

# APPLICATION FORM 2012

Please refer to Application Form Guidance while completing this form, and return it to the Guangzhou Award Secretariat at [info@guangzhouaward.org](mailto:info@guangzhouaward.org) by September 30th, 2012.

## 1. Basic Information

Project/Practice Title	<b><i>Municipal Pedestrian Mobility and Accessibility Improvement Plan</i></b>		
Category (Please tick in the box as applicable)	<b>Public service</b> <input checked="" type="checkbox"/> <b>Organization and administration</b> <input checked="" type="checkbox"/> <b>Partnership and citizen involvement</b> <input checked="" type="checkbox"/> <b>Smart city</b> <input checked="" type="checkbox"/> <b>Sustainable city</b> <input checked="" type="checkbox"/> Others (Please specify):		
Implementer/Organisation	<b>Santa Coloma de Gramenet Town Council</b>		
City Covered	Santa Coloma de Gramenet – Barcelona (Catalonia) SPAIN – EUROPEAN UNION		
Project/Practice Start Date	<b>2006</b>	Project /Practice End Date(If any)	<b>2010</b>

## 2. Project/Practice Description

### 2.1 Project/Practice Objective

Mobility affects citizen daily lives. It must be noted that **the degree of dependence** is an aspect that should be assessed not only regarding to the physical, mental or sensorial conditions, but also **regarding to the environmental conditions that could facilitate citizen accessibility and autonomy**.

Approximately **a half of the Santa Coloma population** (about 55,000 people) are living in **neighborhoods** where the **slope of streets are more than 10%** (10% means 1 meter of slope for every 10 meters of route) and, in come cases, **up to 20%** (comparable to ramps of garages). This situation contrasts with the **regulation** set out in the current Accessibility Legislation in Catalonia and Spain, that recommends **not using ramps for disabled people with a slope greater than 6%**.

Moreover, **collaboration between different public bodies** (regional, metropolitan and local administrations) has involved a **strong economic investment** in the implementation of a **new Subway line** (Line 9) in the city, including **6 new Subway stations in Santa Coloma de Gramenet**. The location of this line **coincides** with the boundary of the area of the city with the **steepest slopes and greater accessibility difficulties**.

Consequently, in order to add efficiency to the Subway project and **improve the efficiency** of the investment made by the different administrations, to increase **citizen benefits** and to **improve mobility** as a public service, the Town Council has launched an innovative ***Municipal Pedestrian Mobility and Accessibility Improvement Plan***.

The aims of the Plan are to facilitate communication between neighborhoods (**social cohesion**), assure a correct **access** to the stations of the new Subway line 9 and other public **transports**, and also assure a correct access to the different **facilities** of the city.

The Plan has been a document of analysis and diagnosis of the pedestrian mobility situation. It has been the base for designing actions on improving the mobility of citizens.

The Plan proposes the **strengthening of existing itineraries** and the **creation of new ones** to improve pedestrian connectivity and mobility within the city thanks to the installation of **mechanical accesses** in order to reduce the impact of private transport and enhance town sustainability.

For the definition of the itineraries the Town Council launched a **consultation process** that included meetings with local **associations and citizens / residents**, seeking the **citizen responsibility** in the development of the Plan and the involvement of the beneficiaries (final users) to achieve a good use of the mechanical elements, a better performance of the proposal and a correct conservation.

The use of **Information and Communication Technology (ICT)** has also had an important role in the Plan consolidation: the Town Council has installed within this project a **municipal optical fiber network**. This network –among other uses- lets connect any mechanical element

installed in street to a **single Control Center**, surveying and controlling its operation in real time to allow immediate response to any incident. Thereby the project assures a great efficiency and security in the mechanical elements

The Mobility Plan was **strengthened** since 2008 through a **municipal policy** focused on the pavements of the streets with steep slopes. This policy basically consisted in **applying an innovative non-slip treatment** on the pavement and **installation of bumps**, increasing the security of pedestrians on the streets.

The implementation of the plan has involved the **installation of 42 ramps and escalators**. The integration of these technological elements in the public space and the use of ICT for their control and maintenance have constituted a strong innovative improvement in the way of approaching solution in the public space.

The Plan level of **effectiveness** has been assessed **very satisfactory**. The improvement of the daily lives of residents, and in particular of the greatest and people with mobility difficulties has been fully achieved in the neighborhoods where the Plan was implemented. Moreover, the Town Council has improved the public space environment thanks to the street **refurbishment** and the **utilization of plots unused or obsolete spaces** to complete the itineraries initially proposed in the Plan.

Theses **actions** included in the Plan are **considered applicable to any urban area** that meets the preconditions of excessive slopes that make difficult the mobility of pedestrians.

The planning and study phases are considered essentials to achieve the goals of an adequate effectiveness and efficiency of invested public resources. Another central point has been to include a consultation process (including citizens and associations) to ensure the action effectiveness.

Santa Coloma has been **visited** and **consulted** by other **metropolitan municipalities** in order to study the feasibility of a similar solution in their own territory, which has been implemented in some of them.

The crucial importance of the Plan for the citizens' daily lives is based on several reasons, resolving the problems that were identified at the beginning of the Plan:

- Improvement of **living conditions** of inhabitants.
- **Increase** of the number of **itineraries** within the **city**.
- Creation of **new itineraries** connecting the town **neighborhoods**.
- **Refurbishment** of obsolete or underutilized spaces.

## 2.2 Rationale

### (a) What is the background to the project/practice?

The **rugged terrain** and the **trace of roads** affect negatively **pedestrian mobility**, the main “transport system” in trips within the city. This reality is especially evident in the Northern and Southern area neighborhoods, where there is a **steep and uneven terrain** that severely hinders the mobility of the population, to the point that **the highest area** of the Serra d'en Mena has an **inaccessibility rate greater than 75%**. These difficulties are exacerbated by the fact that numerous streets do not have **enough space** on the **sidewalks** to let pedestrian mobs comfortably.

Approximately **half of** the Santa Coloma **population** (about 55,000 inhabitants) **lives in neighborhoods** where streets have **slopes greater than 10%**. In this context, consider the accessibility improvement in the urban municipality must include the reality of **great slopes** to access to many city neighborhoods and residential areas, and also face the existence of many **architectonical barriers** formed by **streets** and **itineraries** with **difficult access** due to **slopes greater than 10-12%** (10% means 1 meter of slope for every 10 meters of route) and, in some cases, **up to 20%**.

Some districts are located in the **hillside** and up of the **mountain range of Sant Mateu**. This is the case of the Latin Quarter, Riera Alta, Can Mariner and Les Oliveres neighborhoods that exceed the height elevation of +60.00 m and sometimes even +120.00 m.

In these cases the **topography** becomes an **insurmountable barrier** in the daily routes for pedestrians and only allows access by public transport (bus) or private vehicle.

Regarding **public transport**, the pronounced slopes, the invasion of the streets by cars and narrow streets are a real obstacle to the bus circulation, extending the duration of itineraries and conditioning their frequency.

This reality **hinders the access of citizens to services and municipal facilities** that, though the proximity, are actually **far away** due to slopes and scattered throughout the city, making **difficult the access** of some neighborhoods and citizens to the rest of the city.

In this context, the **construction of the new Line 9 of the Subway** (with six stations in Santa Coloma de Gramenet) has been seen as the **necessary opportunity** to address the pedestrian access problem from a holistic approach.

The new line 9 of the subway **divides the city orography into two areas**: one situated between the river and the subway line that corresponds to streets with gentle slopes, while the rest of the city corresponds to the most inaccessible part, where the **improvement** in the mobility achieved by the new Subway line 9 is **“diluted”** and, in some cases, near to **“deleted”**: this fact removes effectiveness to an ambitious project that has received a heavy investment by public institutions.

The Town Council considers the **Subway** as a potential “**neighborhoods backbone**” to **vertebrate** the municipal territory. Therefore, the municipal government is committed to the improvement of the pedestrian mobility in a municipal project based on the **new “center of mobility”** that represents the new Line 9 of the Subway, with the **main objective** of creating **new itineraries** for pedestrians **to link neighborhoods with the nearer subway station** and so we can get a real benefit of the new Subway Line 9.

So, the Town Council has promoted the ***Municipal Pedestrian Mobility and Accessibility Improvement Plan*** in order to fight this problem with the concrete objectives:

- Promotion of **pedestrian mobility**.
- Promotion of a **new model of accessibility** in the city.
- Improve pedestrian **safety** in their displacement.
- Create itineraries of pedestrian mobility to **link neighborhoods** with accessibility problems with municipal facilities and new Subway **stations**.
- Make **neighborhoods closers**.
- Improve the access to **facilities**.
- Create **new citizen’s public spaces**:
  - **Refurbishment** of the Subway station environment.
  - Creation of **new squares** and public spaces to citizens.

The ***Municipal Pedestrian Mobility and Accessibility Improvement Plan***, approved by the municipal Assembly on March 2006 and revised in 2008, defines the areas where mechanical accesses and refurbishment had to be implemented.

In 2006 the Town Council has signed the **contract** with a private enterprise to implement the installation of mechanical accesses, refurbishment of the Subway station environment and maintenance of mechanical accesses installed.

**Investment** has been implemented in the period 2006-2010.

In addition, the Town Council has launched another **complementary project** consisting in the application of an **innovative nonskid treatment and bumps** to steeply streets that improve the pedestrian safety (it is especially important when the road is wet).

## **UNDERGROUND: LINKING WITH FACILITIES AND SERVICES**

New Subway stations are located at strategic locations of the town that permits linking with major municipal facilities and services:

- **Can Peixauet Station.**
  - Can Peixauet Library.
  - Center for the Creation of Enterprises.
  - Football Field.
  - New Municipal Sport hall.
  - Raval Sport Center

- **Santa Rosa Station.**
  - Bruc Escalator.
  - Future square of Alfonso Comín.
  - Santa Rosa square.
- **Fondo Station.**
  - Square of the Mediterranean Sea.
  - New Fondo Building, that includes a Supermarket, a market, a library and a kindergarten.
- **Església Major Station.**
  - Portal de la Vila Project.
  - Juan de Moral Sport hall.
  - Major Church.
- **Singuerlín Station.**
  - Singuerlin Market.
  - Singuerlín new Library – Salvador Cabré.
- **Can Zam Station.**
  - Athletics track (400 m)
  - Can Zam Metropolitan Park Project.

**(b) How is the project/practice designed to achieve the objectives?**

The Town Council has elaborated a segmented section census of steeply streets neighborhoods. The main objective has been **identifying the most populated areas** to ensure the **correct location of mechanical elements**: they may be installed to link high populated areas with the nearer Subway station to facilitate the creation of pedestrian itineraries in neighborhoods.

The implementation of this Plan has helped to **improve mobility and accessibility** to near **54,031 inhabitants (nearly 50% of the municipality)**, population that are living between at level +45.00 m and +70.00 m in the Southern neighborhoods, up to +120.00 m in the Latin and Riera Alta neighborhoods and **up to +170.00 m** in the Singuerlín Can Franquesa neighborhoods. The rest of the population is located in the flattest part of the town, between the level +20.00 m and +40.00 m approximately. Nevertheless, mechanical elements are not also useful for people living in steeply neighborhoods but also to the entire population that also may use it.

In this way the Town Council has calculated the **number of closer and direct beneficiaries**. This study includes an assessment of the municipality topography, indicating three topographic situations or scenarios:

- The uses and residents located on the river Besòs platform or plateau (+20.00 - +30.00 m).
- The area situated in the space around the boundary line of the Sunway Line 9 (+35.00 - +50.00 m).
- The urban spaces and neighborhoods located in the mountains (+60.00 - +120.00 m).

This study has been the base of the following decisions:

1. Priority has been done to the **pedestrian itineraries linked to access to the Subway station**.
2. Priority has been done to solve some itineraries that exceed 50 m of slope, trying to ensure **access to higher level areas** of the municipality.
3. **Excluded**: mechanical access in streets with a **less than 10%** slope.
4. **Excluded**: areas located in narrow streets and with a **solid level of road traffic** (they would be eliminated).
5. **Exceptionally**, a mechanical access has been located in the flattest part of the town: Mediterranean Square (neighborhood of El Fondo) in order to improve the **connection to the Subway station**.

The main goals are:

1. The **first objective** of the Plan is to **strengthen and complement** the **connectivity** improvement related to the **Subway**. It must ensure an easy connection between new stations and buildings located in the higher level of the municipality.
2. The **second objective** of the Plan is to improve the **internal neighborhood accessibility**, linking **buildings** with municipal basic **facilities**, like for example schools, markets, sanitarian centers, pharmacies, etc.

## 2.3 Implementation

### (a) What were the strategies used to implement the project/practice?

The **objectives** set out in this document are implemented in **19 actions** included in **8 main itineraries** (near to the neighborhood access and near the new Line 9 Subway stations).

The main routes include the concept of “**itineraries with topographic difficulty**” that impeded accessibility to neighborhoods o high populated building areas

### TOWN ITINERARIES – CENTRALITY AND PROXIMITY

The town planned itineraries are based on common criteria for **territorial equalization** and aim to ensure:

1. Access to existing **Subway stations** and newly created (Line 9).
2. Access to **markets**.
3. Access to health care, educational, sporting and cultural **facilities**.
4. Improvement in the **internal neighborhoods itineraries**.
5. Connectivity between different parts of the city **neighborhoods** and between them and the **city center**.
6. Approach to facilities and services in the **metropolitan area**.

To prioritize actions carried out within the framework of the plan, the Town Council has decided to **combine** the following **factors**:

1. **Citizens' demands** relating to accessibility difficulties received by the Town Council representatives: individual requests and consultations with neighborhood associations.
2. **Urban viability** that permeates link actions with the **sustainable development** of the city.
3. **Physical environment** that must allow an adequate adaptation of mechanical components to be install in the different areas (slope, length, height to be saved, location of technical elements, etc.).
4. The real need to improve **degraded areas**.
5. The opportunity to create new itineraries using **plots unused or obsolete spaces**.
6. The **economic viability** of each action regarding the investment needed to bring it out.

All foreseen actions in the plan included an **identification code based** on the urban environment in which actions are registered in order to be quickly identified during the implementation of the Plan and later, during the monitoring and control.



## ACTIONS BY NEIGHBORHOODS:

**Fondo Neighborhood:** 2 actions with a total of 3 mechanic elements:

- **Square of the Mediterranean Sea (G1):** Installation of an escalator to connect Rambla del Fondo to the new square of the Mediterranean Sea.
- **Bruc Street (B1):** Installation of 2 escalators to improve the connectivity of this neighborhood of Santa Coloma with the city of Badalona and with the Sunway station of Fondo (lines 9 and 1), and also with new facilities to be constructed in the Fondo Building: market, supermarket, library and kindergarten.

**Les Oliveres Neighborhood:** 6 actions with a total of 14 mechanical elements:

- **11th November Gardens (C1):** Installation of two escalators in the 11<sup>th</sup> November Gardens to connect Pep Ventura Street with the road of Font de l'Alzina.
- **Les Oliveres Axis (C3):** 2 actions (C3a and C3b) to connect the streets of Juli Garreta, Pep Ventura and Font de l'Alzina with 5 escalators improving the internal connectivity of the neighborhood and the access to the Subway station of Can Zam (L9).
- **Can Zam – Huelma Square Axis (C4):** 3 actions (C4a, C4b and C4c) linking the streets of Jaume Balmes, Font de l'Alzina and Huelma Square with 7 mechanical elements (1 mechanical ramp and 6 escalators) in order to improve neighborhood's internal itineraries and with the access to the Subway station of Can Zam (Line 9).

**Latin Quarter / Riera Alta Neighborhoods:** 3 actions including 6 mechanical elements.

- **Verdi Street (G3):** Installation of 2 mechanical ramps to improve connectivity between the Latin Quarter neighborhood and the Subway station of Fondo (Line 1 and Line 9).
- **Genova Street (H2):** Installation of 2 escalators to overcome the Genova street height of 8 meters, between the streets of Florence and Milan, to improve internal itineraries of the neighborhood.
- **Alps Street (H1):** Installation of 2 escalators to overcome the Alps street height of 7.5 meters between the streets of Wilson and Serrano, to improve the internal itineraries of the neighborhood.

**Singuerlin / La Guinardera Neighborhoods:** 5 actions with a total of 11 mechanical elements:

- **Angel Prats – Montseny Axis (F6 and F7):** 2 actions that connect the streets of Angel Prats, Sants and Montseny thanks to 4 escalators in order to generate a new pedestrian itinerary to improve connectivity with the commercial area of the Singuerlin and Can Franquesa neighborhoods.
- **Aragon Street (A2):** Installation of 2 mechanical ramps to improve the connection of facilities located around the street Almogàvers (Occupational Training Centre “La Ginesta”, Residence for Older People, Centre of Special Education “Josep Sol”, Centre of Special Work and Campus Torribera) with Singuerlin Subway station (L9), and also the access of residents to neighborhood's facilities (market, library and commercial area).
- **Josep Tarradellas Square (F1):** Installation of 3 mechanical elements (1 mechanical ramp and 2 escalators) to improve connectivity between the commercial area of the

Singuerlin and Can Franquesa neighborhoods and also to improve the internal mobility of the Guinardera neighborhood.

- **Sagrada Família Square (A1):** Installation of 2 escalators to improve the access to the main neighborhood's facilities: market, library and commercial area, and also with the Subway station of Singuerlin (L9).

**Raval Neighbourhood:** 1 action with 3 mechanical actions.

- **Huertas Claveria Street (D3):** Installation of 3 mechanical ramps to improve the internal connectivity of the neighborhood and the access to the Subway station of Can Peixauet (Line 9). It also generates the opening of a new street to improve the connection with the town of Badalona.

**Can Franquesa Neighborhood:** 2 actions with 5 mechanical elements.

- **Isaac Albéniz Street (F5):** Installation of 4 escalators between the streets of Isaac Albéniz and Còrdova, improving connectivity between the Can Franquesa and Les Oliveres neighborhoods and extend the itinerary that connects with Subway Station of Can Zam (L9).
- **Còrdova street (F4):** Installation of 1 inclined lift between the streets of Còrdova and Menorca to improve the internal connectivity of the Can Franquesa neighborhood and reduce its level of isolation from the rest of the town.

## PHASES OF IMPLEMENTATION AND STEPS PLANIFICACION

The Plan was developed in 3 phases over the 2006 – 2012 period:

### PHASE A

2006-2007

14 mechanical elements.

Actions: G1/C1/G3/F6/B1/A2/H1/H2.

### PHASE B

2008-2009

11 mechanical elements.

Actions: C3a/C3b/D3/F7.

### PHASE C

2009-2010

17 mechanical elements.

Actions: C4a/C4b/C4c/F5/F1/A1/F4.

TOTAL (2009-2010):	19 ACTIONS	42 MECHANICAL ELEMENTS
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**(b) What were the key development and implementation steps?**

**2002/2009**

Construction of the section of the line 9 Subway (metropolitan area) with 6 stations in Santa Coloma de Gramenet.

**2004/2005**

Participative citizen process with consultations and meetings with neighbor's organizations and individual citizens / residents to identify the areas with a higher mobility problem to citizens.

**2005/2006**

Preliminary studies to assess the viability of interventions, to define areas of intervention and to program a timetable.

**2005/2006**

Consultation with enterprises specialized in the field of mechanical elements fabrication and installation in outdoor public spaces (exterior) to ensure the compatibility with the objectives of the *Municipal Pedestrian Mobility and Accessibility Improvement Plan*.

**2005/2006**

Drafting of the *Municipal Pedestrian Mobility and Accessibility Improvement Plan*.

**2006**

Approval and public exposition of the Plan, in which areas of intervention and expected economic investment are proposed.

**2006**

Budget approval.

**2006**

Public bidding and Contract of the Plan, that include the drafting of projects, execution of actions, installation of mechanical elements, the project management and maintenance of mechanical elements (2 years).

**2006/2010**

Implementation of projects relating to the previously defined 19 areas of intervention.

**2008/2009**

Implementation of the municipal optic network and creation of the Control Centre for the mechanical elements.

**2009/2012**

Maintenance of the mechanical elements through the Control Centre.

**( c ) What were the main obstacles encountered? How were they overcome?**

**• Technical obstacles**

The initial difficulties in integrating technological elements such as escalators and mechanical ramps in outdoors public space (exterior) was resolved with an accurate resolution on the urban elements design and the urban refurbishment through individual projects in each of the 19 areas of intervention.

**• Social obstacles**

The large number of mechanical elements' requests from citizens after the Plan approval in 2006 was managed prioritizing actions to be carried out depending on economic and land / plots availability and the technical viability of actions. As a result of this process, an Amendment of the Plan was approved in 2008, in which were included most of these requests.

**• Physical obstacles**

The singular urban structure of the town's streets made *a priori* unfeasible some actions due to its size, slope or the availability of the plots. For this reason, some of the included actions were discarded, other actions were adapted to the physical / topographic reality and other actions were replaced by alternative itineraries.

**• Legal obstacles**

The property of terrains / plots impeded in some cases the implementation of actions. For this reason, the Town Council had to expropriate some private plots in order to transform them into public.

**• Maintenance obstacles**

One of the initial concerns of the project has been to ensure the correct conservation of mechanical components once installed and running. For this reason, the maintenance, the creation of a Control Centre to centralize the supervision of all mechanical elements installed and an own software system were included within the contract.

**• Vandalism**

The correct use and conservation of mechanical elements once installed has been one of the main preoccupations. For this reason, the actions were executed in parallel to a public participation process that would make effective the principle of **co responsibility** citizens – mechanical elements installed.

**• Public bidding**

The coordination between different project phases (design, drafting, technical management, installation and maintenance of mechanical elements) was fundamental to ensure the success of the Plan. For this reason the Town Council decided to hold a “whole” public bidding including Project, Execution of actions, Supply and Maintenance to ensure that a single contractor could take all these phases with the total cost.

**(c) What resources were used and what were their key benefits?**

- Previous studies to the drafting of the Plan were developed by **municipal staff** (Action Land Cabinet).
- The Pedestrian Mobility and Accessibility Plan was drafted by the **municipal staff** (Action Land Cabinet).
- The projects for design, drafting, execution, technical management, installation and maintenance of mechanical elements for the 19 action areas were entrusted to a **foreign company** through a **public bidding** (project, building, supply and maintenance).
- Technical supervision for the implementation of the plan, projects and economic control was assumed by two **local experts** (an architect and an engineer), appointed for this purpose.
- Supervising maintenance phase has been adopted by a **local expert** (engineer).
- All legal and administrative procedures were carried out by **municipal staff**.

Related to **benefits** obtained with the development of the plan and the execution of projects, they have not been economic, but have meant an **improvement in the public service** provided by the Town Council, developing their competencies in the field of **urban mobility**.

It has also been considered beneficial the **refurbishment** (improvement of urban environmental conditions) in the action areas, the **inclusion of empty plots** and the **increase** of the number of “walking roads” through the creation of **new itineraries** for pedestrian.

## 2.4 Impact

### (a) What direct benefits were or are being brought to the city?

- Improvement of the **general mobility** of the municipality.
- An approach to **neighborhoods** from better urban conditions.
- Improvement of the access to **public services and facilities** to provide new **itineraries** for the people who have to use it.
- **Greater social cohesion** facilitating the interaction of different sectors of the city.
- Increase of **pedestrian journeys** in the inside city displacements.
- Encourage of the **public transport** use, especially in terms of make Subway stations closer to citizens.
- Improvement of the **security** in the itineraries with the complementary antislip action treatment.
- Social acceptance of interventions and **neighbors involvement** in the conservation of mechanical elements (**co responsibility**).

### (b) What longer term impacts are anticipated?

In the long term, the effectiveness and great citizen acceptance of the Plan may suppose the launch of **new complementary initiatives** to improve mobility and quality of life of neighbors of Santa Coloma from a **technologically advanced point of view** to achieve objectives of **efficiency** and **energy saving** in the design and planning of public space.

## 2.5 Sustainability and Replicability

### (a) How is the project being sustained?

Municipal budget of the Town Council of Santa Coloma de Gramenet (Barcelona).

### (b) Is the project/practice being replicated or disseminated at national or international levels?

Yes.

### (c) If so, how?

During the deployment of the Plan, **several municipalities** expressed their interest to know procedures of preparation, planning and execution. For this reason, the Town Council has organized **briefings and visits**.

The Town Council of Santa Coloma de Gramenet has the evidence that some of these municipalities has developed similar projects in its own territory, as is the case of the **municipality of Gelida**, also in the Barcelona province.

## 2. Project/Practice Stakeholders

### (a) Who proposed the project/practice?

Santa Coloma de Gramenet Town Council, through the Office of Strategic Project Planning for the period 2004-2010.

### (b) Who implemented the project/practice?

A **public bidding** was launched for the implementation of the Plan that included the project, actions, supply and maintenance.

The project execution was assumed by the **contractor**, under the supervision and control of the **municipal staff**, and with a **100% municipal funding**.

The public bidding for the development of the Plan foreseen 19 projects corresponding to 19 areas.

### (c) Who were the stakeholders?

- **Politicians:** the origin of the plan has a political origin based on the will of improving pedestrian mobility in some areas of the city. This problematic was detected through the neighbor's / citizen's complains received by the municipal politicians.
- **Experts:** the drafting of the Plan and its development through action projects had a markedly technical and strategic role, because it was a municipal Plan that would address issues of urban planning and technical resolution.
- **Citizens:** the final aim of the plan was to provide a public service to the citizens of the municipality, as they are the end users of the project. For this reason in the previous phase of definition of the problem the Town Council promoted a process of public participation. After that, in the implementation phase, a public information service assured the necessary information to citizens about the Plan. Moreover, the Town Council has prioritize the **co responsibility principle** with civil society to ensure the durability / sustainability in a long term.
- **Companies:** in order to implement the deployment of the Plan, it was essential to incorporate specialized companies in the field of mechanical mobility. For this reason the Town Council consult many of the in the preliminary phase and, in the public bidding, a special technical requirement list was established to participate in order to ensure the viability of the presented offers.



### 3. Implementing Organization

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## 5. Supporting Materials

No.	Content
1	<b>Resume of the Plan Actions.</b> Resume of the Action Control Sheets with a description and photos that shows the environment before and after the implementation.
1	<b>Areas and projects developed.</b> Presentation of the different new itineraries created by the Plan and, within each of them, the different actions implemented (mechanical elements and refurbishment). It is a very visual and dynamic presentation in pdf.
1	<b>Territorial Planning and Lace.</b> Main features of the municipality of Santa Coloma to understand the importance of the plan: municipal land, topography, number of inhabitants living in the Plan improvement neighbourhoods (with poor mobility accesses), location of new Subway Line 9 stations near theses neighbourhoods, location of equipments to be better connected thanks to the Plan improvements, the design of pedestrian mobility itineraries and the concrete action to be implemented (mechanical accesses and refurbishment).
1	<b>Press release</b> (document in Catalan language). This is the Press Release that includes the main characteristics of the Plan, elaborated to meet the generic media needs of information (information about the Plan).
1	<b>Articles</b> (documents in Catalan and Spanish). A folder with a recompilation of articles appearing in newspapers, professional journals, newsletters or other publication related to the Plan improvement.
1	<b>Videos</b> (documents in Catalan and Spanish). A folder with the recompilation of videos related to the Plan.