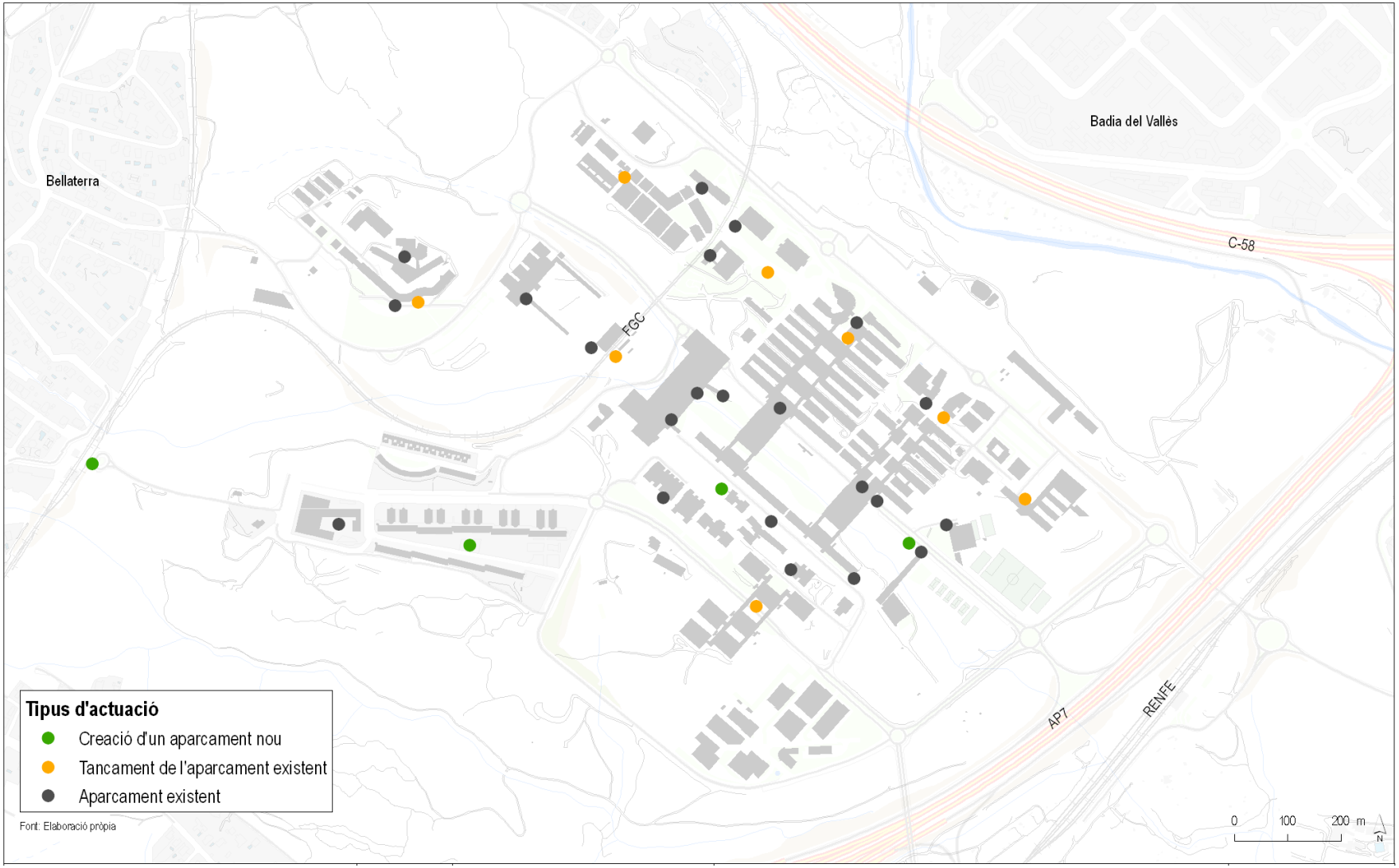
- We propose installing enclosed, safe bicycle parking areas watched over by a security guard. These parking areas may be added to the bicycle parking already existing or may replace the older bicycle parking areas.

- Target and management
  - Target: the entire campus population.
  - Management: UAB Mobility Management Unit.

- Location: In places of interest and central points on campus, such as the railway stations or Plaça Cívica.

Bodies in charge	Calendar	Cost
UAB	1st phase	60,000 €

Expanding and improving the bicycle parking spaces available



Guaranteeing access to bicycles

JUSTIFICATION

- In order to encourage the use of bicycles among UAB users, we must facilitate access to this means of transport to those who do not have it.

DESCRIPTION

- Implementing a system to encourage the use of bicycles by UAB users via:
  - **Rental bicycles at the UAB**

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	-

Public bicycle service

JUSTIFICATION

- In order to encourage the use of bicycles between the different points of interest in the town of Cerdanyola (urban nucleus, directional centre, UAB campus) and with other nearby towns, we must ensure access to bicycles.

DESCRIPTION

- Implementing a **public bicycle** service for the entire town of Cerdanyola del Vallès with the urban nucleus, the campus and the railway stations and UAB hub as the points of reference.

Bodies in charge	Calendar	Cost
UAB Cerdanyola del V. Town Hall	1st and 2nd phase	0.25 M€/year

Improving the management and dissemination of information on mobility via bicycle

JUSTIFICATION

- In order to encourage the use of bicycles, it is not enough just to set up bicycle routes. We are also studying other kinds of actions which, along with purely infrastructure-based actions, may contribute to increasing the use of this means of transport.

DESCRIPTION

- To include on the UAB mobility website all the information on the specific infrastructures and facilities for bicyclists:
  - the map of routes and spaces for bicycle circulation
  - the location of bicycle parking areas
  - the management of closed parking areas
  - information on the other facilities and services outlined below.

Bodies in charge	Calendar	Cost
UAB	1st phase	- (cost included in LE10)

Proposing specific facilities and services for bicycle users

JUSTIFICATION

- In order to encourage the use of bicycles, it is not enough just to set up bicycle routes. We are also studying other kinds of actions which along with purely infrastructure-based actions may contribute to increasing the use of this means of transport.

DESCRIPTION

- To ask the railway operators to enlarge the areas reserved for bicycles on trains.
- To make showers and lockers available to bicycle users at the SAF.
- To install specific lockers for bicyclists with enough room to leave clothing, a helmet and even a foldable bicycle.
- To set up booths with electrical outlets to recharge electrical bicycles.
- To set up a point where bicycles can be maintained or repaired.
- To selectively hand out reflective armbands, t-shirts, helmets and bells bearing the UAB logo.

Bodies in charge	Calendar	Cost
UAB	2nd phase	25,000 €+5,000 €/year

LE6. Encouraging a more rational use of private vehicles

Studying a new road for the traffic moving through the North Axis and refurbishing this axis

JUSTIFICATION

- The presence of separate fast lanes such as the AP-7 and C-58 notably lowers the connectivity between the towns in the southern part of the Vallès Occidental region. The consequence is that the local road network absorbs important traffic flows between the towns of Cerdanyola, Bellaterra, Sant Cugat and Badia.
- The campus' location at the intersection of these two motorways generates a lot of traffic entering and exiting them.
- Inside the UAB campus, all this traffic runs along the North Axis.
- In order to provide greater safety and comfort for users accessing the university, this through-traffic should be channelled to a new road running parallel to the North Axis, and the North Axis should be refurbished so that the speed limit of 30 km/hour is respected.

DESCRIPTION

- Studying the project of a **new road running behind the parking on the North Axis** contained in the pre-project of the Metropolitan Territorial Plan of Barcelona.
- Including it in the UAB's PERI.
- **Refurbishing the North Axis**.

Bodies in charge	Calendar	Implementation cost
Generalitat de Catalunya-DPTOP Cerdanyola del Vallès Town Hall UAB Other town halls	2nd phase	Project: 0.1 M€

Studying a new road for the traffic moving through the North Axis and refurbishing this axis

- Laying out a new road
  - To connect the two roundabouts on the North Axis
  - Would enable access to the peripheral parking zones from off campus

- Characteristics of the new road to be studied
  - Section of 2 lanes measuring 3 metres wide each with a 50 cm verge
  - 50 km/hour speed limit
  - Guarantee the permeability for pedestrians and bicyclists coming from nearby towns, such as Badia del Vallès, so that they can cross the road safely and comfortably.

- Actions on the North Axis to ensure compliance with the 30 km/hour speed limit
  - The possibility of turning it into a traffic-free road should be studied.
  - Other options to study:
    - Changing the kind of speed-lowering elements: replacing the current elements with speed humps
    - Implementing more speed-lowering elements:
      - At the entrance to the North Axis in front of ETSE
      - After the first roundabout, in front of the Faculty of Sciences, to protect the pedestrian crossing
      - 50 metres further on accompanied by a new pedestrian crossing
      - Between the tunnel of the Faculty of Humanities and the second roundabout, accompanied by a new pedestrian crossing
      - After this roundabout, to protect the existing pedestrian crossings
      - After the tunnel at the Faculty of Translation and Interpretation, accompanied by a new pedestrian crossing
    - Reducing the width of the lanes to 3 metres along the entire North Axis with a crossable median. This median serves two purposes: as a safe spot for pedestrians and to prevent drivers from trying to avoid the speed humps
- Creating a new road and refurbishing the North Axis are a single measure which cannot be separated:
  - Because the North Axis cannot be refurbished in this way without proposing an alternative for both through-traffic and access by fire-fighters.
  - Because creating a new road without refurbishing the existing road would not be a functional change but a net increase in the road space available.

Reorganising and prioritising the roadway network

JUSTIFICATION

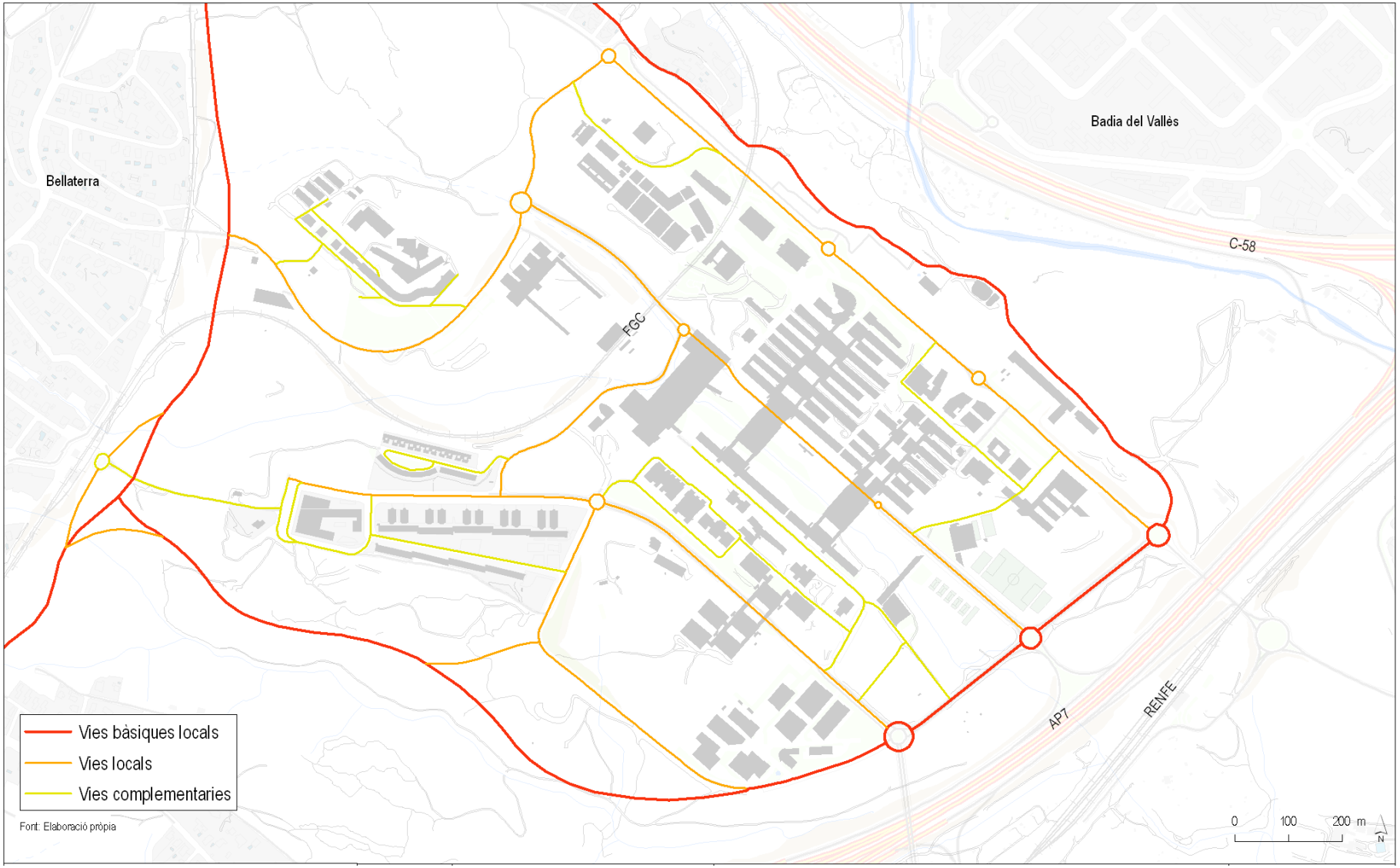
- The current roadway system is undifferentiated. That is, the morphology of the roads does not reflect their purpose within the network, although there are major functional differences. For example, the Bellaterra motorway, which dovetails with the North Axis on campus, is a road that handles important through-traffic from the towns in the Vallès Occidental region, while the Medicine Axis which runs to the Vila Universitària is a road that serves no purpose in either the basic or county-wide network. Despite this functional difference, these two roads are morphologically very similar.
- This measure aims to organise the roadway network in order to articulate a differentiated roadway system, each fitting its purpose.

DESCRIPTION

- Drawing up a roadway priority plan bearing the following factors in mind:
  - Defining the role played by each road in the functioning of the network as a whole.
  - Based on this study, creating a functional classification of roadways in order to adapt physical forms, actions and rules to these priorities.
  - Future actions in the roadway network on campus and in its environs.
- Below is a proposal for this prioritisation.

Bodies in charge	Calendar	Cost
UAB	1st phase	- (included in the modification of the PERI)

Reorganising and prioritising the roadway network



Implementing a comprehensive parking strategy

JUSTIFICATION

- During the diagnosis phase we calculated that the current number of parking places available for cars on the UAB's Bellaterra campus is 6,690. Of these, more than 2,000 have been categorised as "free unregulated", meaning unpaved plots without lighting and without clear entrances.
- In addition to the unregulated zones, there is a kind of illegal parking that might even account for as much as 25% of the total parking (2006 Mobility Survey). This lack of regulation leads to a series of functional problems that affect the mobility on campus (transit, road safety, access to emergency exits, access to places reserved for individuals with reduced mobility, loading and unloading zones, etc.).
- The purpose of this measure is to make parking a key instrument in managing mobility at the UAB.

DESCRIPTION

- There are five kinds of infrastructure actions:
  - Fixing unregulated parking zones for parking
  - Fixing parking zones for other uses
  - Removing regulated or unregulated parking zones when they are needed for other uses
  - Changing the kind of parking
  - Creating new parking zones
- There are three kinds of organisational or management actions:
  - Creating a single parking management and control centre, for reserved parking as well.
  - Organising the fight against illegal parking campus-wide, even in the reserved zones.
  - Conducting actions that positively discriminate in favour of a more rational use of cars.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	0.15 M € This cost is included in the measure on walking routes, namely fixing the 4 unregulated parking zones.

Implementing a comprehensive parking strategy

- Fixing unregulated parking zones to be used for parking
  - Unregulated zone on the North Axis (11,500 m^2)
  - Unregulated zone in the Faculty of Veterinary Science (6,800 m^2)
  - Zones located between the Graduate School and Vila Universitària (1,800 m^2)
  - Zones located southwest of Applus (2,000 m^2)

- Fixing unregulated parking zones for other uses (*Kiss&Ride*) :
  - Zone near the Pere Calders school
  - Zone near the Gespa nursery school

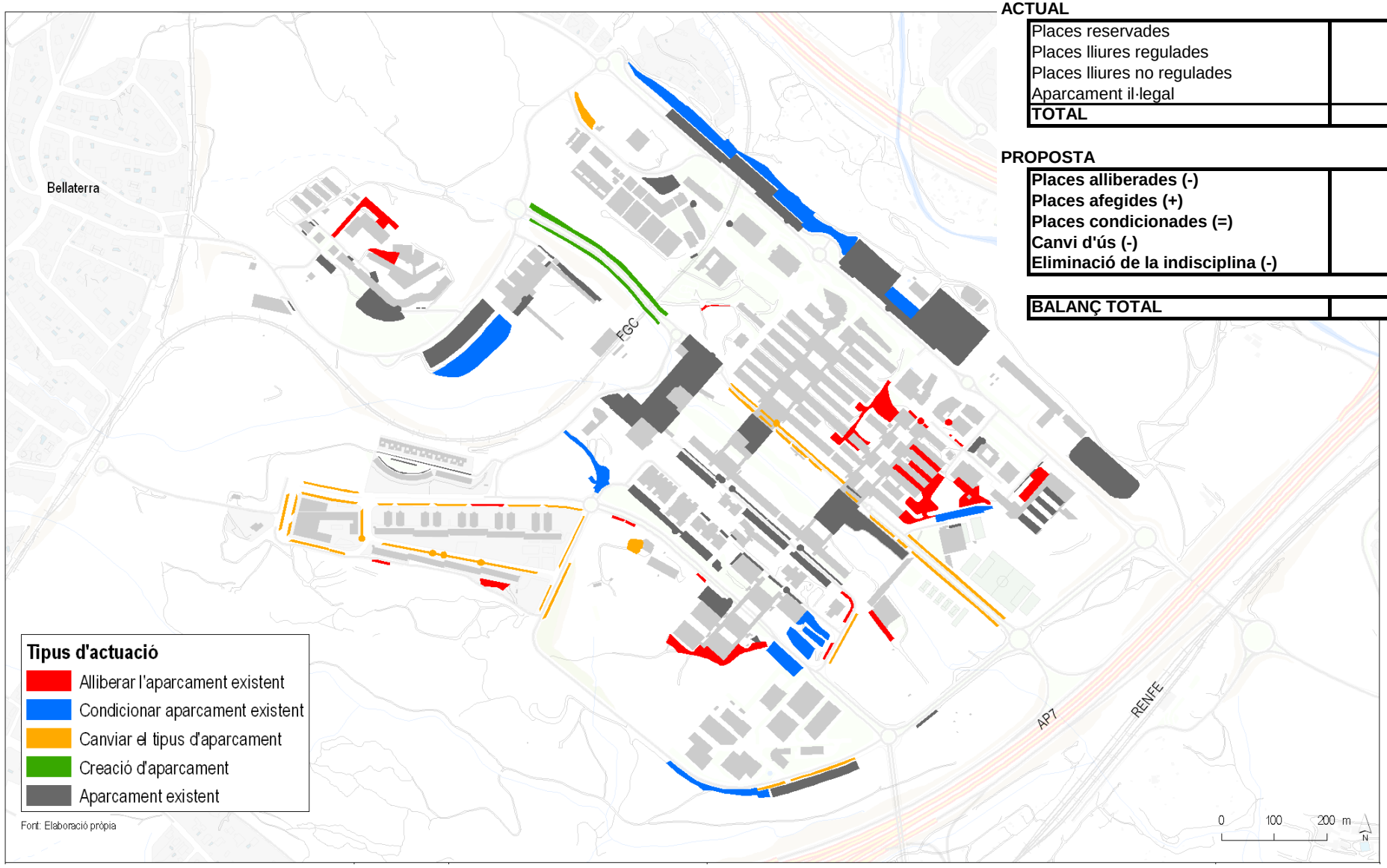
- Freeing up unregulated parking to expand the room for pedestrians and bicyclists

  - Zones located between the Faculty of Humanities and the Faculty of Sciences
  - Zones located between the buildings of the Faculty of Sciences and ETSE
  - Zones located near ETSE except the zone parallel to the North Axis near the fire-fighters and the zone located on the road that goes down towards the Central Axis, which should be set up for parking.
  - Zones located behind the Faculty of Medicine.

- Setting up regulated parking zones: This action will exclusively affect the Central Axis after the SAF bridge (except the zones set aside for loading and unloading and for individuals with reduced mobility under the Faculty of Sciences and the Faculty of Humanities).

- Reorienting the angled parking places to run in the direction of traffic in order to give road users more safety and pedestrians on the pavement more room.

Implementing a comprehensive parking strategy



ACTUAL

Places reservades	1.558
Places lliures regulades	3.043
Places lliures no regulades	2.089
Aparcament il·legal	1338
TOTAL	**8.028**

PROPOSTA

Places alliberades (-)	**1.120**
Places afegides (+)	**256**
Places condicionades (=)	**1.063**
Canvi d'ús (-)	**35**
Eliminació de la indisciplina (-)	**1338**

BALANÇ TOTAL	**5.791**

Implementing a comprehensive parking strategy

- Creating a single parking management and control centre for reserved parking places. This centre would assign places, monitor violations and requests and issue cards providing access to reserved zones.
  - Analysing in detail different technical solutions to control access to the reserved or restricted zones.

- Organising the fight against illegal parking campus-wide including in the reserved zones:
  - By installing elements that physically impede parking (vegetation and urban furniture).
  - By a systematic control/sanction mechanism with action priorities.
  - By prioritising the intervention zones:
    - Level 1:
      - Axes: Central Axis, Law Axis
      - Other zones: zones reserved for individuals with reduced mobility, pedestrian crossings, roadways and pavements.
    - Level 2:
      - Axes: Medicine Axis, Veterinary Axis, internal roads between the Faculty of Sciences and ETSE, internal roads between Plaça Cívica and the Humanities Library.
      - Other zones: Loading and unloading zones
    - Level 3: Other roads and zones

Encouraging carpooling

JUSTIFICATION

- According to information from the 2006 UAB Mobility Survey, the average car occupancy rate is 1.2 people per vehicle. First cycle students tend to share cars more, with an average of 1.35 passengers per car, but there is still enormous potential to carpool as a way of reaching the UAB.

- The purpose of this measure is to find channels through which the groups could travel to the UAB every day via carpooling.

DESCRIPTION

- Including on the UAB website information on the costs of commutes by car and the savings generated by carpooling.
- Creating an information exchange platform to encourage carpooling that replaces the existing page. Disseminating information on this service through communication or information campaigns during the university registration process.

Bodies in charge	Calendar	Cost
UAB	1st phase	3,000 €/year

Encouraging the use of carsharing

JUSTIFICATION

- Rides are made from the Bellaterra campus to other destinations for visits or work during the workday. Access to collective public transport cannot be guaranteed, and on these occasions the users may choose to reach the campus in a private vehicle.

DESCRIPTION

- Studying the feasibility of implementing a carsharing station on the campus and providing information on this service on the UAB's mobility website.

Bodies in charge	Calendar	Cost
UAB	1st phase	3,000 €+15,000 €/year

LE7. Raising the university community's awareness

Promoting awareness-raising campaigns

JUSTIFICATION

- The mobility generated by the UAB leads to a series of impacts on the environment and on society.
- Knowledge of these impacts by users in the UAB population is essential in order to affect their behaviours with the goal of achieving more sustainable, safer mobility.

DESCRIPTION

Holding several campaigns aimed at affecting aspects of mobility on the UAB's Bellaterra campus to achieve more sustainable, safer mobility.

Kind of campaign	**Action to which it could be linked**
Promoting the use of public transport to reach campus	UAB hub
Promoting carpooling to reach campus	High-occupancy vehicle lane to reach campus
Promoting the use of non-motorised means of transport to reach campus	Expansion of the AP-7 and B-30 bridge from the Cerdanyola motorway
Information campaign on the comprehensive costs of transport	Freeing the Central Axis from traffic or the comprehensive parking strategy

Bodies in charge	**Calendar**	**Cost**
UAB	1st and 2nd phase	30,000 €/year

Offering informative sessions on sustainable mobility and accessibility on campus

JUSTIFICATION

- Providing information on the best options in public transport and on the costs (not just monetary but also environmental and social) of the different alternatives. This could lead some students to reconsider their choice of public transport and veer toward using public transport or non-motorised transport.

DESCRIPTION

Offering short informative sessions in all the faculties during the first few weeks of the academic year on a variety of issues related to sustainable mobility and transports.

Contents of the sessions
Description of the different possible ways of reaching campus in sustainable means of transport
Presenting and explaining the carpooling service and its benefits
Taking stock of the costs (monetary, social, environment) of the different transport alternatives
The impact of parking on campus
How the internal campus bus works
Efficient driving courses

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	15,000 €/year

Installing screens showing the air quality in real time

JUSTIFICATION

- Using a private vehicle has very important impacts on air quality.
- Showing the air quality at all times may be an important way of raising awareness among the university community.

DESCRIPTION

Analysing the feasibility of installing air quality monitoring stations and screens at the most congested points in the Bellaterra campus roadway network in order to visually illustrate the air quality in real time based on figures on the emissions of polluting gases and particles.

This action is directly related to the information strategy via panels, the website, etc.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	-

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

Ensuring the continuation of the UAB Mobility Board

JUSTIFICATION

- The participation of the different stakeholders that play a role in the management and operation of mobility, along with the participation of the users of mobility themselves, is an essential element if we want the Mobility Plan to be successful.

DESCRIPTION

Ensuring the continuity of the UAB Mobility Board and opening up channels through which the university community and the other UAB users can participate by setting up specific working committees.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	-

Promoting the creation of user groups of the different sustainable means of transport

JUSTIFICATION

- Until now, the users of non-motorised transport have been the ones who have received the least attention in terms of the actions aimed at improving the accessibility of the UAB's Bellaterra campus. These groups should be given a voice.

DESCRIPTION

Create groups of users of the more sustainable means of transport

Groups of users of the different means of transport to reach the UAB campus
Group for walkers
Group for bicycle users
Group for users of public transport
Group for carpoolers

Bodies in charge	Calendar	Cost
UAB	1st phase	-

Creating a mobility forum

JUSTIFICATION

- Participation is a necessary element in successfully achieving the goals of the plan.

DESCRIPTION

Setting up a place on the UAB transports and mobility website to create a forum and a box for suggestions, proposals or complaints.

Bodies in charge	Calendar	Cost
UAB	1st phase	- (included in the cost of the website)

LE9. Interrelating urban planning and mobility

Revising and implementing the UAB internal reform plan

JUSTIFICATION

- The urban planning document currently in force (PERI UAB 1991) is obsolete from several different standpoints:
  - The socioeconomic context in which it was drawn up: The context to which the PERI responded is no longer valid (continuous growth in the number of students enrolled, constant growth in the motorisation rate, construction of massive metropolitan roadway infrastructures, etc.).
  - The cultural context in which it was drawn up: The concern for the environment and energy efficiency is absent from this plan. This translates, for example, into stretches of new roads that do not respect the lay of the land.
  - The technical context in which it was drawn up: The plan stands out for its lack of concern with mobility issues. It establishes a model of university without imagining the mobility that exists there. It segregates all the different means for transport.

- Many problems detected in the phase of analysing and diagnosing the mobility on campus are rooted in the shortcomings of this urban plan.

DESCRIPTION

- Outlining a series of prescriptions that should be borne in mind when drawing up the new urban planning document. Some of these prescriptions stem from the study on revising the PERI performed in 2002, while some originate from this plan.

Bodies in charge	Calendar	Cost
UAB	1st phase	Study: 60,000 €

Revising and implementing the UAB internal reform plan

- The new urban planning document should include the following elements:
  - Model of mobility: The contents of the plan must include the model of mobility advocated by the UAB Mobility Plan. The fact that it includes an Evaluative Study on the Mobility Generated (EAMG) does not eliminate the need to jointly address the urban planning and the model of mobility.
  - Multidisciplinary team: The plan should be drawn up by a multidisciplinary team which includes urban planning professionals and mobility professionals.
  - Suitability for building and cohesion of the buildings' appearances: The plan must compile diverse recommendations from the study on revising the PERI conducted in 2002, especially the following guidelines:
    - Suitability for building: The space suitable to be built upon must be consolidated. The university's growth should not mean greater land occupation but a rise in the building capacity.
    - Cohesion of the built area: The built area should be made more cohesive.
  - Consideration of parking: The new internal reform plan should be drawn up jointly with or after a parking plan is drawn up. If not, it should at least include the parking measures advocated in this mobility plan. Because of its nature as a limited stock, parking tends to be compared to buildings. For this reason, this is the only mobility issue dealt with in detail in the urban planning documents and, in this case, in the PERI currently in force. However, the problem is that in this kind of document the issue of parking is only addressed from the standpoint of the number of parking places and the area they cover, but never from the standpoint of managing mobility.
  - Definition of the parking zones: Which areas are set up for parking and which are not should be precisely defined. The new internal reform plan must be accompanied by a detailed map of the current legal parking places. In fact, no measures to fight against illegal parking can be set forth if the authorised zones have not been previously identified.
  - Prioritisation of the roadway network: The PERI must include the prioritisation of the roadway network proposed in this mobility plan.

LE10. Improving information on mobility and transports

Using the campus information point to provide information on mobility and transports

JUSTIFICATION

- Information on mobility is essential for it to become more comfortable, sustainable and safe.

DESCRIPTION

Expanding the mission of the UAB information point in Pl. Cívica in order to disseminate information related to transports and mobility.

Information to be provided on transports
If the contact is via telephone
-Providing information on the possible means of transport from the Bellaterra campus to any other point via any means of transport -Providing information on the timetables and stops of all the bus and train lines serving campus. -Providing information on the different kinds of transport
If the contact is in person
Offering visitors copies of the Sustainable Transport Guide to access the UAB Campus (see proposal 2 in this same strategic line) or, in its absence, maps of campus including the walking and bicycle routes.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	6,000 €/year

Designing, publishing and disseminating the Sustainable Transport Guide of the UAB Campus

JUSTIFICATION

- Even though all the information is available on the website, there is currently no clear, easy way to get information on all the options for reaching the campus using more sustainable means of transport.

DESCRIPTION

Designing, publishing and disseminating the Sustainable Transport Guide of the UAB Bellaterra campus

Sustainable transport guide on access to the UAB campus
Content: Information on all the means of transport
Publication: 50,000 copies per year
Dissemination: Students, PAS, PDI, visiting professors, employees of companies located on campus and service companies on campus

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	35,000 €/year

Creating an exclusive website on mobility and transports

JUSTIFICATION

- Even though the information can be viewed on the website, there is a lack of information on some means of transport and on other issues related to mobility.
- There may be some confusion regarding how to access the area on mobility and transports.

DESCRIPTION

Creating a specific area on the website on mobility issues at the UAB.

Contents
Map of the location of campus within Catalonia and the Barcelona metropolitan region. Map showing the location of campus in its most immediate environs.
Information on access to campus with the different means of transport.
Guide to sustainable access, impacts of using private means of transport and benefits of public means of transport, exclusive space for the Mobility Board, forum and user groups of the different means of transport, carpooling, statistics on mobility on campus, news related to mobility on campus or in the Barcelona metropolitan region, complaints and suggestions, links of interest, etc.

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	9,000 €+1,000 €/year

Installing electronic information panels on campus to provide information on mobility issues

JUSTIFICATION

- Today there is no system that provides information on the incidents that may occur in the different public means of transport or other news related to mobility.

DESCRIPTION

Installing informative panels at strategic points on campus with information on the transport services.

- The panels would provide information on:
  - Any incident in transport services
  - Route changes
  - New information on the transport and mobility website
  - Other issues of interest on campus

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	- (included in LE2)

Periodically publishing information on mobility in the UAB's informative magazines

JUSTIFICATION

- UAB magazines periodically reach many members of the university community

DESCRIPTION

Publishing information on mobility in the UAB's informative magazines

- The kind of information that could be published includes:
  - Results of surveys on mobility habits among the UAB university community
  - Prominent studies on mobility issues by UAB researchers
  - Actions planned to improve mobility at the UAB

Bodies in charge	Calendar	Cost
UAB	1st and 2nd phase	-

Drawing up and implementing a signage plan

JUSTIFICATION

- The diagnosis stage of the plan enabled us to detect shortcomings in the signage on campus and to detect the need to carry out a wholesale improvement of internal and access signage (roads and guideposts) on campus for all the means of transport.

DESCRIPTION

Drawing up and implementing a comprehensive signage plan for all the means of transport and for both access and internal displacements

Contents of the UAB's comprehensive signage plan
Performing an audit of the current status of signs
Studying the landscape on the UAB campus
Prioritising the main points of interest
Standardising the names of streets and different points of interest
Defining routes
Installing signs
Defining the characteristics of the signs

Bodies in charge	Calendar	Cost
UAB	2nd phase	60,000 €

LE11. Norms and regulations

Drawing up internal rules on how the space shall be used by the different means of transport

JUSTIFICATION

- Regulating the use of the space on campus in order to ensure that all the means of transport coexist peacefully.

DESCRIPTION

Developing specific internal rules on the use of the space by the different means of transport:

- Private vehicles and parking
- Pedestrians
- Bicyclists

Bodies in charge	Calendar	Cost
UAB	1st phase	12,000€