



Ajuntament de  
Barcelona

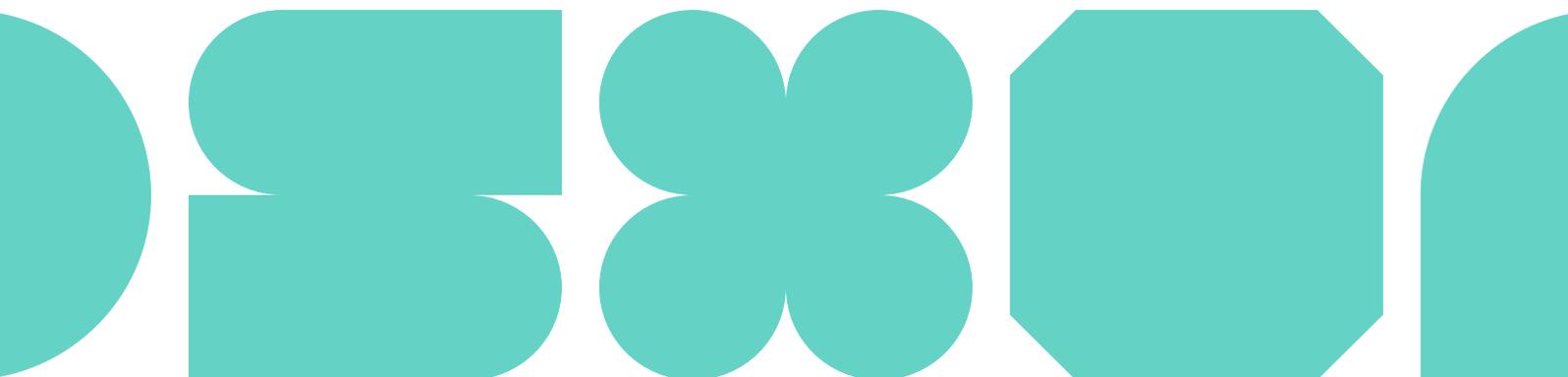
S U P    B A R  
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# GOVERNMENT MEASURE BARCELONA SUPERBLOCK FOR URBAN RENEWAL IN BARCELONA AND ITS NEIGHBOURHOODS

OCTOBER 2021

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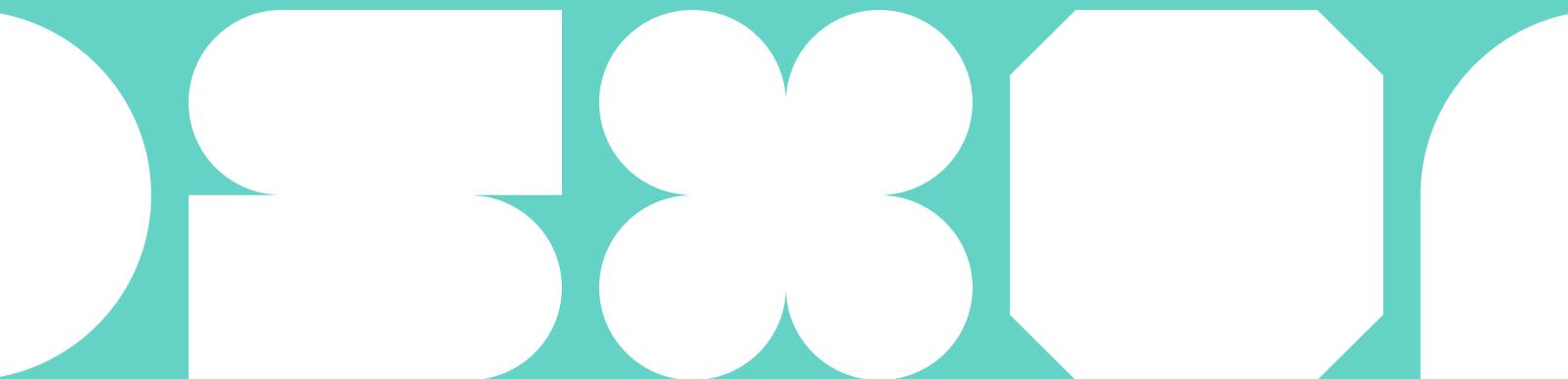


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# 1. URBAN RENEWAL STRATEGY HISTORY

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# 1. URBAN RENEWAL STRATEGY

## 1.1 A comprehensive and global intervention strategy for transforming the city

### RE BCN. Regenerating. Renovating. Reactivating.

Urban renewal as a global intervention strategy for transforming the city.

RE-NEIGHBOURHOODS
RE-GENERATING
RE-NOVATING
RE-ACTIVATING
RE-THINKING
RE-INHABITING
RE-VITALISING
RE-MAKING
RE-KNOWING
RE-DISTRIBUTING

REGENERATING the city is to remake it, adapting it to the present-day context and challenges. This Government Measure sets out the actions conceived for remaking and reprogramming the city, with the aim of turning Barcelona into a more habitable place, where everyone can live their lives to the full while preserving the city's character and identity.

Old cities were built in such a way as to clearly separate them from nature, completely differentiating between what was city and what was not; nature remained outside the city walls, with practically no trace remaining inside. Cities lived completely separated from the natural environment, which was not well received inside their confines.

Later on, the cities required by, and resulting from, 19th century industrial development spread out from the confines of their walls to include large areas of land turned into productive areas and housing for new workers, who were abandoning rural areas. The Industrial Revolution was the start of a period with greater population growth, showing that access to better resources (hospitals, schools, jobs, transport and basic resources such as water and electricity) improved the development and growth of the human species and increased our chances of survival.

This long process of deruralisation has led to an increase in the size of city populations. The growth of cities is so rapid that, according to the latest data from the United Nations, between 1950 and 2050, the percentage of the world's population living in cities will have risen from 30% to 70%.

However, these habitats that have facilitated and promoted human life have started to change back. Cities are now the big consumers of energy and the big sources of waste and emissions. For this reason, it is necessary to adapt them to the emerging crises and provide immediate responses, involving the construction of urban environments which sustain life biologically, as the living beings that we are, and socially, as the interrelating beings we need to be in order to ensure our survival.

For this reason, we propose the following:

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#### RETHINKING

the city to make it more RESILIENT.

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#### REGENERATING

as a more sustainable form of transformation: Reducing the consumption of natural resources, Redesigning, Repairing, Renewing, Recovering and Recycling.

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#### REGENERATING

as a dynamic process for constructing the city.

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## 1.2 A response to the economic, social and ecological crisis the city is experiencing

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We are in the era of urban renewal. The Barcelona of the last century was the Barcelona of large-scale transformations. Now, we need to adapt a city that is already built, complex and very consolidated, so that it can face the challenges facing cities worldwide, caused by the three emergencies:

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CLIMATE

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HOUSING AND SOCIAL

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ECONOMIC

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We need to remake the city in order to ensure that we progress towards a habitat that guarantees a better way of life.

### 1.3 A “broad” and “cross-cutting” concept of urban renewal

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**REGENERATING to provide a response at all levels:**

local, metropolitan and global.

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**REGENERATING at all levels**

buildings, streets, neighbourhoods, city.

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**REGENERATING all uses**

housing, commerce, industry.

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**Taking action in the public and private spheres simultaneously.**

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Taking action not only in the physical space, but also environmentally, economically and socially, placing emphasis on the latter.

### 1.4 A sustainable, healthy city

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**Environmental transformation throughout the city: green corridors, 22@, Meridiana, Diagonal, superblocks.**

**With more greenery everywhere to help to address the climate emergency, and to generate greater well-being for city residents.**

Although cities constitute a major alteration to the original natural cycles, they depend on the existence and maintenance of natural systems, on both a local and global scale. For this reason, cities cannot continue to ignore their need and their dependence.

This recognition does not mean, in any way, the negation of urban reality, but rather recognising this in their own nature, characteristics and potential. Rethinking cities and reconnecting them with natural flows and cycles, forming part of the natural network and living systems, making a positive contribution to local and global sustainability.

And it also means recognising city residents, as integral parts of this living network, with the ability to contribute collectively as a city, individually, as people and citizens, to the collective environmental well-being, health, strength, sustainability and resilience of cities and the world.

The city has been, and is, a place of opportunity for people, and it can and should also be a place of opportunity and regeneration for nature. It is worth remembering that there are more than a few cases where species endangered elsewhere have found a refuge in cities, moving in and living their lives with all the other inhabitants there.

It is therefore necessary to rethink the city we inherited and reconnect it to this biological network.

Firstly, we need to highlight urban greenery which, as a major support for natural infrastructures, carries out many functions on various scales that improve the quality of life in the city as a whole and also the quality of life of its inhabitants as individuals. Furthermore, this element, which is well distributed and maintained around the territory, constitutes a democratic and egalitarian service and infrastructure for all city residents.

In an urban context, the vegetation and green areas regulate the city's temperature and improve air quality. When well chosen, designed and managed, they provide shade and cooler temperatures in summer, while allowing the sun's rays to pass through in winter; they reduce noise, favour the natural water cycle, serve as a support for other forms of life; they can help to close the cycles of materials and can provide food, etc. Individually, they provide people-friendly environments, surroundings, views and perspectives, give us emotional comfort and allow us to reconnect with our natural side. A green city is a friendlier, fairer, healthier, more natural, more inclusive, more resilient and more sustainable city.

For this reason, the greening and renaturalisation of the city are basic, priority factors for urban regeneration. However, it should be noted that although it is a basic, priority factor, greening alone is not enough. Urban renewal is not only a façade or a green backdrop. The greenery has to be functional, not merely contemplative, ornamental or decorative. It has to be ecologically and metabolically functional, sustainable and resilient, as well as fulfilling all the functions and potential that it is able to develop, providing all possible socio-environmental services.

However, this functional principal and aim of a real reconnection with natural flows and cycles must go beyond the strict areas and limits of what is known as free space or urban greenery, so that we can also unite and redirect all the flows of urban metabolism towards this goal. The city is an open complex system in constant evolution and renewal, which requires many actions and activities that are repeated every day: construction processes, transport, the movement of people, the exchange of goods, information and ideas, moments of relaxation, celebration and festival, everyday actions, care, meetings, our way of life, of moving, of consuming, etc.

All of these activities have to be rethought, not in order to limit or reduce them, but rather to reinforce them without their becoming harmful, either locally or in other places beyond the limits of our city —out of our sight—.

Therefore construction and building processes must include a global vision beyond a specific solution for a specific place. For this reason, it is necessary to rethink the processes, from origin to elimination, or in other words, to the final loss of the materials used. This last state should in fact be the starting point and the approach: is there really no way of reusing this? Where will the materials we have used end up, and what will happen to them? Can they be reintroduced into cycles of natural materials in a reasonable space of time and ecological or environmental cost?

This is also true for mobility. What impact does the way we travel have? And our ways of transporting, receiving and producing goods? And taking away and treating our waste? Would it be possible to get locally produced materials or food or is it necessary to bring them in from far-away places? What do we do with the materials that we use and throw away every day? Where do they come from and where do they go? Can't we reintroduce them into materials cycles within the city, making them shorter, closer to home and sustainable? What impact does our well-being, health, relaxation, hobbies, etc. have on the health and well-being of others?

The same goes for the water cycle: is it possible to retain the water and use it in a more efficient way? Can we come to regard this water as a valuable resource instead of a problem? Is it possible to combine the transformation of the city with a greater availability of water, so that the city can become more resilient and better adapted to the new climate context?

One of the major cornerstones of the EU's Green Deal for Sustainable Growth is that of progressing towards a circular economy. This concept is opposed to a linear economy because its intention is to reuse materials and resources so that they can re-enter the economic cycle.

Sustainable urban planning applies the principles of the circular economy to the planning of buildings and cities. The aim is for cities to act as an ecosystem with circular dynamics, through various strategies, e.g. optimising the harnessing of resources such as energy, water and materials, in order to reuse them.

Regenerating the city therefore means rethinking it and regenerating it at all levels, scales and functions, from the global and metropolitan levels, to the neighbourhood, street, household and city resident level.

## 1.5 Regenerating all of Barcelona

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### **A strategy for territorial balance and redistribution. No neighbourhood is left behind.**

A sustainable strategy is necessarily a rebalancing strategy. Sustainability is the complete opposite of imbalance; therefore, if you want to regenerate the city in a sustainable way, you need to rebalance it. Rebalancing does not mean, in any way, homogenising it, but rather recognising the value of each of its constituent parts, strengthening them in such a way as to strengthen the whole, offering them the characteristics that most strongly and positively make them unique and which provide the most diversity to the whole. This is rebalancing through equity, not through a lack of definition, homogenisation or blurring the characteristic lines of each part.

All of Barcelona's neighbourhoods, with their location, local residents, history, geography, social and associative networks, particular and specific relations and characteristics, have a lot to contribute. A resilient city is a diverse city, where everyone contributes with their abilities to make the whole stronger. For this reason, no neighbourhood is left behind.

## 1.6 Avoiding gentrification

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### **Acting in a global way throughout the city, while respecting pre-existing realities. No local resident is left behind.**

As we stated above, regenerating a place or location cannot be done at the cost of degrading another, losing valuable, but not properly perceived, elements of the urban and local resident fabric. Regenerating one part of the city cannot be done at the cost of expelling the original population, of displacing populations from one place to another, leading to social and particular situations that should be resolved at origin.

Displacing the population that has formed part of a location's structure often involves breaking a series of established social and human relationships, a really important, valuable and often invisible part of the networks that make up life in a community and which primarily affect the most vulnerable segments of the population: senior citizens, disadvantaged people at risk of social exclusion, single-parent families, etc., who find that their support networks have either been lost or seriously affected. This is also why it is necessary to act throughout the city, in order to avoid massive population displacements due to circumstances against their wishes and which involve very harmful effects on a social and individual scale.

## 1.7 A public initiative for a global recovery

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**Taking cross-cutting action in the public and private spheres simultaneously.**

**How to promote private transformation through public initiative. No economic activity compatible with the quality of city residents' lives is left behind.**

Urban and economic public policies must be an example of the path to recovery from the perspective of redistribution, equity and sustainability, in an effort which has to be shared and consolidated with the participation of the private sector. Cities are constructed by public, private and community stakeholders and regeneration must be carried out in the same way. Everyone needs to participate and collaborate in the communal task of making a city, but it is the public administration, as an instrument and guarantor of collective interests, which must provide the example, promoting and enabling all the initiatives and activities compatible with the defined objectives.

Although this is nothing new, we have recently been witness to multiple examples, in various scenarios and places around the world, where well-aligned objectives and strategies between the public and private sectors result in benefits for everyone. Collaboration is not a zero-sum game. From a cross-cutting perspective and based on shared, common principles and objectives, it optimises resources and multiplies the effectiveness, scope and results of the actions carried out.

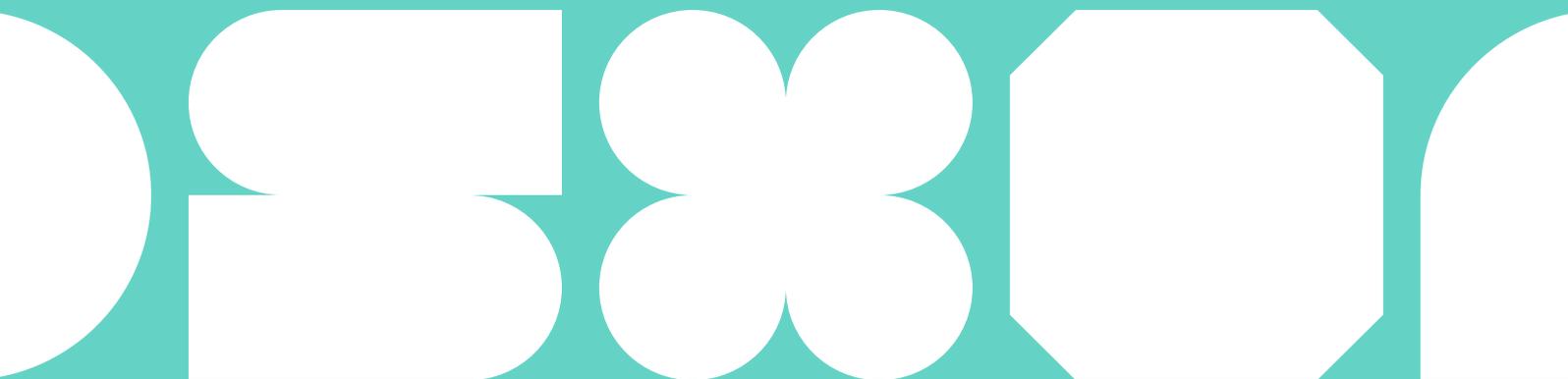
It is the administration's duty to lead and mobilise the resources and means needed for achieving an economic revitalisation in terms of social, economic and environmental sustainability, making it possible to tackle present and future crises and challenges.

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## 2. URBAN RENEWAL GOALS

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## 2. URBAN RENEWAL GOALS

### A cross-cutting policy



### 2.1 CLIMATE EMERGENCY

#### **Redistribution, investment in neighbourhoods, territorial rebalance, improved living conditions, gentrification, social housing.**

Cities are much more than, and go way beyond, their constructed form. The differentiation the Romans made between *civitas* (a city understood as the sum of all of its parts) and *urbs* (the constructed city) is still completely valid today. Therefore, a truly sustainable and resilient city also has to be so from a social, relational and economic perspective. A city that does not provide an appropriate response to the needs of the people who live there is a dysfunctional, unstable city. Therefore, current urban planning must necessarily include these perspectives.

In this regard, social justice, through the appropriate application of the necessary instruments and scope, is an indispensable objective on the path to a fairer, more inclusive, more sustainable and more resilient city.

Social justice is the umbrella covering the fight against various inequalities that occur in our societies, and therefore in our cities, for economic, social, gender and educational reasons, as well as access to services and personal and collective development opportunities, etc.

As mentioned above, the physical makeup of cities and public and private spaces is also affected by these issues, and regenerating a city also means using the necessary means and instruments to tackle them and resolve them, or at least improve them.

### 2.2 EMERGÈNCIA CLIMÀTICA

#### **Climate change, energy saving, 7R - Waste, sustainable mobility (CO2 transport sector).**

Today, there is almost unanimous scientific consensus concerning climate change, its irreversibility and its effects, and there is a growing general awareness of the need to mitigate them where possible and adapt to those that are already irreversible. Urban regeneration is therefore seen as a comprehensive policy for tackling the challenges that cities must face in this regard.

The Barcelona Climate Emergency Declaration of 15 January 2020 already proposed a series of specific strategies and actions, also in the area of urban planning and urban regeneration, within a change of urban model, including the climate variable in all urban transformation and management processes, increasing greenery, modernising and greening the built-up area, making the city more permeable and recovering natural land, decarbonising economic activity and mobility.

The recycling of materials within the city's productive and metabolic circuits is a key factor. Studies and projects have begun to make this effective, in terms of construction materials and waste, the renovation of buildings and the regeneration of urban fabrics, as well as waste, the water cycle, energy saving and consumption, the use of windows of opportunity, etc.

Mobility is a key factor in the operation and metabolism of cities. Urban planning regulations and approaches support, incorporate and further city plans in this regard. From the Low Emission Zone and the green corridor programme, to urban planning projects which, on a local scale, make possible and materialise the infrastructures and elements that are needed to make this safer, healthier and more sustainable mobility possible.

Similarly, in collaboration with various departments, municipal regulations are being updated in terms of energy efficiency and for the production and collection of renewable energy, always seeking comprehensive, cross-cutting solutions that help to tackle and resolve more than one challenge, such as the inclusion of solar collectors and greenery in productive roofs and public spaces.

## 2.3 HABITABILITY

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### **Health, greenery, air quality, noise pollution, accidents, the use of public spaces, everyday life. Promoting and connecting neighbourhoods.**

From the middle of the last century, the development of the industrial city was based on urban and intercity mobility in private vehicles and this was linked to a bias towards this mode of transport in the design and occupation of public spaces. This preference is reflected in the roads and streets designed for private transport, where pedestrians and city residents were displaced to the pavements, while private vehicles occupied the centre and also eventually invaded marginal spaces and even squares and gardens, making the city congested and reducing the useful space for city residents to a minimal expression.

In order to tackle this congestion, the initial strategy adopted by the city was to expand the space dedicated to traffic and private vehicles even more, increasing and expanding the infrastructures that provided them with service. However, this made the problem worse, because when faced with the facilities provided, the vehicle fleet's capacity for expansion became greater than the city's capacity for providing infrastructures and space in response.

Given that the internal combustion engine used in the vehicles emits fumes and noise, at speeds that were not compatible with the displacement speed of human beings, this expansion was associated with negative effects on air

quality, the environment, the habitability of the city as a whole and the health of city residents, as well as an increase in accidents and noise.

From the moment it was ascertained that, rather than improving the situation, the supposed solution of increasing the space dedicated to private vehicles actually made the problem worse, some cities in Great Britain, Germany and the Netherlands started to opt for recovering space for pedestrians and city residents by penalising streets, reducing the number of lanes and parking places, etc.

Years later, these solutions have also been introduced in Spain.

These actions are often controversial and questioned when initially introduced, but after a period of time, they end up achieving a high degree of satisfaction among local residents and the general public, given the resulting improvements in all aspects of the quality of urban spaces. Accompanied by the introduction of greenery and spaces for alternative, healthier and sustainable modes of transport (walking, bicycles, electric scooters, etc.), a clear improvement in air quality and health is achieved, along with a reduction in noise pollution and accidents, while reinforcing the everyday uses of public spaces.

Similarly, regenerating the city also means recovering space for city residents, reinforcing everyday uses for streets and squares, favouring connectivity between neighbourhoods on foot, with healthier and more sustainable modes of transport (bicycles, e-scooters, etc.) or by using public transport for longer distances.

The Green Corridor programme is the instrument established to extend this pedestrian network and healthy connectivity throughout the city. This network, in addition to introducing vegetation and green areas as an integral part of urban features, must also be accompanied by a combination of uses that make it possible to develop everyday activities within the range of these modes of mobility. This is the 15-minute city (on foot), which has been proposed, for example, by Paris City Council and has been replicated by cities around the world.

## 2.4 FINANCIAL STIMULATION

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### **Economic recovery, stimulation for industry and commerce.**

The Covid-19 pandemic led to a major downturn in the world economy, with a huge repercussion for urban centres that act as production and redistribution nodes for the global economic network, revealing the weak links in the current production and supply chains. It must be said that this is the same present-day economic system and network which, based on the concept of unlimited access to, and exploitation of, natural resources, has been a partial cause and mode of transmission for the pandemic's most harmful effects. The current economic system, as it is conceived, is causing various dysfunctions at various levels and areas: global warming and climate change, the destruction of habitats, the loss of biodiversity, the acidification of the oceans, pollution and contamination, the dumping and accumulation of untreated waste, the non-differentiation and marketing of resources and elements necessary for life, the depletion and waste of natural resources, etc.

It is therefore necessary to relaunch our economic activity on an ecological, sustainable and resilient basis, in the face of unforeseen events and disruptions. Indeed, many companies, aware of the damage and changes that ecological and material limits may cause in the long term, have already started to introduce concepts such as sustainability, the evaluation of material cycles, the restoration of habitats, emissions reduction and compensation, etc.

Therefore, the idea is for the public sector to provide stimulation and support for this more collaborative, distributive economy that is aware of the effects that economic activity has on the environment.

As indicated above, cities have a major role to play in this. Cities are the nodes of the worldwide production and redistribution network for goods.

## 2.5 URBAN PLANNING AND ECONOMY – PRODUCTIVE URBAN FABRICS

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Meanwhile, the current economic scenarios are characterised by the concurrence of two related phenomena that create a lot of uncertainty. Firstly, in an immediate way, the current health, economic, financial and activity crisis, which has massive consequences that directly affect the destruction of jobs and the loss of the population's well-being, as well as creating territorial imbalances. Secondly, and from a more long-term perspective, the accelerated process of globalisation, preceding the start of the crisis, which affects the transformation of production forms and systems with an increasingly powerful and immediate access to, interconnection with, and processing of data, in which knowledge and creativity, environmental considerations and the displacement of economic activities are of increasing importance. Partially related to both phenomena, we are also faced with a housing crisis which needs to be addressed.

In this context, urban and metropolitan economies continue to play a key role in the process of reformulating and seeking solutions to the current situation. Barcelona, in its metropolitan sense, has a great opportunity to play a major role in overcoming the current crisis, by establishing itself as a leading economic and socio-environmental centre.

In recent decades, the world economy has evolved in such a way that many of the parameters governing the model of a classic industrial and post-industrial society have become obsolete. It is now necessary to think about emerging questions that contribute valuable elements to the urban economy and adapt it to the global market and the economic challenges that are raised during this phase. It is therefore necessary to define strategies and interventions in order to achieve the planned objectives: - We need to reinforce the sectors with the greatest industrial potential and added value, focusing on strategic sectors, leading sectors, labour-intensive sectors, entrepreneurship and creativity. In this regard, the policy of reindustrialisation, in line with new industry or Industry 4.0, becomes a key factor.

This intervention must be ensured with the support of suitable infrastructures and advanced logistics, from a perspective of environmental sustainability. In order to achieve these goals, it is necessary to reformulate and improve the existing economic-activity industrial estates, attract new investments and promote the provision of services suited to the current reality. Another required factor is a knowledge-transfer policy, as a key factor in the promotion of economic policies which generate added value and create synergies.

## 2.6 MEMORY AND LANDSCAPE

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### **Recovering memory and landscape, a broader concept of heritage.**

Cities are a place of formal, constructed heritage and memory, but also cultural, intellectual, historical, experiential and relational heritage and memory. In other words, it is necessary to broaden the concept of heritage to include all the phenomena and aspects involved. For this reason, faced with an exclusively historicist and formalistic perspective, we need to include broader views concerning what heritage and urban landscape are and what they mean. We therefore have to expand the field of view to sociology, to the everyday use of spaces, to memory that is not only historical but also about everyday life. Cities are not museums, nor should they be. Cities are artefacts for living in and being experienced, used, remade and reconstructed, for preserving those things that give them character and link them to their history and their memory, but without turning them into inert museums to be merely contemplated.

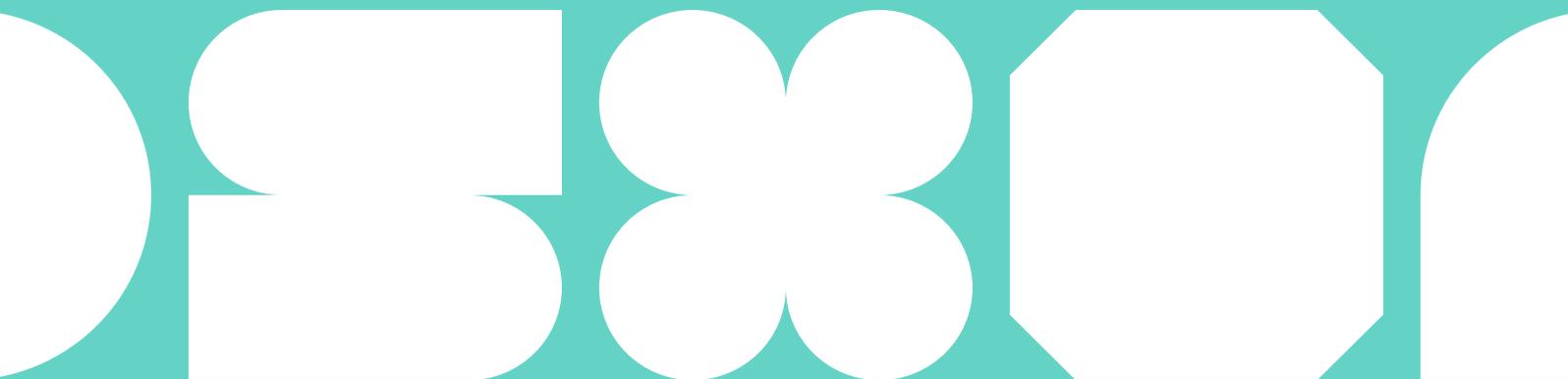
Just as there are buildings and monuments that are a valuable reflection of their period, with their architecture and their ways of doing things and living, which should therefore be conserved and maintained, there are also other things in the city such as urban fabrics, environments, landscapes and other city features that give them character and value. All of this is heritage to be valued and conserved or promoted.

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### 3. ACTIONS FOR URBAN RENEWAL

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## 3. ACTIONS FOR URBAN RENEWAL

### 3.1 TRANSFORMATION OF PUBLIC SPACES

#### Barcelona Superblock; Big city thoroughfares and nodes

Avinguda Meridiana, Avinguda Diagonal, Carrer Pi i Margall, Via Laietana, La Rambla, Ciutat Vella ring roads, Glòries Catalanes, Plaça d'Espanya

#### New coastline

Passeig de la Mar Bella

#### More greenery

La Marina del Prat Vermell central park, Parc de Can Batlló, Parc de la Colònia Castells

#### Plan for a City where People Can Play; Protecting Schools programme; and New Infrastructures

La Diagonal and Vilà i Vilà rainwater collectors, Santander Bridge

### 3.2 IMPROVING NEIGHBOURHOODS AND SITES

#### Improving neighbourhoods

Trinitat Vella, El Besòs i El Maresme, Canyelles, Bon Pastor, Future Plan for Can Peguera, the VilaVeïna project

#### Recognition and consolidation of historical fabrics

Protection of Gràcia's historical fabric, urban planning to prevent gentrification and ensure the right to housing

#### Transformation of sites

Former Mercedes-Benz factory, former La Model prison, La Escocesa, Fira de Montjuïc

### 3.3 REACTIVATION OF THE ECONOMIC FABRIC

Besòs industrial land – economic activity sites

A more inclusive and sustainable 22@

The Olympic Port

The Master Plan for Ciutadella

The new biomedical research centre

### 3.4 FOSTERING SUSTAINABLE MOBILITY

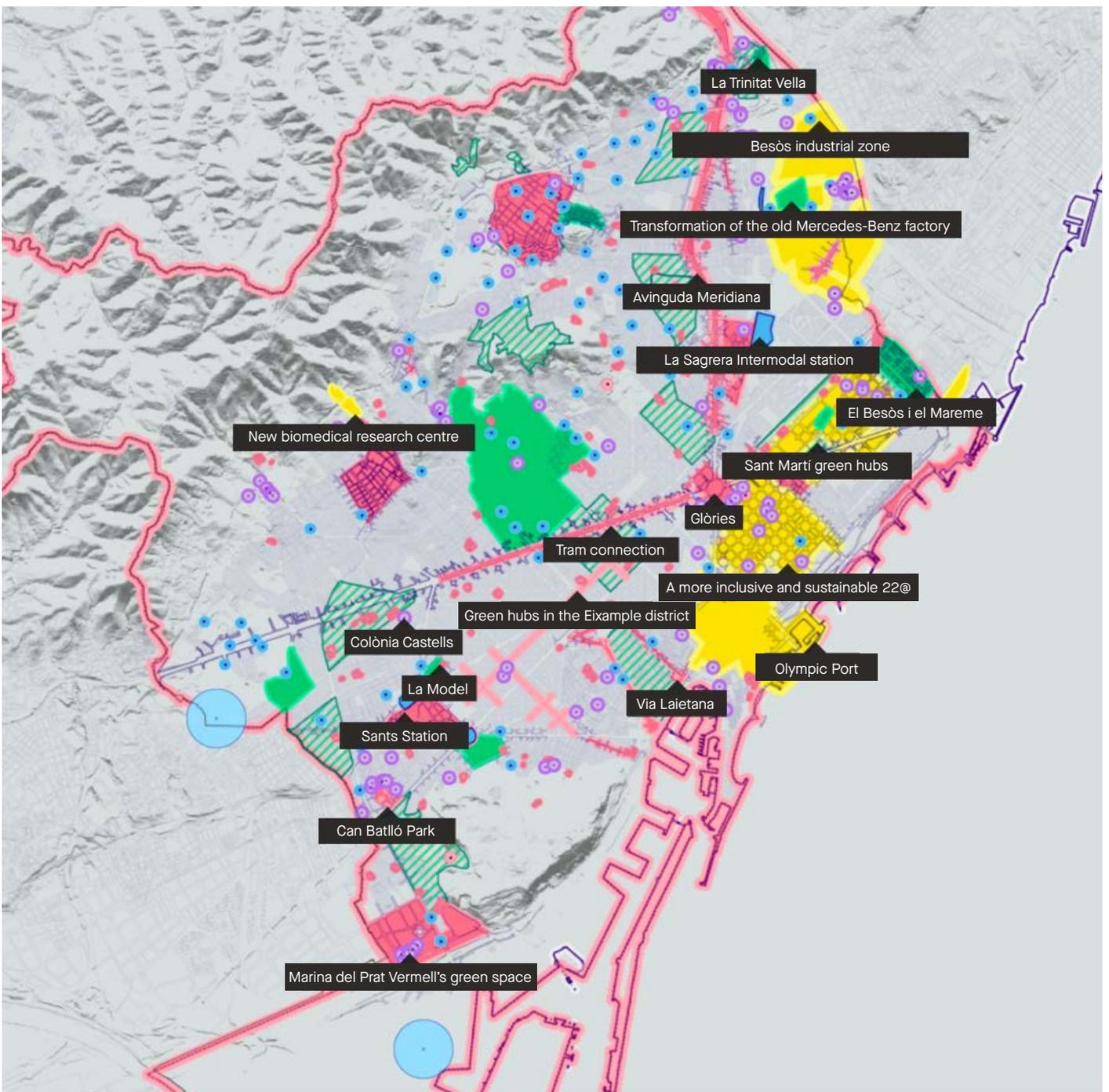
La Sagrera

Sants railway station

Bicycle lane network

## Map of the main urban transformma

All the regeneration actions of Barcelona and its neighborhoods can be consulted on the interactive map of the city on the website: <https://www.barcelona.cat/pla-superilla-barcelona>.



THE URBAN RENEWAL STRATEGY  
REPRESENTS AN INVESTMENT  
OF €525 MILLION  
AND THE GENERATION  
OF OVER 8,000 JOBS.



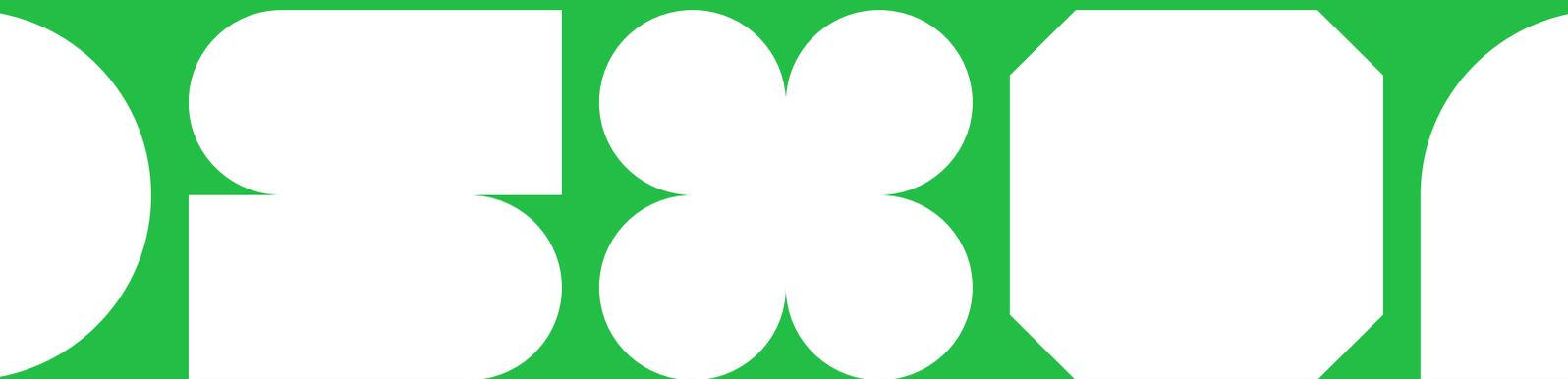
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### 3.1 TRANSFORMING PUBLIC SPACES

Barcelona aims to reclaim its neighbourhoods and streets for local residents, creating public spaces for sharing, socialising and enjoyment. To map out this future, multiple initiatives have been launched that transform public space, and exemplify a new city model. A new city that fosters the creation of new spaces for meeting people, revitalises the local economy, and stimulates neighbourhood life, filling the city with greenery and active, sustainable mobility. More specifically, during this term of office, Barcelona will recover a million m<sup>2</sup> for city residents and sustainable mobility: that is 100 hectares, the equivalent of 100 Eixample city blocks, thereby reclaiming public spaces that used to be allocated to motorised traffic.

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### 3.1.1 Barcelona Superblock

The Barcelona Superblock programme is a strategy for transforming public spaces throughout the city, following **A NEW MODEL** that is healthier, fairer and which fosters local relationships. It is part of the urban renewal strategy for tackling climate change.

By reconfiguring the global functions of public areas, more space is created for relaxation, play, meeting people and contact with nature, as well as fostering local economic activities, reducing the space dedicated to motorised vehicles and the negative effects that they cause.

The Barcelona Superblock programme has the following goals:

- To consolidate a pedestrian network and create a green infrastructure: one out of every three city streets will be green hubs, for a safer, healthier city.
- To create meeting places and foster the interaction of city and neighbourhood residents, focusing on the needs of children and senior citizens.
- Reactivating local commerce.
- Optimising and reorganising services and the distribution of goods.
- Maximising the introduction of nature and the process of making urban surfaces more permeable.
- Maintaining the identity of each city area and applying improvements homogeneously.

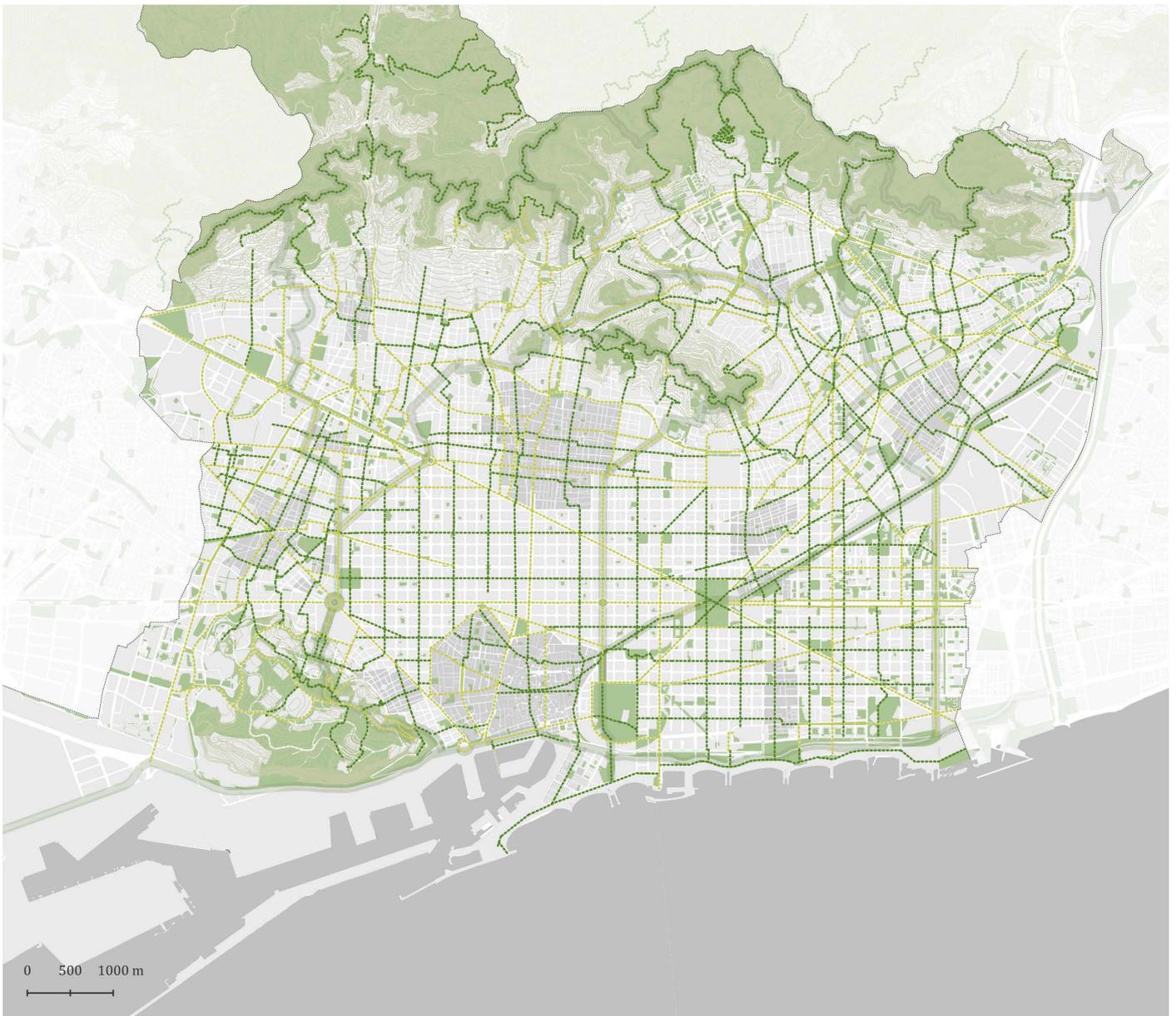
#### What is the state of play?

Work is currently being carried out on the green hubs in the Cerdà section of the city: the district of the Eixample, with work on four hubs, Consell de Cent, Rocafort, Borrell and Girona, and the district of Sant Martí, with work on Almogàvers, Zamora, Puigcerdà, Cristóbal de Moura and Bolívia. Superblocks are being developed in Hostafrancs, Horta, Sant Gervasi and La Sagrera, while work will also be starting in the neighbourhoods that will house the VilaVeïna project.

Barcelona Superblock will have a budget of over €60 million, and will be implemented from now until the first quarter of 2023.

## Green hubs planned for the Barcelona Superblock programme

- Green hub with priority for pedestrians
- Green hub with priority for pedestrians
- Urban green corridors
- Green spaces



## 3.1.2 Big city thoroughfares and nodes

### AVINGUDA MERIDIANA

The transformation of La Meridiana is an example of what Barcelona wants major streets to be, changing it from urban motorway to a leading civic thoroughfare. The strategy aims to turn it into a green street where vegetation, leisure areas and urban furniture invite people to use it, instead of perceiving it as a barrier that divides neighbourhoods. This involves making the mobility changes needed in order to progressively introduce traffic-calming measures on the avenue, prioritising the use of public transport, segregating bicycle lanes from the roadway and recovering the total width of pavements for pedestrians. The final objective is to improve the environmental quality of the surrounding neighbourhoods, implementing sustainability for public spaces and mobility.

In order to achieve this, one traffic lane in each direction is eliminated and the size is reduced, with the aim of obtaining a central area for a landscaped median strip that contains a bicycle lane protected by parterres and a line of trees on each side. The twelve-metre wide pavements include parterres that improve the quality of the avenue and help to isolate pedestrians from the traffic.

Furthermore, there are major improvements to the avenues transversality, increasing the width and frequency of zebra crossings and reducing the crossing distance by introducing areas for pedestrians in the median strip. The transformation project places special emphasis on the triad of “reduction, reuse and recycling” in its genesis as a sustainability teaching exercise, while preserving and reusing various features, including the trees.

#### **What is the state of play?**

From now until March 2022, the section of Avinguda Meridiana being redeveloped is between València and the streets of Las Navas de Tolosa and Josep Estivill, with a budget of €8.33 million.

At the same time, the executive project for the section between Las Navas de Tolosa / Josep Estivill and Fabra i Puig is being drafted, and work may begin once the current redevelopment work is concluded.



*Image of the future Avinguda Meridiana*



*Image of the redeveloped section of Avinguda Meridiana, between Plaça de les Glòries Catalanes and Carrer de Mallorca*

## AVINGUDA DIAGONAL

The transformation of the central section of Barcelona's Avinguda Diagonal is based on the agreement that Barcelona City Council signed with the Metropolitan Transport Authority (ATM) in December 2020 for linking up the tram network. Finally, this major city thoroughfare will have more accessible public transport with greater capacity, which is the most valued by Barcelona residents.

La Diagonal between Glòries Catalanes and Mossèn Jacint Verdaguer will have three new tram stations in each direction and will have two types of sections:

- Between Marina and Passeig de Sant Joan, the central part of the street will contain the tram platform; a 4-metre, two-way bicycle lane will be built and the lateral pavements will be widened (from 3 to 7.5 metres). Private vehicle traffic will be reduced to two lanes in each direction, located on the two lateral sides of the avenue.
- Between the streets of Los Castillejos and La Marina the central rambla and the two-way bicycle lane will be maintained; the lateral green strips will be widened to 1.5 metres, the lateral roadways will have one traffic lane and the pavements will be widened from 3 to 7.5 metres.

### **What is the state of play?**

The work to link up the tram lines and the urbanisation of La Diagonal between Glòries Catalanes and Mossèn Jacint Verdaguer will begin at the end of 2021, while the plan's second phase projects for connecting the Besòs and Baix tram lines are being drafted. This covers the section between Mossèn Jacint Verdaguer and Francesc Macià and includes another three tram stations in each direction.

Barcelona City Council will be investing €56.2 million in this transformation.



*Image of the future junction between Avinguda Diagonal and Carrer de Sardenya*

## PI I MARGALL

The Carrer de Pi i Margall redevelopment project, which is also part of the Barcelona Superblock Plan, includes this street in the City of Barcelona's network of green corridors, linking Plaça d'en Joanic, to Ronda del Guinardó and becoming part of the corridor that starts at Parc de la Ciutadella and runs along Passeig de Sant Joan, until it reaches Travessera de Gràcia.

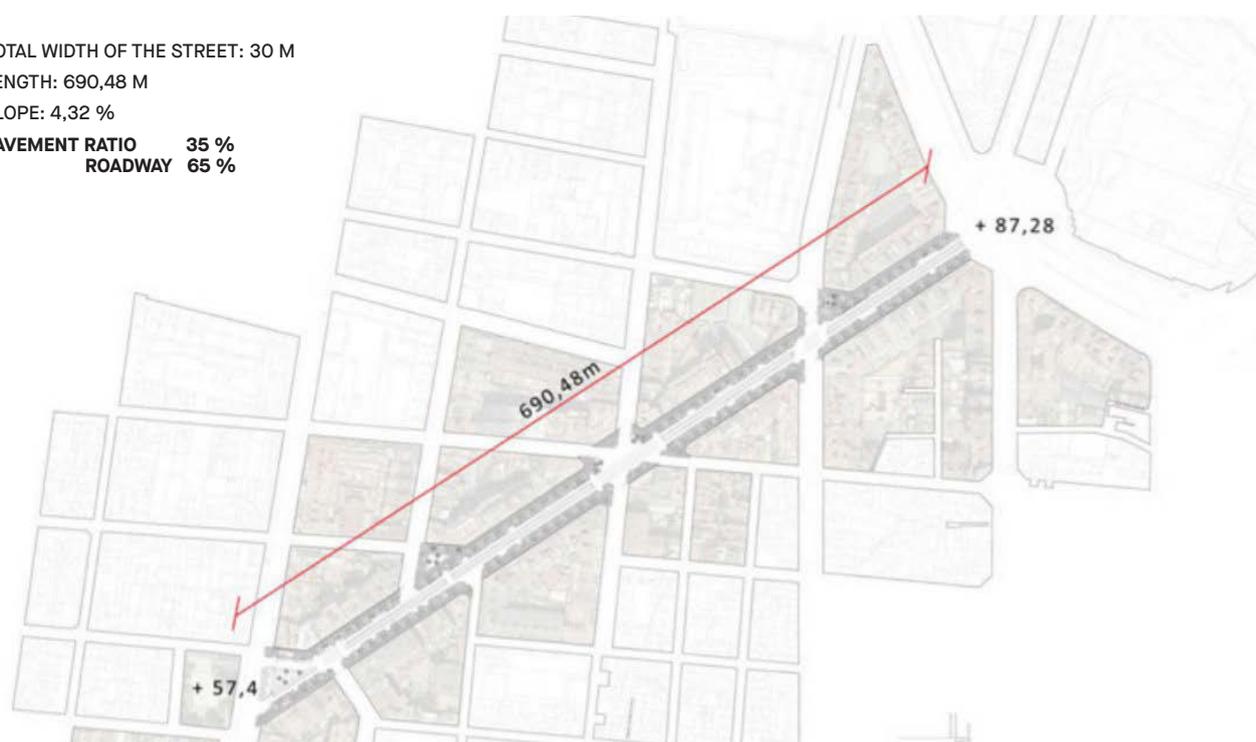
In line with establishing urban and biological connectivity, and providing support for the green-corridor concept, a redevelopment is proposed that gains space for pedestrians —creating relaxation areas all along the street —, offers continuity for vegetation, in terms of tree cover and shrubs and includes the subsoil, with structured soil that improves conditions for the trees.

In order to favour sustainable mobility throughout the section, the work will be accompanied by traffic calming measures, which involve reducing the speed limit to 20/30 km/h; reducing through traffic, leaving circulation only for local residents of the street and the surrounding area; and the creation of a two-way bicycle lane (segregated in the mountainward direction and sharing with the bus lane in the seaward direction).

### What is the state of play?

The executive project is currently being completed and the work will soon be put out to tender.

TOTAL WIDTH OF THE STREET: 30 M  
LENGTH: 690,48 M  
SLOPE: 4,32 %  
PAVEMENT RATIO 35 %  
ROADWAY 65 %



*Intervention area on Carrer de Pi i Margall*

## VIA LAIETANA

The redevelopment of Via Laietana aims to widen the area for pedestrians and make it more pleasant, as well as improving the street's transversality from one side to the other, without losing its current key role. Through paving, trees, lighting and the size and strategic position of dropped kerbs for pedestrians, the medieval centre that was split into two when the street was opened is brought together again.

The new section of Via Laietana will promote active mobility, widen pavements for pedestrians, include a bicycle lane and a bus lane in the mountainward direction and a bus-bicycle lane in the seaward direction. One traffic lane for private vehicles will be maintained in the seaward direction, while in the mountainward direction, the lane will be for local residents and services only. The underground urban service networks and infrastructures will be renovated, while also obtaining soil free from services for the planting of trees in strategic locations. Work will also be carried out on Carrer de Jonqueres, Carrer de la Fusteria, Carrer d'Àngel J. Baixeras and Carrer del Consolat de Mar, which will become single-platform streets with trees and services.

### What is the state of play?

The executive project is currently being completed and work will start in the second quarter of 2022, with a budget of €33 million.



Image of the future Via Laietana

## LA RAMBLA

La Rambla is a complex, diverse thoroughfare, made up of an interesting sequence of unique spaces, mostly consisting of former entrance gates to the medieval city and listed architectural features: Drassanes, Convent of Santa Mònica, Gran Teatre del Liceu, Palau de la Virreina, Palau Moja, Betlem Church and the Royal Academy of Sciences and Arts. This is an urban thoroughfare with an international projection that goes way beyond its physical limits, but it is also a central main street on the scale of its neighbourhoods and the City of Barcelona.

The new redevelopment is based on optimising the space according to its various uses and seeking to recover façades by eliminating unnecessary features located on the two lateral sides of the central rambla. The project (77,500 m<sup>2</sup>) proposes a reduction in traffic, with a single lane, limiting the mobility of motorised vehicles to public transport, local residents and service vehicles. The recovered space will be used to widen the lateral pavements and the central rambla, while improving conditions for trees by widening the tree pits. The new paving stones, in natural granite and porphyry, will be used throughout La Rambla.

Improving the street's transversality for pedestrians is essential, so that the neighbourhoods function well and to highlight the medieval layout. To this effect, large dropped kerbs will be built, along with single platform areas at the most strategic crossroads.



*Areas of action for the redevelopment of La Rambla*

### What is the state of play?

The executive project for the redevelopment has been initially approved.



*Image of the future La Rambla*

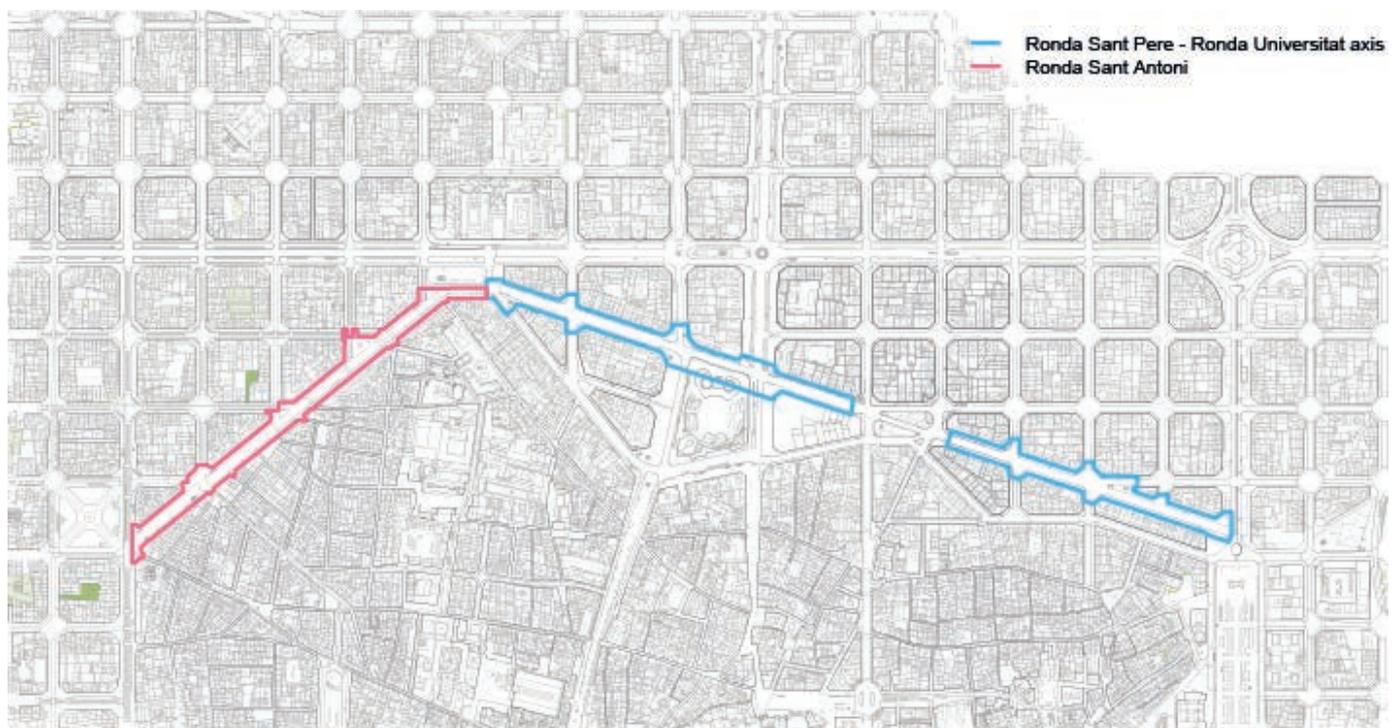
## CIUTAT VELLA RING ROADS

The redesign of the Ciutat Vella ring roads is a process that will begin in the coming months, with the aim of rethinking this central city thoroughfare, making it more people-friendly and revitalising the city centre and commercial activity.

In order to make this space more human, a preliminary tactical action has been carried out in Carrer de Pelai, which includes widening the pavement on the seaward side, reducing the number of traffic lanes and setting a 30 km/h speed limit, and secondly, improving the continuity of the space for pedestrians on the mountainward side by creating a new pedestrian crossing with the streets of Bergara and Balmes, while also widening the pavements on the section of Ronda de la Universitat, between Plaça de Catalunya and Plaça de la Universitat.

### What is the state of play?

The participative process for drafting the preliminary project will begin in the coming months, so that this central city thoroughfare can be redesigned, with the aim of widening and improving the space for pedestrians, defining spaces for bicycles and prioritising public transport.



Ciutat Vella Ring Roads

## GLÒRIES CATALANES

The transformation of Glòries Catalanes, which started after the Commitment for Glòries (2007), provides for the area to become a large central space with a metropolitan vocation and uses for the general public, as well as a centre for public facilities and large transport infrastructures such as the road tunnels and the tram line. The redevelopment of this space makes it possible to solve the problem of the central road junction and make the transition towards a city space for people, a new epicentre for economic, social, and cultural exchange, open to all city residents.

The transformation of Glòries Catalanes responds to a historic demand from local residents and will make it possible to interconnect and improve the permeability between its four surrounding neighbourhoods. It is also a key operation in the process of renaturalising the city. This space will form part of the city's most important green corridor, which will link Ciutadella and Les Glòries with La Sagrera, to El Besòs and Collserola.

The plan establishes that the park's central space will cover a surface area of around 9.5 hectares, and it will be complemented by a series of open transitional spaces with the surrounding urban areas. This will mean that the green space will have a total surface area of nearly 12 hectares.

The planned facilities include a nursery school, the Els Encants pre-school and primary school, a Primary Care Centre (CAP) and a residency and flats for senior citizens. The project also includes the recuperation of the industrial building on Carrer de Cartagena and maintaining the Fàbrica dels Paraigües [Umbrella Factory]. In regard to housing, the plan provides for the construction of 1,012 flats, 50% of which will have some type of protection.

The transformation of this public space in favour of people and sustainable mobility will become a reality, in an environment that will finally directly connect the four surrounding neighbourhoods, thereby generating new social dynamics.

### **What is the state of play?**

The first part of the new Les Glòries park has recently been opened to the public, with 20,400 m<sup>2</sup> of green surface area. This is the new green lung for the city, occupying part of the area that used to be completely monopolised by traffic. The area is now dominated by the Gran Clariana, a big grass esplanade measuring 1.1 hectares, offering a green space for people to enjoy in the middle of the city.

Soon, the traffic tunnels will become operational, the surface area previously dedicated to the Gran Via will be reclaimed for people, work will begin on the tram line interchange and connection along Diagonal, while work will also begin on the public-promotion housing. The drafting of projects has also begun for the Youth Centre, which will be located in the Casa del Sucre, and the Glòries Meridiana Sud sports centre.



*Aerial photograph of the Glòries Catalanes area under redevelopment*

*Image of the Clariana, located in Plaça de les Glòries Catalanes, which, with an extension of 20,400 m<sup>2</sup>, is a new green lung for the area*



## PLAÇA D'ESPANYA

Plaça d'Espanya is a metropolitan mobility hub, with two metro lines, L1 and L3, and the FGC Baix Llobregat railway line. And now it will be more so, with the arrival of the L8 FGC railway line.

The new redevelopment project will provide recognition for Plaça d'Espanya's central role, which began in 1929, as part of the Barcelona International Exposition. The project provides the square's design with formal autonomy and coherence, making Plaça d'Espanya a real interchange for pedestrians, intuitively connecting the various thoroughfares leading to the square: Carrer de la Creu Coberta, Avinguda de la Reina Maria Cristina, Avinguda del Paral·lel.

Taking the central fountain, designed by the architect Josep Maria Jujol, as a reference, the project connects all the urban planning features by means of a series of concentric lines, providing continuity for all the pedestrian crossings. It also includes the planting of new trees and the reorganisation of metro entrances, while pursuing a significant improvement in the use of the square for pedestrians. Furthermore, it solves the problems of mobility and reorganising traffic, with a new location for the bicycle lane, the bus stops and the taxi ranks, as well as the design of pavements and transition areas. It also revises and improves the location of bus stops, to facilitate interchanges. Lastly, trees will be planted in such a way as to enhance the circular nature of the square, providing shaded areas for city residents to enjoy and complying with the goals of renaturalisation and expanding green areas.

### **What is the state of play?**

At the moment, work on improving accessibility to the various spaces, vestibules and stations is being carried out, while the preliminary project is being drafted for redeveloping the square and adapting it to the new planned actions: more greenery and more space for active and sustainable mobility.



*Image of the present-day Plaça d' Espanya*

### 3.1.3 New coastline: Passeig de la Mar Bella

The transformation of Mar Bella aims to integrate the city's eastern waterfront, as the logic of the coastline spaces is undoubtedly one of the big outstanding issues in terms of completely opening the city to the sea.

The project establishes the transformation of the promenade and the waterfront area into a large linear park open to the sea, stretching from the Pavelló de la Mar Bella to the Fòrum, with the aim of fostering a comfortable, high-quality green environment by naturalising the space, reactivating a new way of connecting the city with its seafront.

The transformation faces the challenge of formulating appropriate responses to climate change, with a predicted increase in sea level of between 0.46 and 2 metres (2081 - 2100), with a greater frequency of storms and more tropical nights, especially in the seafront area. It is therefore an opportunity to establish a new relationship with the sea.

Some of the conclusions reached by a committee of experts, through analysis and debate, is that making the area immediately behind the beach more natural would help to cushion the effects of the storms while also providing more space for beach uses. Emphasis was also placed on improving the governance and control of beaches as unique leisure areas that are highly valued by city residents.

The project is part of the strategic plan for seafront spaces, which the city began in 2017, a planning instrument that organises and manages urban areas on the seafront. The plan covers the coastal neighbourhoods, ports, beaches, facilities and open spaces.

#### What is the state of play?

The participative process for defining this space began a few weeks ago. This will make it possible to draft a preliminary project and the corresponding executive project in 2022. Meanwhile, some temporary uses are being defined that will allow city residents to enjoy this highly valued environment on the seafront.



Comparison of the current situation of the Mar Bella seafront (above) with the project (below)

## 3.1.4 More greenery

### PARC CENTRAL IN MARINA DEL PRAT VERMELL

The Marina Central Park will be the green lung of Marina del Prat Vermell, a Barcelona neighbourhood that is growing fast.

This large 20.000 m<sup>2</sup> central park with areas for relaxation and strolling will consist of five interconnected spaces: a relaxation and play area, a small central square, a sloping garden, the SUDS garden (sustainable urban drainage system), and a fifth space which will be called the “big field”.

#### **What is the state of play?**

The redevelopment work will begin in March 2022 and will take a year. It has a budget of €5 million.



*Image of the future Parc Central in Marina del Prat Vermell*

## PARC DE CAN BATLLÓ

The future Can Batlló Park defines a new green area in the middle of La Bordeta, where people can view nature as well as the industrial heritage of former workshops. This combined design responds to the city's naturalisation strategy, with the creation of healthy environments where people can enjoy vegetation and leisure, as well as responding to the demands of local residents, who wanted to revalue this historic heritage and are already running various community activities in the buildings that have been conserved.

The first redevelopment phase for the Can Batlló Park includes 26,000 m<sup>2</sup> of vegetation, and it is scheduled for completion by the beginning of 2023. With an investment of €12.3 million, the remodelling of the space includes the planting of a wooded area, the construction of a water course that will run through the space and the installation of a children's play area. These new features will be integrated with the dog area and the urban community allotments which are already there, along with the emblematic industrial buildings that are being renovated.

The second phase (21,000 m<sup>2</sup> more) includes the redevelopment of the roads and squares around the site, as well as the installation of 3,520 m<sup>2</sup> of photovoltaic panels.

### **What is the state of play?**

The redevelopment work began on 14 October and will continue for 13 months, with a budget of €10 million.



*Image of the future park in the former industrial enclosure of Can Batlló*

## PARC DE LA COLÒNIA CASTELLS

The Colònia Castells redevelopment plan (delimited by the streets of Entença, Taquígraf Serra, Montnegre and Equador) is being led by the district, with the participation of local residents.

The intervention involves freeing up land, the redevelopment of a large 10,000 m<sup>2</sup> open central space in the city block delimited by the streets of Equador, Montnegre, Entença and Taquígraf Serra, and the creation of social housing able to rehouse the families affected by the plan, while the aim is also to increase the city's pool of social housing.

The freeing up of land is carried out in accordance with the phases defined in the 2016 Government Commission agreement, which modifies the collaboration protocol for Colònia Castells.

### **What is the state of play?**

The redevelopment work will begin in March 2022 and will take a year. It has a budget of €3 million.



*Image of the future Parc de la Colònia Castells*

### 3.1.5 Plan for a city where people can play

Barcelona City Council has made a commitment to a policy for fostering play in public spaces, based on a comprehensive, cross-cutting perspective which combines urban planning actions (ranging from micro-interventions and tactical planning to major urban development projects) and social actions (from itinerant revitalisation initiatives to new concepts in public services) in order to move forward as a play-friendly city and a city that people can play in.

The main objectives of the Plan for Play are:

- To improve and diversify the recreational infrastructure within the city model.
- To stimulate outdoor recreational and physical activities for people aged between 0 and 99, reversing the lack of play facilities.
- To reinforce the social importance we give to playing.

Promoting active, everyday recreational habits, which foster social life and help to transform the social setting, is an opportunity to reverse social problems such as sedentary lifestyles, child obesity, screen addiction, a lack of autonomy or independence, individualisation and social isolation, as well as the lack of contact with nature and green spaces, the high level of environmental pollution and road accident rates.

In this task of rethinking opportunities for outdoor play, the Plan provides new useful categories for going beyond playgrounds and play areas and including play in the city's planning and analysis, based on the concepts of recreational space, ecosystems and infrastructures. It also considers school playgrounds and school surroundings as part of the city's recreational infrastructure.

#### **What is the state of play?**

By 2030, the plan will include 63 actions, aiming to double the number of play areas with a wide range of recreational activities, create more games involving sand and water, double the number of games with challenges for adolescents and young people, create more shared games, provide the city with more accessible and inclusive games and double the number of school playgrounds that favour diversification in play and mixed-sex education, among other measures.



*A giant-sized swallow, the new singular play area in the Jardins de la Indústria*



*A gigantic octopus in Parc de la Pegaso, another singular play area, part of the Plan for Play in Public Spaces*

### 3.1.6 Protecting schools

Protecting all the city's children. The “*Protegim les escoles*” [Protecting Schools] programme aims to improve the areas around schools, ensuring that they are safer, healthier spaces. The idea is to introduce traffic-calming measure in the urban areas around a total of 200 schools and kindergartens, with actions that lead to a reduction in accidents, create more people-friendly meeting places and more greenery, improving the environmental quality of the areas around schools. In short, the aim is to make schools and their surroundings safer places that are full of life.

In order to combat climate change, which means reducing the number of cars, and to make progress in urban planning from a gender perspective that focuses on everyday needs, we are working towards a new urban model centred on schools, with a special focus on public spaces.

A total of €10 million will be invested in projects which include traffic calming measures and and measures to create more public spaces that prioritise pedestrians, combining urban-planning actions with other tactical actions, offering comfortable relaxation areas with more vegetation and shade. The plan also reduces the space allocated to vehicles, by eliminating traffic lanes and parking spaces, as well as reducing the speed limit (30 km/h in the basic network and 20 km/h in the local network).

#### What is the state of play?

By 2023, we will have implemented traffic-calming measures in the areas surrounding 200 schools, which is 1 out of every 3 schools in the city. The objective is to have implemented traffic-calming measures in the areas surrounding 585 Barcelona schools by 2030.



*Traffic calming in areas around school, as part of the “Protecting Schools” programme*

## 3.1.7 New infrastructures

### DIAGONAL DRAINAGE SYSTEM

The construction work on the Diagonal drainage system has been carried out, as demographic and urban growth, combined with the effects of the climate crisis, have contributed to an increased demand for drainage in the city. In order to respond to this need, increase the capacity of the primary sewer system and lower the risk of flooding in the event of intense rainfall, the Avinguda Diagonal drainage system, a large-scale hydrological and sanitation infrastructure built in the 19th century, has been extended and expanded. Furthermore, this is an essential action for the future connection of the two tram lines forming the city's tram network.

The intervention to expand and extend the Avinguda Diagonal drainage system is being carried out between Carrer de Girona and Passeig de San Joan. This will make it possible to increase the infrastructure's drainage capacity, with the maximum flow for transporting waste water and rainwater rising from 96 m<sup>3</sup> to 160 m<sup>3</sup> per second, or 70% more.

This action, which is part of the city's adaptation to the effects of the climate crisis, lowers the risk of flooding in the case of torrential rain and the circulation of water in both Avinguda Diagonal and the sewer system in the streets of Milà i Fontanals, Girona and Bailèn, as well as lengthening the useful life of this infrastructure. This is a priority action in the City of Barcelona's Comprehensive Sanitation Master Plan which aims to fulfil the commitments established in the Climate Emergency Declaration relating to the city's sewer system.

#### **What is the state of play?**

The system will be extended by 309 metres and the construction work is scheduled to take 14 months, until January 2022, at a cost of €7.7 million. In the second phase, the system will be extended to Plaça de Francesc Macià.



*Aerial view of the section where work on the Diagonal drainage system is being carried out*

## VILÀ VILÀ DRAINAGE SYSTEM

The Vilà Vilà project is part of the strategy for improving the drainage system to cope with periods of heavy rain, helping to mitigate the problems of flooding in the lower part of Ciutat Vella and Poble-Sec, ensuring the safety of both vehicles and pedestrians.

### **What is the state of play?**

One construction phase of this project has already been completed.

*Image of the construction of the new drainage system at Carrer de Vila i Vilà*



## PONT DE SANTANDER

The construction of Santander Bridge is a historical demand for connecting Sant Martí and Sant Andreu, as well as redeveloping the section of the same street that runs from the bridge to Rambla de Prim.

This is a new, accessible bridge that is safe and shared by people, vehicles and bicycles, providing a suitable connection between the areas divided by the coastal railway line, improving communication between the districts of Sant Martí and Sant Andreu.

### **What is the state of play?**

The construction work on Santander Bridge is being put out to tender in November, and work will begin in May 2022.



*Image of the future Santander Bridge*

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## 3.2 IMPROVING NEIGHBOURHOODS AND SITES

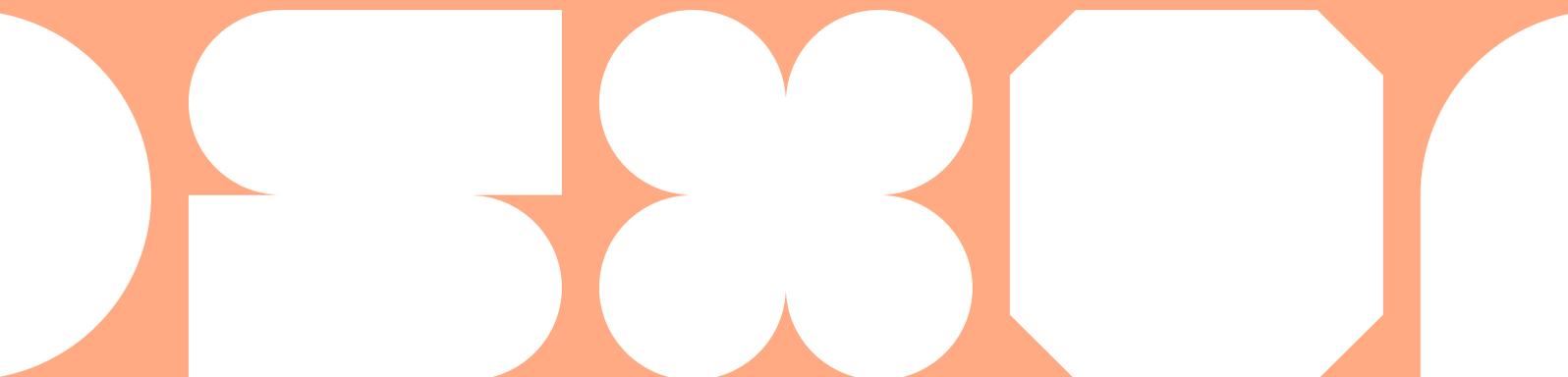
In recent decades, Barcelona has made notable progress in improving the city's neighbourhoods and infrastructures, but there are still vulnerable areas and neighbourhoods that suffer major urban-planning deficits.

With the aim of intervening in these areas of the city, the City Council has worked to identify, from a cross-cutting perspective and based on various cross-analysed criteria, those areas that need a comprehensive urban improvement which tackles the various aspects required in order to achieve the desired comprehensive improvement.

Furthermore, there are also a series of locations in city neighbourhoods that have become enclosed, opaque spaces and, in most cases, they are under-used and disconnected from the city. Now is the time to regenerate them and return them to the city and the neighbourhoods, through various programmes that provide housing, facilities and economic activities in continuity with the surrounding urban structure.

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[barcelona.cat/pla-superilla-barcelona](https://barcelona.cat/pla-superilla-barcelona)



## 3.2.1 Neighbourhood Improvements

### LA TRINITAT VELLA AND EL BESÒS I EL MARESME

Barcelona's Urban Renewal Programme is a strategy of actions that are carried out in urban areas to improve people's living conditions. It is a comprehensive programme aimed at reducing vulnerabilities in regard to quality of life in the city and thereby reinforcing social resilience.

The objective is to improve urban areas by focusing on housing developments and living conditions in the housing stock, tackling the transformation of housing together with the surrounding areas, in order to achieve smarter, more socially inclusive and sustainable development, with improvements in accessibility and energy efficiency.

The Urban Renewal Programme defines five main global and local strategic areas: improving the quality of the urban environment; favouring the efficient use of resources; ensuring cohesion and social well-being; promoting functional and social diversity and reinforcing territorial integration and balance.

The project's territorial area is that of the vulnerability areas defined in the 2020 study "Urban Renewal Programme", giving priority to actions in areas of urban redevelopment (ARUS): ARUS de SO Besòs, Can Peguera, la Trinitat Vella and Canyelles.

The City Council will publicly fund part of each operation and will reach an agreement with the owners of the flats in the buildings on their contributions to the overall cost of the renovation.

#### **What is the state of play?**

In the neighbourhood of Besòs i del Maresme, an analysis of the state of the buildings is being carried out, and the pilot project is under way for the first properties, which will begin in 2022.

In Trinitat Vella, the first phase inspections have been completed, precautionary measures have been carried out in some properties and the construction-work projects are being drafted. The remaining inspection campaigns will be starting soon.



*View showing the Urban Renewal Programme's area of action in El Besòs i el Maresme*



*Renovation project for the block of flats at Carrer Messina, 11 (El Besòs i el Maresme neighbourhood)*

## CANYELLES

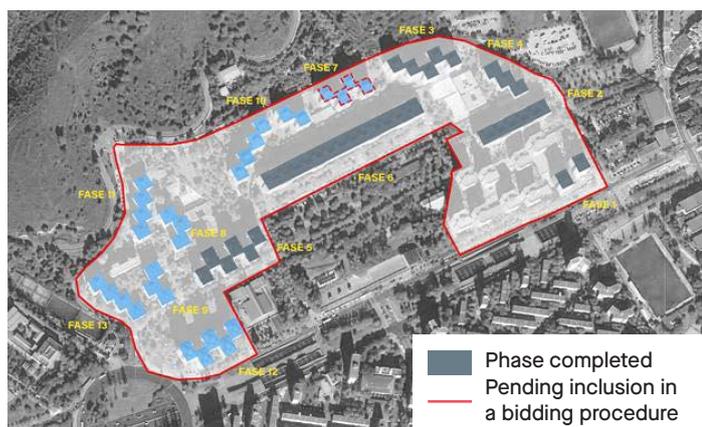
The spaces between blocks in the neighbourhood of Canyelles were originally laid out and developed on very uneven ground with gradients of over 10%, featuring criteria for creating terraces that allowed access to the blocks and the commercial ground floors, but which involved the installation of concrete walls of a considerable size. It was necessary to build steps and ramps that followed the position of the blocks, but contributed to the low quality of the spaces and had an environmental impact that did not help either the consolidation of the shops boxed in by the walls or community harmony. The neighbourhood's orography makes it impossible to completely solve the accessibility problem for everyone, especially taking into account the increasing ageing of the population and access for people with functional diversity.

We are therefore initiating the redevelopment, improvement and adaptation of block interiors in Canyelles, involving a total surface area of 13,416 m<sup>2</sup>, in the streets of Miguel Hernández, Antonio Machado, Federico García Lorca and Ronda de la Guineueta Vella. The concrete walls and balustrades will be removed and replaced by transparent metal features and landscaped embankments. This will help to reduce the impact of the walls and improve the area's environmental quality and behaviour. Accessibility will be improved by creating steps, ramps and lifts, which will make it possible to unify the spaces and turn commercial terraces into part of the public space.

Two lifts will also be built between the streets of Miguel Hernández and Ignasi Agustí.

### What is the state of play?

The construction work has already begun and is scheduled for completion in October 2022, with an investment of €5.5 million.



The area under redevelopment, improvement and adaptation of block interiors in Canyelles



Housing renovation in the neighbourhood of Canyelles

## EL BON PASTOR

The transformation of the area around the old Cases Barates in Bon Pastor is progressing, and the urban area delimited by the streets of La Tallada, Biosca, Sant Adrià and Passeig de Mollerussa, in the District of Sant Andreu will now be improved. A surface area of around 21,000 m<sup>2</sup> will be improved, creating new green areas and enhancing connectivity and accessibility.

The first interventions began in 2005, with the construction of new housing and accessible green areas. This was the beginning of a major urban transformation in this city district, which is now nearing completion, as this is one of the last outstanding phases.

The redevelopment of the Cases Barates neighbourhood in Bon Pastor started in 2005 and is now nearing completion. The redevelopment of this area will create new spaces that have arisen around the five new buildings constructed by Barcelona's Municipal Institute of Housing and Renovation (IMHAB) and the new buildings will also be provided with services.

This new space will include a central square, new spaces with children's play areas, table games and a picnic area to encourage local residents to use the space. There will also be a new garden area, with the creation of 14,000 m<sup>2</sup> of green surface area for drainage, LED-style lighting, sustainable drainage systems and new urban furniture, such as chairs, benches, litter bins, posts, bicycle parking areas and fountains.

### What is the state of play?

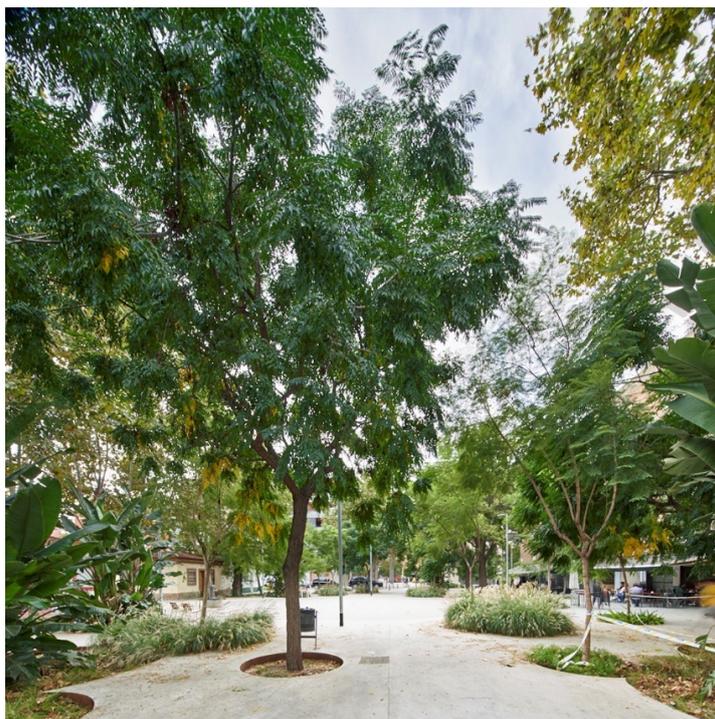
The work began in June of this year and it is scheduled for completion by October 2022, with a budget of €6 million.



*Transformation area in the former Cases Barates in Bon Pastor*



*Increase in the green surface area in the Cases Barates neighbourhood of Bon Pastor*



## FUTURE PLAN FOR CAN PEGUERA

Can Peguera is a City of Barcelona neighbourhood located in the district of Nou Barris. The main central part of the neighbourhood is made up of a series of compact blocks of municipally-owned, one-storey houses built in 1928 and popularly known as the Cases Barates of Horta.

Today, the Can Peguera neighbourhood as a whole has a series of singular features which are considered to be deserving of special attention: practically all of the neighbourhood's land is municipally owned; this is the last group of Cases Barates [cheap houses] still standing in the city, and it was the first public housing development to be built in the City of Barcelona.

The neighbourhood is made up of 616 low-density dwellings, a unique characteristic in the city's housing stock. Their uniformity, compactness and typological and urban planning features make them a clear, identifiable unit that has led to a distinct way of life and coexistence that is perceived as anthropological heritage.

The Future Plan for Can Peguera has the general objective of defining what the neighbourhood model should be, in order to ensure its existence and maintain its attributes of value.

The Can Peguera facilities terrace, the first intervention carried out, will improve the neighbourhood's connectivity with the Turó de la Peira green area and the adjacent neighbourhoods.

### **What is the state of play?**

The first phase of the facilities terrace is being initiated. The project is scheduled for completion by the end of 2022.



*Aerial view of the Can Peguera neighbourhood*

## THE VILAVEÏNA PROJECT

During this term of office, “VilaVeïna. Placing life at the centre” will deploy sixteen territorial units that will have a physical space where they can respond to the care needs of local residents.. Each of these territorial units will cover a population of between 10,000 and 30,000 inhabitants, who will have a benchmark facility open to all city residents, near their homes, which will focus on care work and any needs that may arise from it.

In each area the project will also be extended to public spaces. The plan is to produce a diagnosis for each area, in terms of care, with the participation of vulnerable groups, which will serve as a starting point for the introduction of the Barcelona Superblock Model.

### What is the state of play?

The project’s first 16 territorial units will cover a population of around 300,000 inhabitants and they will be distributed throughout the city. In the first phase, the first four offices will be opened in the neighbourhoods of Vilapicina i la Torre Llobeta (Nou Barris), Provençals del Poblenou (Sant Martí), la Marina de Port (Sants-Montjuïc) and El Congrés i els Indians (Sant Andreu).

The second phase will take place in 2022, with the inclusion of 12 more VilaVeïnes, and according to City Council calculations, the city could be covered completely within the next few years, with the implementation of around 115 similar experiences, making Barcelona the first city in the world to promote care in a local, community environment.



*The VilaVeïna project will bring care services to local residents*

## 3.2.2 Recognition and consolidation of historic fabrics

### PROTECTION OF GRÀCIA'S HISTORIC FABRIC

The Special Protection Plan for historic-artistic heritage in the traditional neighbourhoods of Vila de Gràcia protects specific, individual and groups of features, in order to include them in the Heritage Catalogue.

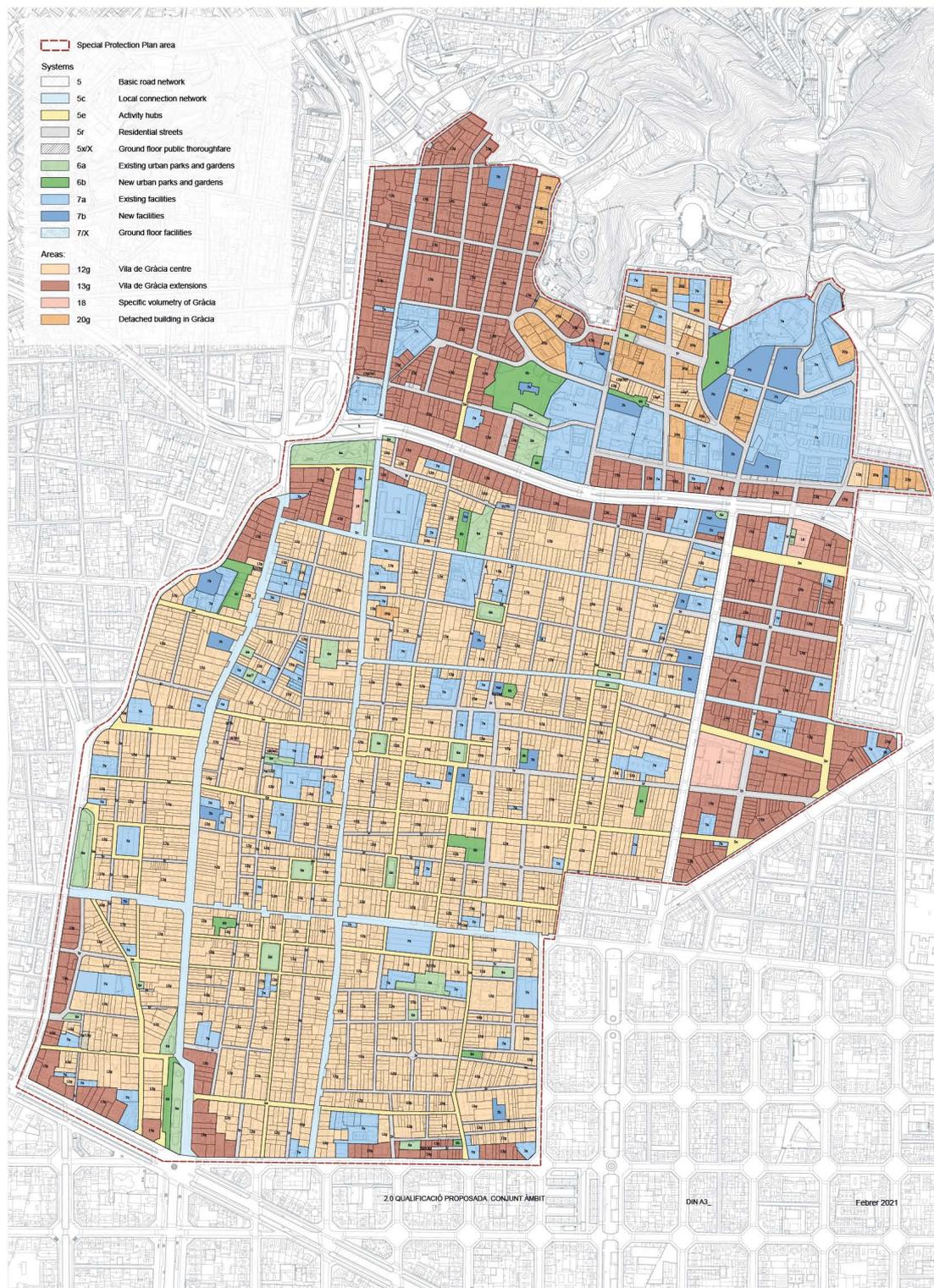
The specific amendment to the General Metropolitan Plan for Environmental and Urban Planning Improvement for the neighbourhoods of Gràcia covers an area of nearly 200 ha, and aims to maintain and preserve its characteristic urban heritage and identity, protecting the urban landscape and fabric, reducing the urban planning effects of the current approach. It also aims to increase affordable housing, protect local commerce, improve the quality of spaces and connectivity.

It also proposes an environmental improvement for the neighbourhood, with more sustainable mobility and an increase in greenery and biodiversity. The objective is to make full use of any opportunity to increase the amount of greenery in this highly built-up area. This is a cross-cutting action that takes into account all the neighbourhood spaces in order to maximise their potential (redevelopment of streets, parks and gardens, city block courtyards and the dividing walls of new buildings) with the implementation of the ecological rate of return for urban spaces (IDEEU).

#### **What is the state of play?**

The Special Plan for the Protection of Historic-Artistic Heritage of the Traditional Vila de Gràcia Neighbourhoods was definitively approved in December 2020.

The Specific Amendment to the General Metropolitan Plan was initially approved in February 2021. The document for its provisional approval is now being drafted.



Scope of the Amendment to the General Metropolitan Plan (MPGM) for the Gràcia neighbourhoods

## URBAN PLANNING TO AVOID GENTRIFICATION AND GUARANTEE THE RIGHT TO HOUSING

Barcelona aims to guarantee the right to the city and become a habitable place that does not expel its local residents, as well as having urban planning that is at the service of people and everyday life. For this reason we are working towards a future with a public housing stock that is accessible to many local residents. The goal is to double the existing affordable public housing stock and make Barcelona a more balanced and socially cohesive city. Therefore, between 2016 and 2021 we began the construction of 6,100 public dwellings and we have purchased nearly 1,000 flats.

A series of measures is being implemented to achieve these objectives:

- The Special Tourist Accommodation Plan (PEUAT) regulates tourist accommodation in the city, with the aim of protecting the right to housing, local neighbourhood life, and diversity of use.
- The measure concerning 30% of protected housing on consolidated urban land provides for the creation of new affordable housing in new construction projects or large-scale renovations in multiple-family buildings, in housing developments of over 600 m<sup>2</sup>. In this way, protected housing is distributed throughout the city, so that it is not concentrated in a certain location, and it provides a response to the needs of the population in their own neighbourhoods.
- The first-refusal and pre-emption declaration means that the City Council has preferential rights for purchasing certain properties or building plots, throughout the municipality of Barcelona, by equalling the sales price. This measure makes it possible to increase the public stock of land and housing, through voluntary acquisition at reasonable prices, under pre-established conditions, where it is most needed. The City Council therefore has a new instrument for halting clearly speculative operations that cause the expulsion of local residents, while also disincentivising fraud in the sale of properties.
- The implementation of land-use plans in various areas of the city fosters local commerce and makes it possible to protect activities linked to everyday life. The processes of gentrification and the transformation of ground floor spaces into activities that are more economically profitable put local commerce at risk and make it more difficult for local residents to stay in their neighbourhoods.
- The change in urban planning that regulates the introduction of temporary accommodation makes it possible to increase the number of leased dwellings in the city, doubling the current number to a figure of 13,370, prioritising the public promotion of leased housing, which is allocated to covering the temporary accommodation needs of vulnerable people, young people, senior citizens and students.
- Protecting the use of housing through urban planning, especially in badly-affected neighbourhoods, makes it possible to favour the use of housing as homes, for registered residents, and reduce the proliferation of tourist accommodation or tertiary uses as offices.

### What is the state of play?

The Special Tourist Accommodation Plan (PEUAT) has been initially approved (January 2121).

The Amendment to the General Metropolitan Plan for obtaining public protected housing on consolidated urban land in Barcelona and the Amendment to the General Metropolitan Plan for the declaration of the first-refusal and pre-emption area in the City of Barcelona and defining the terms and conditions for construction are in application.

The Amendment to the General Metropolitan Plan for regulating the system of leased housing facilities in the municipality of Barcelona has been initially approved (November 2020).

The changes in the Procedure for protecting the use of housing are being drafted.

The plans for land use in Ciutat Vella, Gràcia, Sant Antoni, Paral.lel, Gran de Sant Andreu, Poble-sec, Sants i Hostafrancs and Carrer de Girona, among others, are in application. The land use plans for souvenirs, games of chance, and petrol stations and charging points are in application. The land-use plan for green hubs and superblock squares in the Eixample is being drafted.



*Land-use plans place value on local neighbourhood commerce and protect it*



*Image of Carrer de Sant Andreu, one of the district's shopping streets*

### 3.2.3 Transformation of sites

#### THE NEW MERCEDES-BENZ FACTORY IN BON PASTOR

The transformation of the former Mercedes-Benz factory is an unprecedented transformation opportunity for creating a mixed, compact and inclusive urban space. This involves updating the industrial uses of the 21st century economy and generating a new neighbourhood in a site that, until now, has been closed off. With its total renovation, the new Mercedes-Benz factory maintains and reuses its industrial buildings in order to offer productive activities and housing, creating a space without vehicles that will replicate the Barcelona Superblock model and become a place that will bring neighbourhoods together.

The site includes buildings that are very representative of the industrial era, and the idea is to install new economic activities there that foster industrial activity in the area and turn the central building into a new square. A balance of uses is guaranteed, with 60% allocated to housing and 40% to economic activity, and there will be public facilities, green areas, ground-floor shops and industrial uses. The opening of the former factory will turn it into a new neighbourhood with 1,450 new flats, 40% of which will be protected housing, with over half of them for rental, as well as an economic-activity hub that will include up to 5,000 new jobs.

The transformation of the former Mercedes-Benz factory, located in the productive area on the right bank of the Besós, will become a pioneering project for the regeneration of the industrial areas around it and it will foster the renovation of nearby areas, based on improving the connectivity of the environments and increasing the habitability of public spaces.

#### What is the state of play?

A participative process is being conducted with local residents on the area's urban planning and a Specific Amendment to the General Metropolitan Plan is being drafted for its initial approval.



Map showing the area of action in the former Mercedes-Benz factory



Present-day view of the former Mercedes-Benz factory buildings in Bon Pastor

## LA MODEL

In 2017, after more than fifty years of local resident demands, the La Model prison definitively closed its doors and ownership was transferred to the City Council. The project is an unrepeatable opportunity for a city project, a unique site that can help to mitigate the deficits of a very built-up neighbourhood, which lacks green areas and local facilities. It is a site with a highly-charged historical memory that tells of a traumatic past.

In 2019, as a result of intense local-resident debate, the La Model Master Plan was drafted, listing the local residents' demands and including a more contemporary vision of the conservation of heritage and memory, while also responding to the need for green spaces, the environmental perspective, the need for public housing and the inclusion of a good number of facilities (a memorial, a primary-secondary school, a sports centre, a nursery school, a youth centre and spaces dedicated to the social and solidarity economy). All of these needs have been included in the "Model batega" project, which is working on the planning project based on the following ideas:

- To renovate the three main buildings on the site due to their typological and heritage value: the access building, the panopticon and the workshop building. • To integrate the new planned uses for the site, mainly in these three buildings.
- To maintain the layout of the double perimeter wall, making it permeable and partially deconstructing it in order to open up the site and achieve continuity in the open spaces.
- To create a new park by converting the ground floor of the galleries into empty arched spaces, to provide greater continuity.

### What is the state of play?

The current planning project is being drafted.



*Image of the future La Model*

## LA ESCOCESA

The renovation of the former La Escocesa factory enclosure aims to transform the site into a performing arts centre, cultural venues and social housing, providing a boost for a more inclusive and sustainable 22@ innovation district and adding to the revitalisation of the Pere IV civic and cultural hub.

La Escocesa is one of the listed factory sites conserved in the Poblenou neighbourhood, and it is also one of the oldest. The site dates back to the mid 19th century (1852), with a factory that produced chemical products for textile printing. It was an active industrial site until 1998, when it was rented out to a group of artists and creation professionals for the first time.

The transformation of La Escocesa will make it possible to create new affordable housing, through the renovation of existing residential buildings, as well as a programme of facilities concerned with culture and creation, which will be closely related to the artistic and cultural uses of the existing spaces run by artists, exhibition halls and cooperative working areas.



*Present-day view of La Escocesa*

### What is the state of play?

The renovation work and the definition of the artistic and innovation projects have begun.

## FIRA DE MONTJUÏC

The Montjuïc trade fair venue needs rethinking in order to improve its relationship with the surrounding neighbourhoods and gain housing, facilities and public spaces. We aim to move away from an enclosed, impermeable enclosure that isolates neighbourhoods to a new urban space, with new uses that help to build the city: housing, facilities, shops and trade-fair venues that are integrated into the city, with a permeable structure that favours continuity between neighbourhoods and brings improvements to the neighbourhoods of Font de la Guatlla and Poble-sec.



*Aerial view of part of the trade fair enclosure*

### What is the state of play?

A participative process for rethinking the future of the present Montjuïc trade fair site will be initiated, with the aim of making it more permeable and creating housing and facilities.

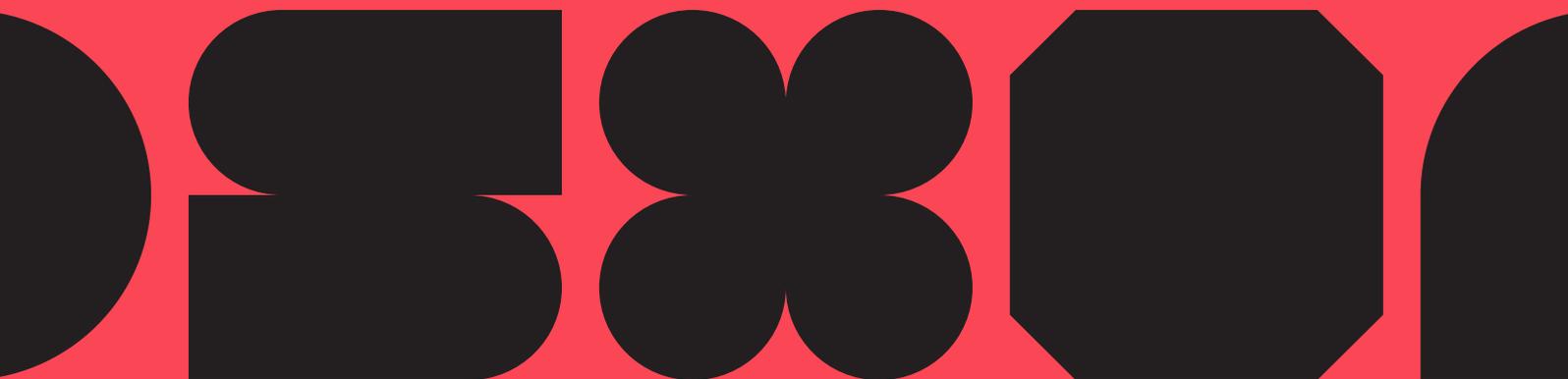
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### 3.3 REACTIVATION OF ECONOMIC FABRICS

Cities are essentially, and originally, centres for production, creation and exchange, and for this reason, the productive fabrics linked to urban centres are very important when planning cities. Historically, industrial estates have been planned as sites that specialise in industrial uses, linked to large-scale mobility infrastructures and isolated from urban areas. The transformation of industry has led to new requirements, and some of these areas have become obsolete, as their space, services and accessibility do not meet current needs. Other processes, such as the delocalisation of industry or the growth of nearby urban centres have exerted pressure on these sites, justifying their transformation into more economically profitable uses, such as residential housing, commerce and logistics. The result has been a progressive loss of urban industry.

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## **El Besòs Industrial Area - economic activity estates**

The future of the industrial area on the right bank of the River Besòs depends on maintaining as much industrial land as possible, and ensuring that it has the necessary infrastructure and services required to make it more competitive, intensifying economic activities, reinforcing the Industry-4.0 and circular economy sectors.

The area that includes the industrial estates of Bon Pastor, Torrent de l'Estadella and Montsolís in the district of Sant Andreu, along with the La Verneda Industrial estate in the district of Sant Martí, form a productive area of 150 ha, which needs to be integrated into the urban fabric and turned into a strategic productive hub for the city.

Its central location and proximity to residential areas make this area easily accessible for the workers of the companies located there, ensuring the city's habitability and fostering sustainable, healthy mobility that is available to very few industrial areas in other territories.

These city environments consist of hybrid economic ecosystems (traditional and advanced manufacturing activities, production service companies, service activities, workshops, last-mile distribution, storage, etc.), which maintain close links with all the other tertiary activities in the city, and which therefore play an essential role in urban-economy value chains and the functioning of the city itself. Its regeneration, promoted by the El Besòs Consortium, involves links with other city sectors and strategic economic activities, while creating optimal conditions for attracting new companies, investments and talent.

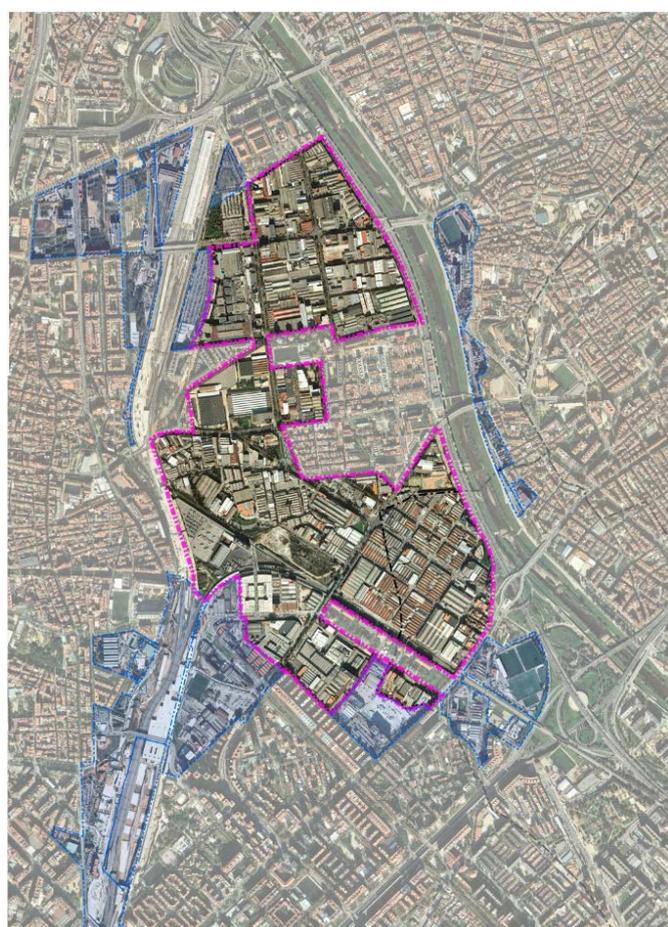
The renovation of the industrial fabric involves revising and adapting current urban planning, with the aim of intensifying the network of industrial activity and rethinking the adjacent areas, as well as carrying out those parts of the transformation that are still pending. It also means redefining the various networks that make up this area and promoting active mobility and the use of public transport, while guaranteeing the mobility associated with the economic activity of the estates, as well as the necessary conditions for an efficient production mobility.

### **What is the state of play?**

A diagnosis of the current state of the area and the production activities has been carried out, and the economic model for the territory is being defined, along with an amendment to the General Metropolitan Plan for regenerating productive urban networks in order to promote urban industry in Barcelona.



*Plan of the production networks on the right bank of the Besòs*



*Aerial view of the production networks on the right bank of the Besòs*

### A more inclusive and sustainable 22@

The 22@ is an area formed by various neighbourhoods in the district of Sant Martí. It was conceived over twenty years ago as a mixed urban area for attracting, implementing and promoting economic activity. The new social, economic and environmental urban challenges make it necessary to rethink the area, based on a participative process with local residents, social and academic organisations and economic stakeholders, in order to identify opportunities and define a series of strategies to tackle today's urban reality.

As a result of the "For a more inclusive and sustainable 22@ agreement", directives were established that later formed the basis of the current MPGM for a more inclusive and sustainable 22@, which aims to turn the 22@ into a residential neighbourhood, based on consolidating a mixed city of environmental quality that fosters everyday life and economic activities.

The future of the 22@ envisages a neighbourhood with more residents, as well as access to affordable housing, which is mostly rental and protected. With naturalised areas that make up a new environmental system, in which one out of every three streets will be greened, ensuring more space for people and improving environmental quality in order to mitigate the climate emergency. The productive history of the 22@ area must be preserved, based on the conservation and consolidation of its traditional and heritage fabrics, but it is also necessary to reinforce the competitiveness of a district that concentrates a large proportion of Barcelona's innovative activity and attracts talent and investments that revitalise the territory.

#### **What is the state of play?**

The Amendment to the General Metropolitan Plan for a More Inclusive and Sustainable 22@ is being drafted for its provisional approval and the response to all the claims that were presented.



*Plan of the southern area of the 22@ transformation*

## Olympic Port

In December 2019, Barcelona City Council assumed the management of the Olympic Port, with the aim of rethinking the development and management model of the port, transforming it in order to recover the site as a city port and an area that can be used by city residents. This model is divided into four main parts:

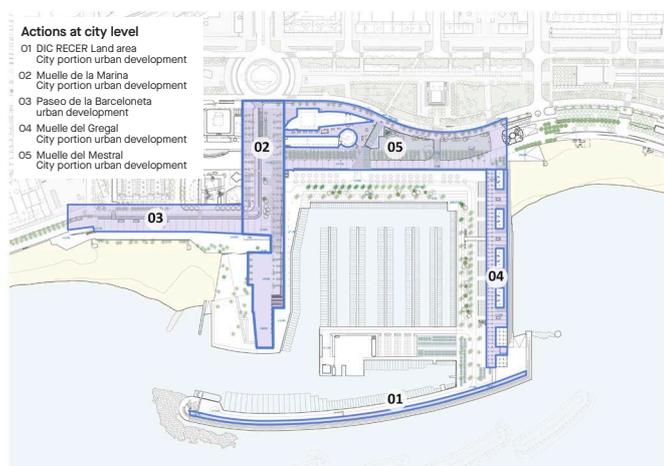
- Integrating the port with the city.
- Defining a new model for uses and activities.
- The comprehensive redevelopment of the public space.
- Improving the port's marine infrastructure.

The transformation of the productive fabric is specified in a special land-use plan, which establishes the change from a concentration of night-time leisure venues to the creation of a strategic node of initial and continual training in professions linked to nautical matters.

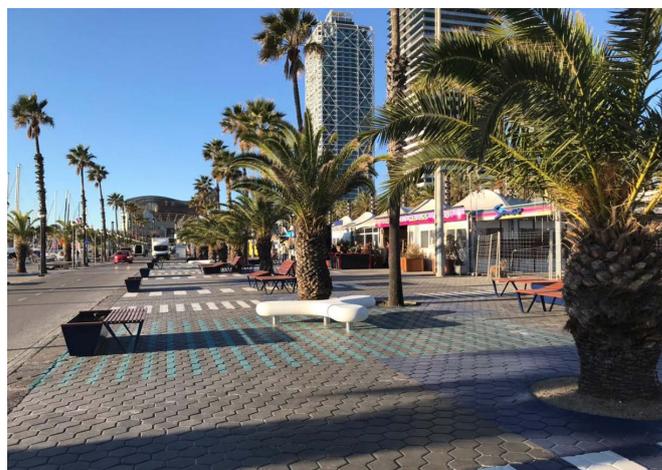
Some of the specific actions that make up the port's productive and economic transformation include promoting nautical sports, creating a maritime centre that includes dissemination and research activities, along with replanning the fleet.

### What is the state of play?

In the last year, all the night-time leisure venues have been closed and 10,000 m<sup>2</sup> of public space has been redeveloped. In the coming months, the sea wall will be improved and construction will begin on the new access points on Avinguda del Litoral to the lower level of port, eliminating barriers and steep gradients. The work on the Olympic Port has a total budget of €40 million.



Map of work carried out at the Olympic Port



Tactical action already undertaken at the Olympic Port with the aim of reclaiming space for the general public

## The Ciutadella Master Plan

The new Ciutadella Master Plan aims to regenerate a physical site of great environmental value, so that it becomes the basis for establishing synergies among the various existing or projected cultural hubs, research centres and hubs and university campuses, located in the park or in its immediate surroundings. All creating an ecosystem of knowledge and innovation.

The plan covers the entire park (including the Zoo area), the adjacent streets and the immediate surrounding areas, including França Railway Station and the Carles I tracks and park. Its strategic lines include:

- opening Ciutadella to the sea;
- improving the connectivity and permeability of the park with its surrounding area;
- the transformation and redevelopment of the historic heritage park;
- improving the cultural and research centres inside the park and in the surrounding area, and
- establishing a new system of governance.

These five strategic lines have been developed by means of sixty proposals, which include renovation and preservation projects for heritage buildings and the recovery and adaptation of historic gardens, as well as urban planning and transformation projects.

In addition, one of the projects carried out as part of the Master Plan is the Old Fish Market scientific project, which consists of creating a new 46,000 m<sup>2</sup> research and innovation centre focusing on biomedicine, biodiversity and planetary well-being. The project is promoted by the Pompeu Fabra University (UFP), with the participation of two strategic partners, the Higher Council of Scientific Research (CSIC) and the Barcelona Institute of Science and Technology (BIST).

### **What is the state of play?**

At this time, the drafting of the Ciutadella Master Plan is being completed.



*View of the scientific project for the Old Fish Market*

## **New biomedical research centre**

In coming years, the City of Barcelona will have a new biomedical research centre dedicated to life sciences. This project will be possible thanks to the agreement between the City Council and the La Caixa Foundation, under which the urban planning procedures for the CaixaResearch Institute can begin.

The action for installing the new research centre on land adjacent to CosmoCaixa, at the foot of Collserola, will involve redeveloping a surface area of 53,000 m<sup>2</sup>. Furthermore, this project makes it possible to create a new public square that will connect the CaixaResearch Institute with CosmoCaixa. Furthermore, at the rear of the research centre, there will be a public green area of over a thousand square metres, very near the Parc Natural de la Serra de Collserola.

The CaixaResearch Institute will help to work on research and innovation in fields such as infectious diseases, global health, oncology and neurodegenerative diseases and neurosciences. It will also establish synergies with the other four research centres in the city: the Barcelona Institute of Global Health (ISGlobal), the AIDS Research Institute (IrsiCaixa), the Vall d'Hebron Oncology Institute (VHIO) and the BarcelonaBeta Brain Research Centre (BBRC).

## **What is the state of play?**

A citizen participation process is being carried out for drafting the Amendment to the General Metropolitan Plan, initially approved in July 2021.



*Future image of the CaixaResearch Institute*



*Future image of the CaixaResearch Institute*

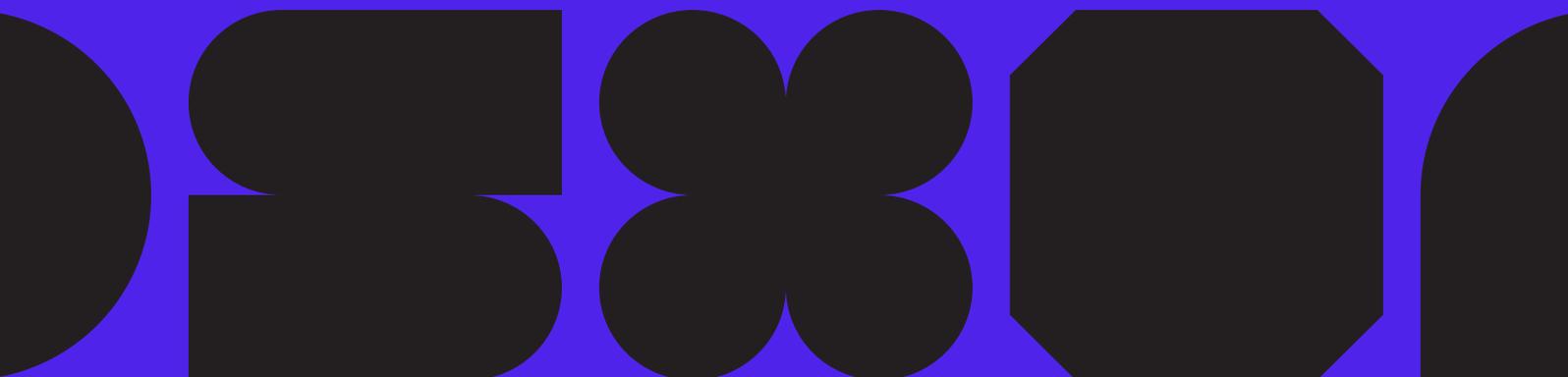
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### 3.4 FOSTERING SUSTAINABLE MOBILITY

Barcelona is working hard to promote sustainable, healthy mobility. Today, the city is already characterised by a very favourable modal distribution, with 85% of internal mobility undertaken on foot, by public transport or by bicycle. However, the external factors of motorised mobility are still very negative (pollution, noise, accidents, occupation of space, climate emergency). The transformation of public spaces being undertaken clearly prioritise active mobility and connections with public transport, with the aim of promoting this sustainable mobility still further. Work is also being carried out to achieve a city where people can cycle everywhere, thanks to the construction of new bicycle lanes and traffic-calming measures on 75% of the city's streets. For intercity connections, large intermodal railway nodes are being developed at La Sagrera and Sants.

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## LA SAGRERA

The Sant Andreu - La Sagrera operation has been evolving since its origins in the 1980s. The work on the railway infrastructures and their encasement are being carried out at maximum speed since it began in 2008. The work comes under the responsibility of three administrations (Barcelona City Council, the Government of Catalonia and the Spanish Government), forming the company Barcelona Sagrera Alta Velocitat.

Development work is being carried out in the various planning sectors involved in the operation to relink the neighbourhoods with the stations (Sant Andreu and La Sagrera) and the future Camí Comtal Park, covering nearly 40 ha. These planning sectors involve around 10,000 new homes, half of which will be protected housing. The City Council is making a great effort to acquire some of the housing allocated to the free market, in order to turn it into affordable homes.

This operation creates a large intermodal node where people will be able to interchange between trains (Local, Regional and High Velocity), the metro (L4 and L9 station) intercity buses (station and car park), bicycles (bicycle lanes and parking) taxis and private vehicles. At the same time, the two sides of the railway infrastructures, which until recently were obsolete, are being reconnected, with new streets, housing, facilities, tertiary buildings and green areas. The new Sant Andreu railway station is also being built.

### **What is the state of play?**

Redevelopment work on the streets of Garcilaso - Gran de la Sagrera - Berenguer de Palou in the Entorn Sagrera sector is currently being completed, and the work from Carrer de Josep Estivill and the area around La Sagrera - Marina Clotet Library is in progress. Work will soon begin on the Colorantes sector and the development of the area around Sant Andreu station (Cami Comtal Park on the encasement), among others.



*Actions in the area of La Sagrera*

## SANTS STATION

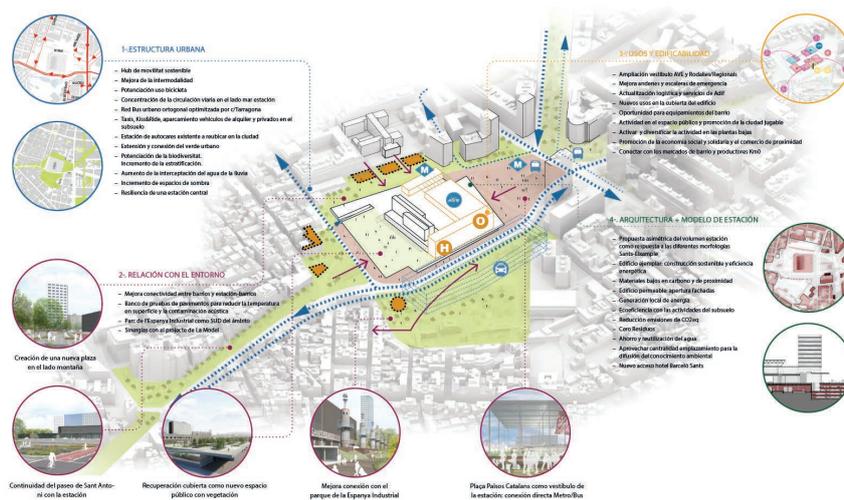
The intermodal Sants Station and its surrounding area, such as Plaça dels Països Catalans, require modernisation in order to offer adequate services for the most important public transport node in Catalonia.

The new station will have 39% photovoltaic production, along with various energy-efficiency measures (natural ventilation, natural light, air conditioning for vegetation, etc.). All together, in comparison with a conventional building, the estimated energy saving is 57%.

New entrances to the station for pedestrians will be built, and the circulation of intercity buses will be reorganised. The transformation of public spaces will include more greenery and more space for pedestrians, while eliminating private motor vehicles on the surface.

### What is the state of play?

Currently, ADIF and Barcelona City Council are working on a preliminary project to define what the urban structure around the station should be like, what uses and development potential the new station will have, and what the new station architecture and its relationship with its immediate surroundings will be like.



Actions in the area around Sants railway station

## BICYCLE-LANE NETWORK

The expansion of the cycling infrastructure throughout the city is a necessary step for ensuring that the general public is able to use this mode of transport to move around all city neighbourhoods.

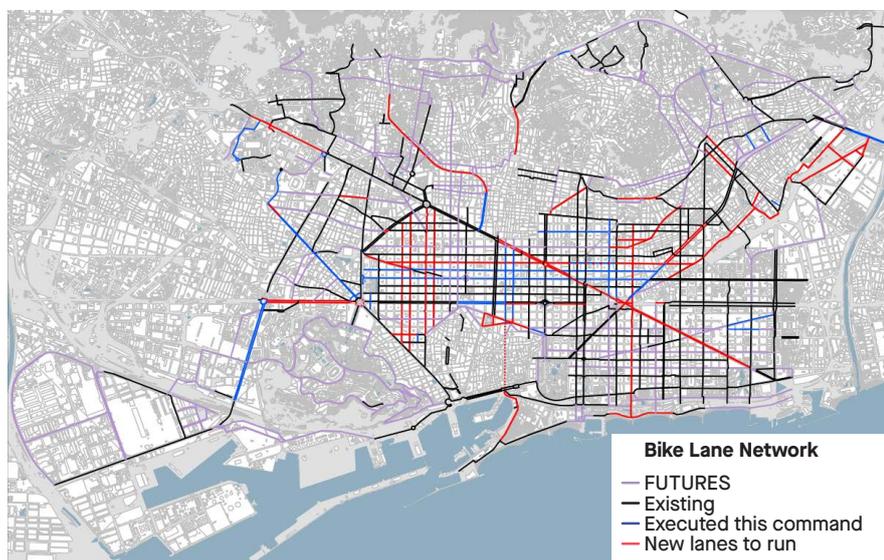
The expansion of the cycling network has been substantial, as it has risen from 120 km to 272 km- It will also connect major city thoroughfares, such as:

- Carrer d'Aragó, from Avinguda Meridiana to Carrer de Tarragona;
- Via Augusta from Laforja to Plaça Borràs;
- Avinguda de Vallcarca;
- Passeig de Maragall (Rosselló i Freser), from Los Castillejos to Plaça de Maragall;
- Fabra i Puig, between Meridiana and Virrei Amat, uphill, and Escòcia downhill;
- Joan de Borbó Comte de Barcelona, from Idrissa Diallo to Escar;
- Va Laietana, from Plaça d'Urquinaona to Idrissa Diallo;
- Carrer de Mallorca, from Carrer del Clot to Tarragona;
- Travessera de les Corts, from Numància to Gran Via de Carles III;
- Gran de Sant Andreu, between Carrer Felip II and Baixada de la Sagrera and between Rambla de l'Onze de Setembre and Carrer del Pare Manyanet.

With the incorporation of these new lanes, Barcelona's cycling network will connect all of Barcelona's neighbourhoods, as well as having connections with the Metropolitan Area.

### **What is the state of play?**

In the coming weeks, work on the bicycle lanes on Ronda del Guinardó and lowering the Diagonal and Gran Via lanes to road level will begin. The remaining projects are in the process of being drafted and their execution will begin in 2022. This action has a budget of €30 million.



*Existing and future bicycle lanes in the city*

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