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"The public space is the key to the city rehabilitation"

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Abstract

Actions implementation for the rehabilitation of the inhabitability in the metropolitan area of the city of Granada (Spain), by means of integral interventions about the accessibility and mobility in its territorial and urban systems. It is accentuated the selective and progressive restriction of private transport traffic in the historical town centre. Starting with roads hierarchization and the establishment of located automated barriers, favouring the establishment of new pedestrian areas and consolidating the already existent, which are provided of structural and inhabitant coherence articulating the different areas (rehabilitating public areas). In addition, parking areas are managed using a rotational strategy, while parking areas are progressively suppressed. Promoting less polluting ways of transport, more adapted to the characteristics of the historical town centre (minibuses) and its residents (easy boarding) making possible efficient transfer locations (metropolitan connections) and interacting with others (bike, parking areas).

STRATEGIES

- Traffic control and ordination, roads hierarchization, establishment of structural lines and nodes, pedestrian areas and access restrictions.

- Rehabilitation of environmental and functional quality of public spaces, promoting the network of pedestrian areas and the connectivity among Urban Sequences.
- Promote selective and progressive parking restriction policies.
- Promotion of capable, versatile and less polluting public transport, incorporated to an adequate transfer network.
- Establish a program of associationism, participation and civic understanding giving space to public and private entities, merchants and local communities

The implementation of restrictive measures for the use of private vehicles are widespread response. An extensive understanding and civic participation process (politics, citizen communities, AA.VV., NGOs, and children of educational centres) has been necessary to convince users of the benefits from these actions.

Firstly, the access for vehicles to the town centre is prevented one Sunday a month.

Secondly, it is also denied on non working days and from now on every Sunday, fomenting entertainment and leisure uses to recover the socialising and civic encounter activities. Streets access is definitively denied in a calmly and progressive way, decreasing substantially air and noise pollution.

The progressive increase in pedestrian areas of the town centre is questioned by a sector of reluctant merchants due to the synergies that could take place (possible activity reduction). The most consolidated examples demonstrate the exponential increase in activity, trade and civic encounter.

The installation of the automatic barriers is highly accepted and originated punctual accidents and critics. Their progressive use (hours, days and lastly definitive fixed schedule) has been completely assimilated and valued nowadays.

The use of minibuses (versatile and less polluting) is proportionally increased with the restricted access and reduced prices of bus-cards in the historical areas.

The development of rotational parking areas in strategic points facilitates the suppression of surface parking spaces within the most deteriorated areas and in need of the historical town centre. Currently, extensive parking areas are in construction within the periphery of the town centre, making possible the absorption of vehicles from the metropolitan area.

The bike track implementation in the city is questioned in terms of use and effectiveness. However, it has been recently inaugurated and it is also projected a new layout that completes the lineal itinerary from side to side of the town centre while it would be connected to a planned track network for the Metropolitan area.

The process of local participation (AA.VV.) was indispensable for the measures acceptance.

Biography

José Luís Cañavate is the coordinator of the project: “City, Energy and environment in Latin America” and he is also responsible for the area of transports.

Mr. Cañavate is the Director of the International Center of Urban Studies in Granada, and he is the consultant of the Municipality of Quito (on several on-going projects), consultant of the Municipality of Florianópolis (Brazil) for the revision of the pattern of global accessibility, and consultant of the Municipality of Santiago de Chile, namely in the project “Traffic free areas in the central sector”.

Mr. Cañavate’s main professional activities in the Municipality of Granada(Spain), focus on Town Planning, Urban Accessibility, Mobility and Environmental Urban Quality. He is presently the director of the planning team and responsible for various projects as the: “Integral Plan of pedestrian accessibility of Granada”, “The Open Commercial Town centre of Granada”, “Managing plan of Bicycles in Granada” and several rehabilitation Programs of public areas in Granada.

He also assumed a consultancy role on various other projects in Spain: “Parking area study in Jaén”, “Plan of Accessibility of the city of Jaén”, “Managing plan for Bicycles in Córdoba”, “Plan of Accessibility to the Historical town center of Cordoba”.

He is also presently engaged on the “Metropolitan park of Quito (Ecuador)”, on various other programs for the integration of the bicycle in Florianópolis (Brazil) and he his also a collaborator on the Pilot Study: for introduction of pedestrian areas in the town centre of Santiago do Chile (Chile).

Mr. Cañavate also assumed a key role on important environmental projects both in Granada and outside.

Main Projects :

The “Noises guidelines of the Municipality of Granada”,

“Map of Noise of the City of Granada”,

“Integral Plan for the Control of the Acoustic Contamination of Almeria”

and the “Environmental Impact in connection with urban and territorial projects”.