

# Catalunya Barcelona

<http://territori.gencat.cat/>

## The Institute of Territorial Studies (IET)

[www.urbact.eu/generalitat-de-catalunya](http://www.urbact.eu/generalitat-de-catalunya)

The Institute of Territorial Studies (IET) is a public-public partnership, integrated by the Catalan Government - by means of the Ministry of Town and Country Planning and Public Works - and the Pompeu Fabra University of Barcelona.

Due to its academic and policy-making nature, the Institute has relevant story of cooperation with public bodies in Catalonia, from the government (different ministries), to local, supra-municipal and provincial authorities. The Institute is a research centre on theory and the spatial, regional, country and urban planning practice. We can find among its objectives

### Objectives

- Promote and elaborate all sort of studies and to offer advice on spatial, regional, country and urban planning issues.
- Encourage the cross disciplinary approach to environmental issues, transport topics, governance, spatial policy and community development as much from the technical, economic and social sides as from the fields of planning, regulation and management.
- Facilitate the exchange of ideas and methodologies.

### Main research interests

- Economic assessment of spatial, regional, country and urban planning
- Spatial policy analysis
- Planning and design of infrastructures and transport networks and its applications to spatial, regional, country and urban planning
- Effects of transport policies in local and regional development

## Catalan Spatial Planning System

### Spatial Plans

#### Catalan General Spatial Plan

All issues - prepared and approved by the Regional Government in 1995

#### Sectoral Plans

Single issues - Prepared and approved by the Regional Government

#### Regional Plans

One area and all issues - Prepared and approved by the Regional Government

#### Seven Regional Plans

Including one for Metropolitan Barcelona, which was approved in 2010

### Urban Plans

#### Urban Directive Plans

Prepared and approved by the Regional Government

#### Supra local

Prepared and approved by the Regional Government

#### Local Plans

Municipality - Prepared by the Municipality and approved by the regional Government

#### Derived Plans

Local area - Prepared by the Municipality and approved by the Regional Government

# Catalunya Territorial General Plan

[www.territori.gencat.cat](http://www.territori.gencat.cat)

Joan Lopez Redondo - IET - Brussels 2010

## Regional Spatial Plan for the Metropolitan Area of Barcelona - 2010

### Open Space System

- Open spaces are considered an asset and play an active in spatial planning
- 71.2% of the territory of catalunya is preserved from urbanisation
- "Open spaces system" versus "Protected isolated areas"

### Urban settlements system

- Urban settlements must be dense, compact and contiguous
- Reuse of existing urban areas must be promoted
- New urban developments must be produced next to existing cities and towns (nodal territorial structure)

### Transport infrastructure system

- Transport infrastructures must be based on support to the nodes of the Catalan territory
- Railway infrastructure is highly favoured over roads and highways
- New infrastructure must tend to integrate Catalunya into European urban and transport network systems

## Global challenges for Catalunya

### Climate change

- Coastal region
- Southern region
- Dry area
- Mountainous region

### Globalisation

- Open economy
- Low productivity
- Migration area

### Energy supply

- Weak "demand management"
- Weight of non renewable energy
- Deficient distribution infrastructure
- Low information about the importance of a new energy pattern

### Demographic change

- Sudden and strong demographic growth
- Strong increase in foreign population

## Scenarios

- Strong population growth over the last 60 years
- Strong and sudden arrival of foreign migration over the last 10 years
- Necessity to develop accurate demographic scenarios for the next future

### Scenario 1 - Non migration hypothesis

- Decrease of population of Catalunya - 390,568 between 2001 and 2026
- Ageing of population and increase in dependency ratio 47.6% to 59.4%
- Decrease in jobs 197,340

### Scenario 2 - Labour market hypothesis

#### Assumptions

- GDP growth 2% pa
- Job creation growth rate 1-1.25% pa (productivity)
- Migration is possible

#### Outcomes

- Population 7.803m
- Population growth 1.297m
- Immigrant population growth 1.497m
- New housing 1.050m units
- New jobs 937.172

## AMB competencies

AMB management areas are related to territory and urban planning, mobility, housing, environment economic development and social cohesion.

- **Territorial**  
Urban planning, metropolitan infrastructures, public space
- **Transport and mobility** -  
Mobility infrastructures, public transport service, information, mobility reports
- **Environment and sustainability**  
Water supply and treatment, waste, education for sustainability
- **Housing**  
IMPSOL, housing promotion, asset management
- **Economic development**  
Employment, industry, brand, economic promotion
- **Social cohesion**  
Programmes, support for town councils

## Area Metropolitana de Barcelona - AMB

[www.amb.cat/en/web/amb/la-institucio](http://www.amb.cat/en/web/amb/la-institucio)

### The institution

**The AMB is the public administration of the metropolitan area of Barcelona, a large urban conurbation made up with 36 municipalities.**

The constitution as public administration was on 21 July 2011 in accordance with Law 31/2010 passed by the Parliament of Catalonia. Since then, the AMB replaces the three existing metropolitan entities until that date.

- **Mancomunitat de Municipis de l'Àrea Metropolitana de Barcelona** (Union of Municipalities of the Metropolitan Area of Barcelona)
- **Entitat del Medi Ambient** (Environmental Agency)
- **Entitat Metropolitana del Transport** (Transport Metropolitan Agency)

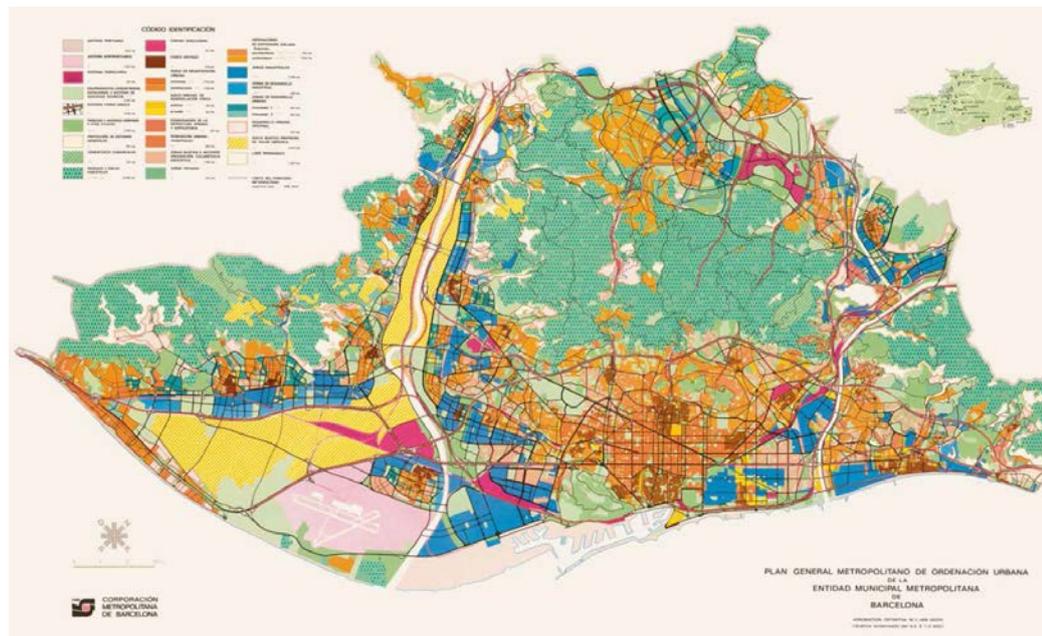
## The future

### From general plan to master plan

This metropolitan reality has been determined and managed for over 40 years through the 1976 Metropolitan General Plan (PGM). This plan was a very advanced technical document at the time it was drafted and has been modified many times since then, due to social and economic demands with the large transformation of the metropolitan area of Barcelona. The AMB intends to revise and signify the new challenges and opportunities through a participatory process in order to draft the Urban Master Plan (PDU).

This public debate, which is still open, has counted on the participation of experts in many fields, technicians, organizations, groups and people committed with the territory. A series of workshops were organized on the more pressing issues in today's urban development. The web [amb.cat](http://amb.cat) is an open window to all, providing information and welcoming opinions.

Today there is a need to meet the new challenges of our contemporary urban planning in line with the new environmental, social and organizational agendas. It is all about imagining spaces for innovation, culture, to improve the environment, how we want to shape our urban future, and many others, and all this using the essential tools of participatory mechanisms.



Metropolitan General Plan (PGM)

**From the 2015  
Metròpolis  
Barcelona exhibition  
at the Design  
Museum of  
Barcelona to the  
catalogue**

**This document reflects the content of the 2015 Public Consultation exhibition at the Design Museum of Barcelona (DHUB). However, it was considered appropriate to divide the contents into three separate volumes - two in A5 format and one, the Atlas of maps, in DIN A4 format.**

**Volume 1  
Metropolitan Urban  
Planning today  
April 2015**

**Metropolitan areas,  
new challenges?**

**Presentation**

The AMB initiates the process of drafting the metropolitan PDU based on three pillars.

- One is the debate and technical reflection promoted through some thematic workshops in which groups of experts discuss what should be fundamental issues of the new plan.
- Another one is the establishment of the drafting team of the Plan, which will bring together a group of specialized professionals that will specify the urban studies and the proposal for the metropolitan PDU.
- A third pillar is communication and participation, key elements that should allow the plan to enrich with the concerns and wishes of institutions, communities and citizens.

**Volume 1**  
**Metropolitan Urban**  
**Planning today**  
**April 2015**

**Metropolitan areas,**  
**new challenges?**

The aim of this catalogue is to deepen understanding of the current reality of the metropolis, as a first step towards redefining urban planning strategy. Metropolitan planning around the world seems to seek a balance between knowledge and action to attain sustainable growth and urban improvement, all based on the rationale of better knowledge to act more responsibly. This in-depth examination of Barcelona as a metropolis of cities will help us to better understand the problems that need to be solved, and, at the same time, promote the most relevant and exciting urban planning

The first volume describes the Barcelona metropolitan area. Its chapters explain the studies that comprise metropolitan planning today. The series of topics closes with the counterpoint of the views of a group of experts and figures who briefly explain their understanding of the Barcelona metropolitan area or of the current phenomenon of the metropolis.

In fact, disciplines and sciences that focus on studying urban phenomenon, or 'urban studies', seek new ways to interpret and explain the current situation, which is so dynamic and differs so widely from traditional theories. Sections in this volume introduce the state of the metropolitan question today, including information on:



<b>New forms of living and working</b>	These help us to understand the evolution of social, demographic and behavioural dynamics, and to understand the medium-term outlook.
<b>Metropolitan forms of economic activity</b>	These reveal the transformation of the previously predominant industrial system into the much more complex organization found today, in which we must separate structural evolution from that marked by recession.
<b>The residential neighbourhoods of metropolitan cities</b>	A look at the complexity of urban fabrics and at the need for renovation in some areas. Some characteristics of sustainable cities are highlighted.
<b>The landscape of the metropolis</b>	Illustrating the increasing importance of the needs of the ecological system, the demands for production of open space, and recreation and leisure requirements.
<b>The exponential growth in facilities</b>	These show a generally well-equipped metropolis – in the last three decades the number of facilities has tripled, whilst the population has grown by just 10%. However, some services may need to be combined to improve their efficiency.
<b>The recognition of metropolitan centres and landmarks</b>	This helps us to perceive the capacity of the current structure and the meaning of the term ‘metropolis of cities’.
<b>The evolution of mobility</b>	This leads to an understanding of the metropolitan ‘rings’ and a characterization of the transport modes in each one; the radial and ring models of public and private transport; and the varying capacity of the modal interchange.
<b>The detection of new metropolitan landscapes</b>	Resulting from multi-level intersections that have changed the perception and use of metropolitan space, and in which we discover potential spaces for transformation.
<b>The metropolitan metabolism</b>	Including the main services – energy, water, gas, recycling, etc. – that allow the entire city to function, and which now require considerable input to increase efficiency.
<b>‘Innovation’ in the city</b>	This helps us to understand the elements that drive changes in our daily life and how they affect the whole.
<b>The interpretation of ‘changes’ in metropolitan cities</b>	As well as the dynamics of behaviour, which show the need to consider urban planning as a dynamic object that eludes conventional inflexibility.
<b>A view of Barcelona from the perspective of a global system of networks and flows</b>	This confirms the city’s suspected major role in the European context, where it has taken great steps forward, as revealed by the assets recognized by other competing cities

**Volume 2  
Metropolitan  
Transformations  
April 2015**

**Barcelona  
Metropolis  
1975-2015**



The motorways which began to be built in the early 1970s have been completed. Since 1992, the new Barcelona ring roads have profoundly changed how the metropolitan city is used, while bypasses and major roads provide new links to various towns.

In urban centres, streets and avenues have been brought under control and urbanized, and the space allocated to pavements and trees has increased. Where necessary, cut and cover tunnels have been built to preserve environmental conditions in overexposed neighbourhoods.

The trains remain where they were, but an alternative goods route has been established in El Vallès, and the high speed train network has arrived, with a large station yet to be built. The area covered by the metro network has been extended in the central area, making up for a major shortfall.

Meanwhile, trams have been reintroduced as lines providing the network with users. Bicycle paths are providing a new way to travel which is also used in natural spaces and during leisure time.

The city is defined by major infrastructure projects and new metropolitan districts. The port and the airport have continued to grow. New industrial estates have helped to improve many working-class neighbourhoods during the various major restructuring processes in the production system. Substantial new squares and avenues have created areas with tertiary activities in the towns.

These towns have seen the growth of new neighbourhoods with parks and services, which have also been transformed, with higher density in the central areas. Green spaces related to public facilities have increased everywhere.

The large Collserola forest reserve and farming in the Llobregat Delta have remained untouched. Beaches have been revived and riverbanks, starting with the Besòs, have been restored and made available for use by the public.

The drainage and water treatment plants network has been overhauled, and the metropolitan metabolism has succeeded in becoming a reliable engineering system, with new incinerators, power stations and waste management areas.

The city centre has expanded and its influence has increased, and it remains the precisely beating open heart of this immense organism that we call Barcelona.

## Volume 3 - Atlas Metropolis - Contemporary maps

### Expressions of Barcelona metropolis

The Atlas includes a selection of the materials produced for the exhibition Metròpolis Barcelona during the drawing up the Urbanistic Metropolitan Plan. It is a selection that is partially biased, but highly comprehensive, of the dimensions and the key aspects of the modern metropolis.

The Atlas supplements Volumes 1 and 2, and aims to highlight some urban variables that are not immediately evident or are invisible, such as issues related to the behaviour of the citizens – a subject which illustrates the difficulties of continuing to zone areas based on their predominant use.

