

Mobility for Valencia city centre

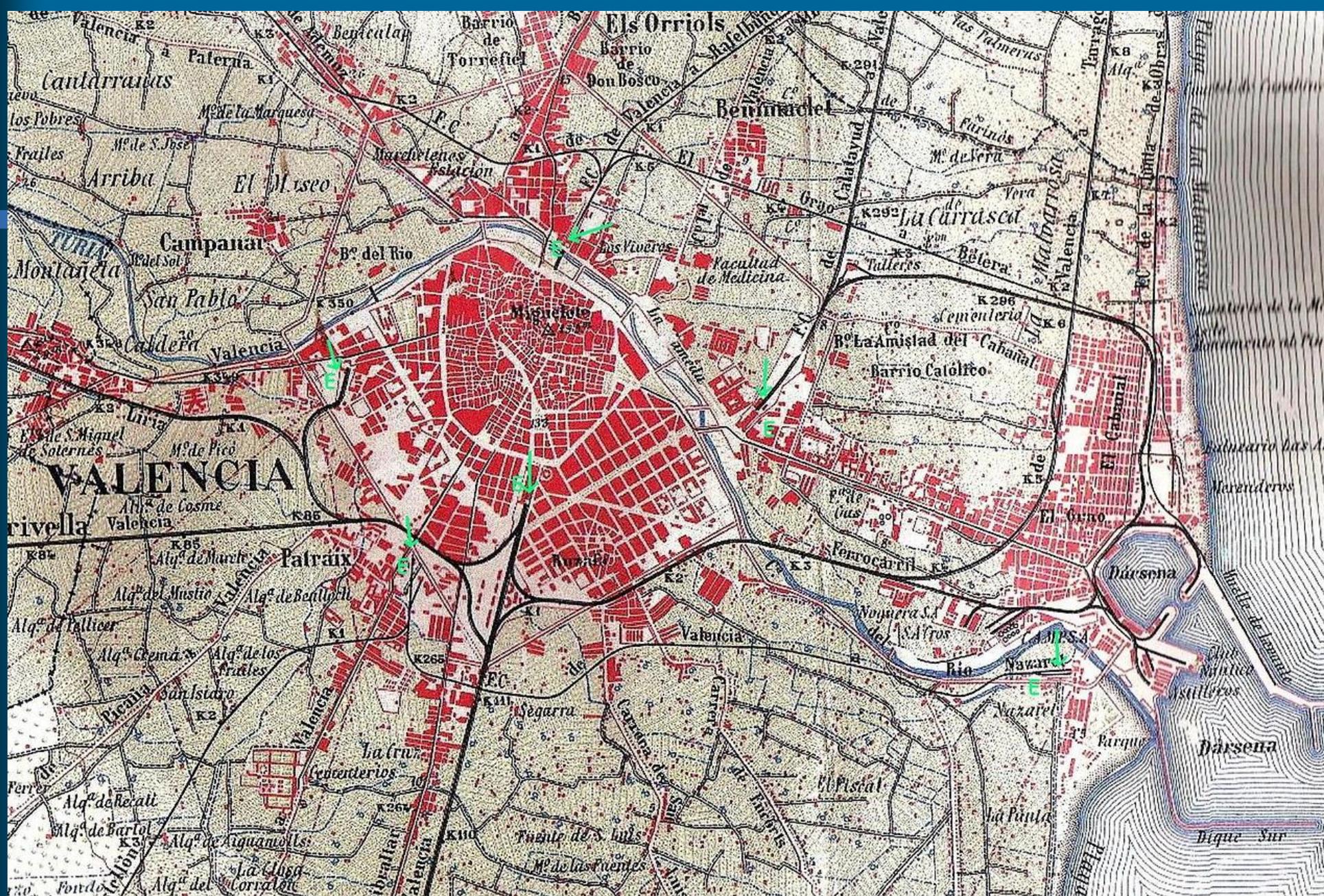
A case study

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València is a Mediterranean coastal city surrounded by orchards

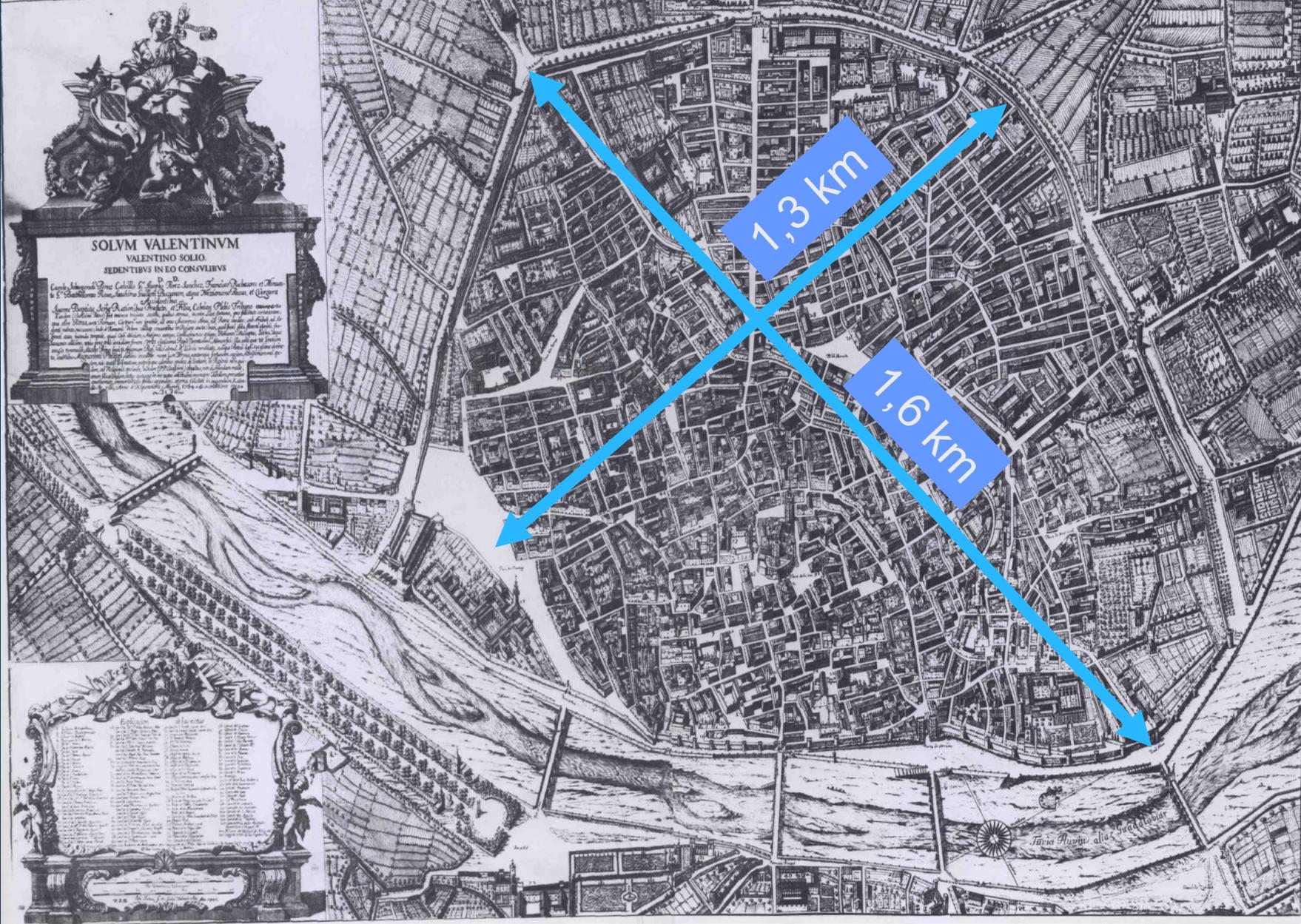
Centre of a metropolitan area with about 1.8 million people





València 1944

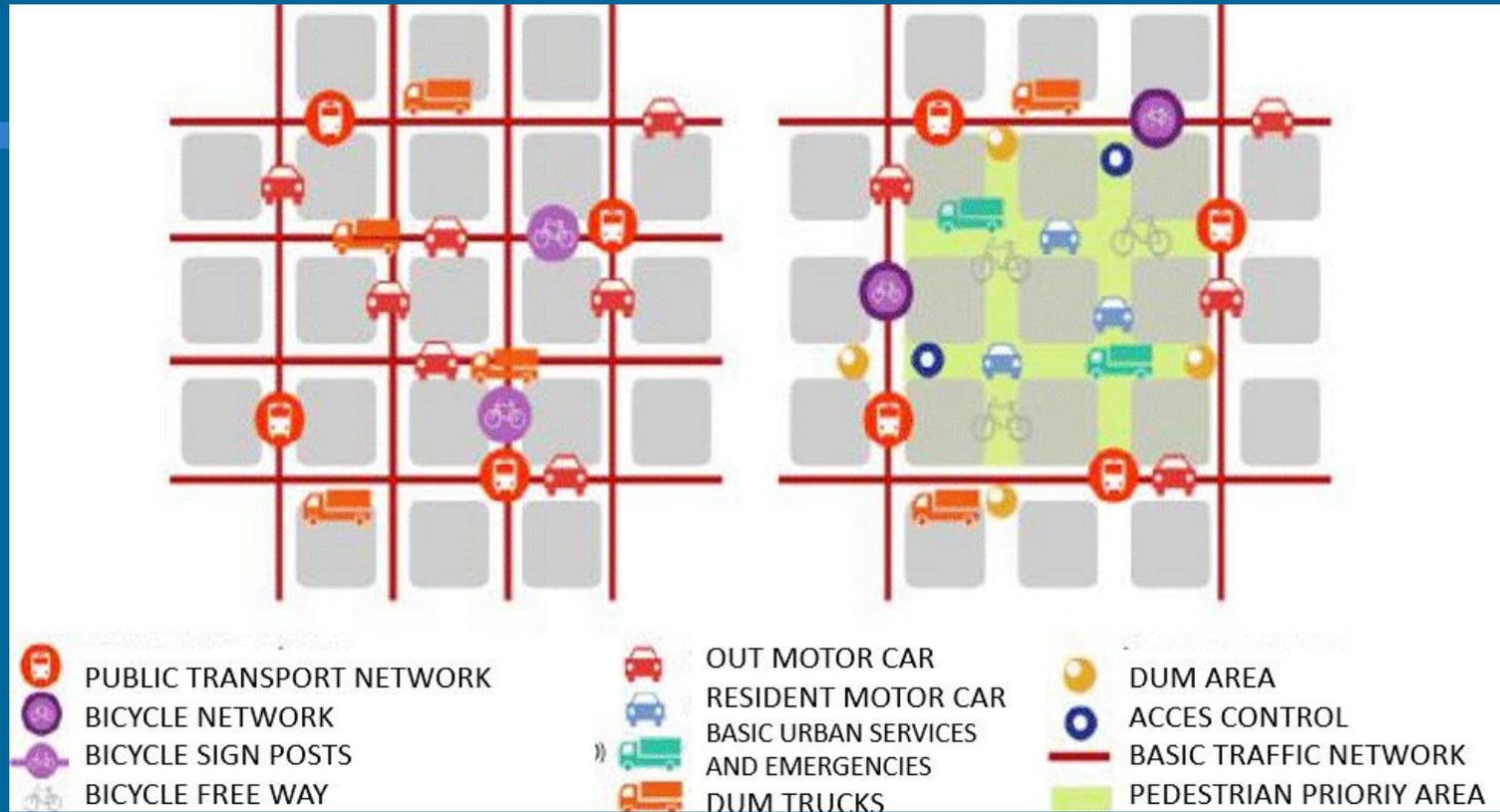
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Tosca's map
València, 1704

Historical city centre

Current model



Superbloks model (400 m x 400 m)

(Poble Nou,
Barcelona 2017)

- In Spain, a lot of municipalities were developed their Sustainable Mobility Urban Plan (Vitoria, Barcelona, ...)
- València City has also its mobility plan but this plan did not apply the theory of superblocks.

- If superblock is too large, there is a risk that visitor numbers will decrease and activity will decrease
- And finally public spaces can become desert spaces without people.
- This paper shows a Final Master work about a proposal of superblock in València city centre.

OBJECTIVES: A SUPERBLOCK FOR VALENCIA CITY CENTRE

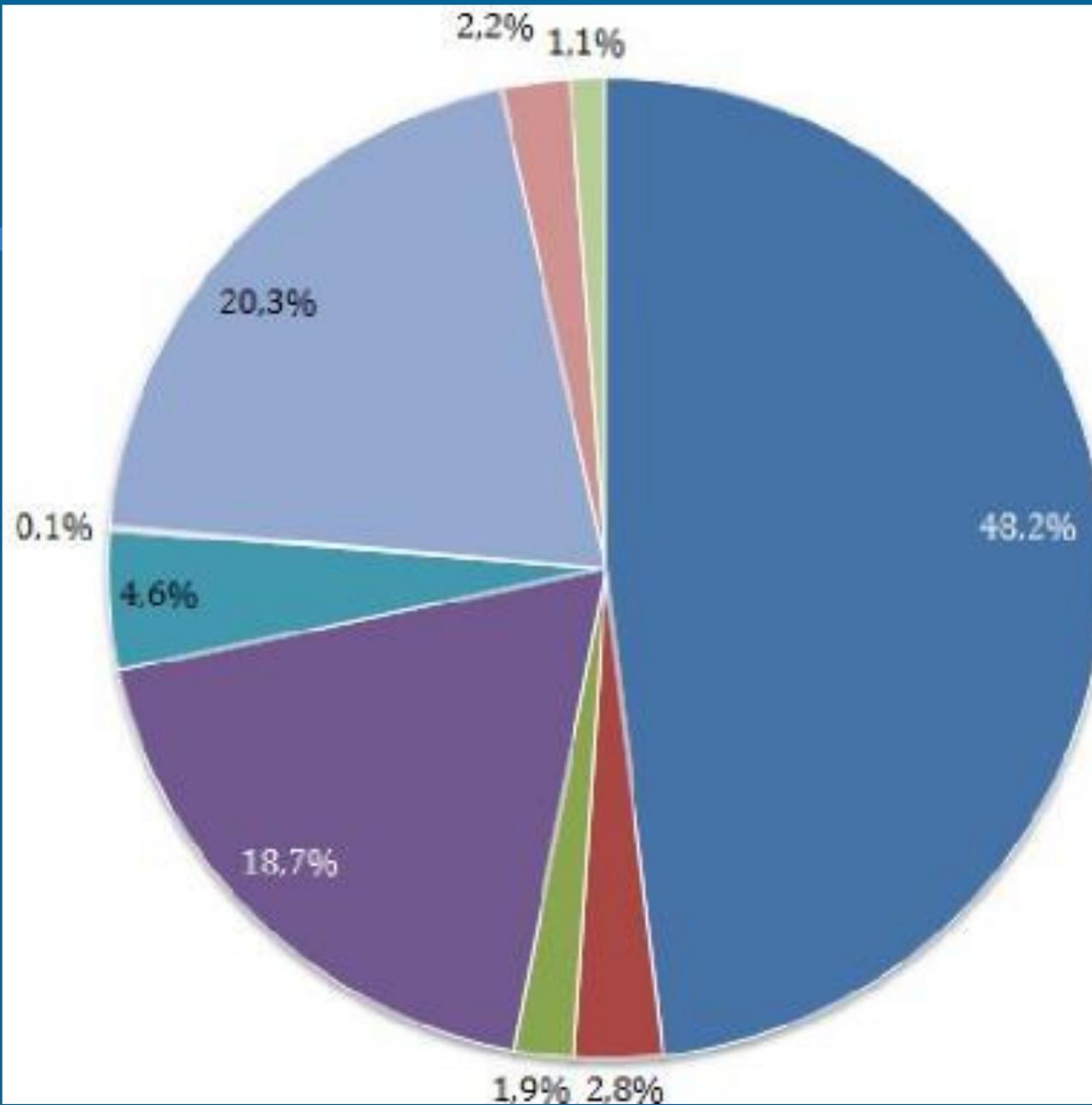
- To identify a district as a possible superblock
- To identify the zones in district that produce or attract traffic.
- To propose and evaluate possible alternatives for traffic management more sustainable that minimizes the use of private car vehicles.
- To generate new urban landscapes in public spaces.

METHODOLOGY

- Delimitation of the study area, according to the theory of superbloks.
- Description of mobility characteristics in the Valencia city center based in the analysis carried out in its Sustainable Urban Mobility Plan of Valencia.
- Identification of zones that generate or attract trips. Particularly residential uses, office buildings, commercial zones, parking, hotels, entertainment, health facilities, green zones or similar and public facilities. In Spain, the cadastre has a complete information of uses building to building for all buildings.
- Alternative study of transport networks for different modes from the supply point of view to allows activities access.
- Public spaces design.

Basic characteristics of mobility in Valencia City

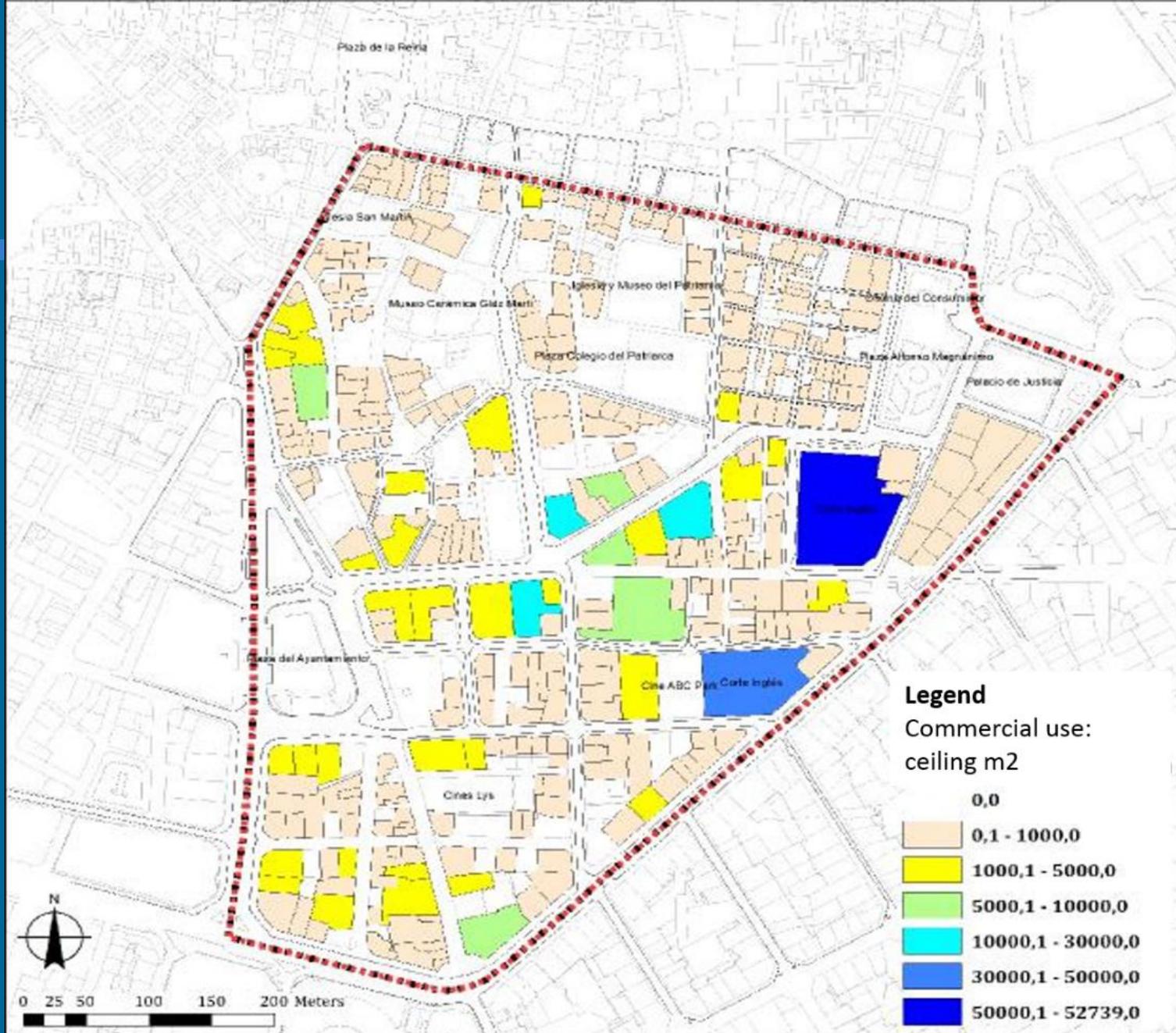
Indicator	Value	
Total trips	1.575.973	
Not-motorized trips (pedestrian and bicycle)	834.289	52,9 %
Motorized trips	741.684	47,1 %
Average mobility by person (trips by person)	1,98	
Average mobility by person, not-motorized (trips by person)	1,04	
Average mobility by person, motorized (trips by person)	0,94	



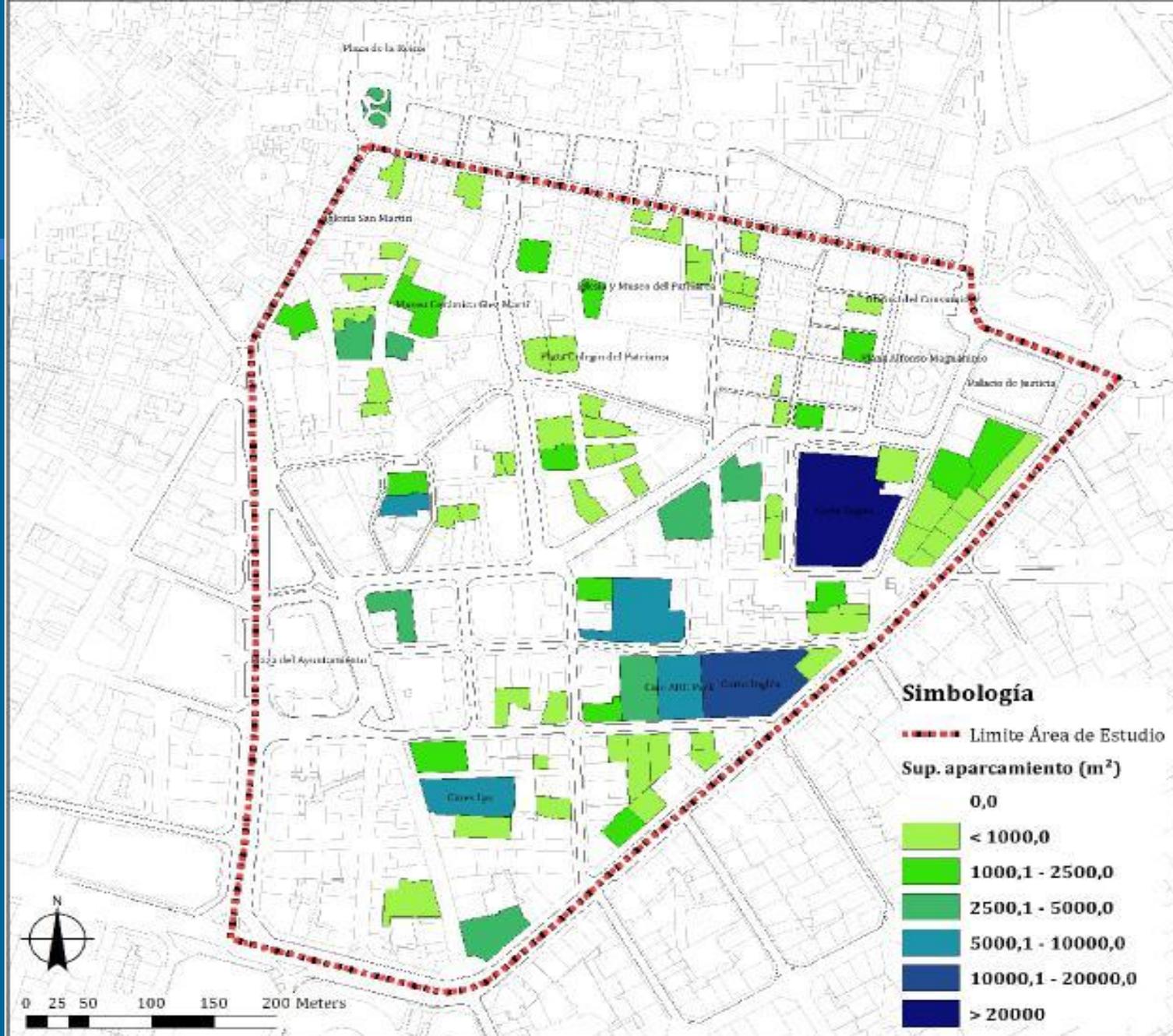
- Walking
- Private bicycle
- Public bicycle
- Public bus
- Tram-Underground
- Car driver
- Car passenger
- Motorbike

Uses that generate or attract trips in Sant Francesc district

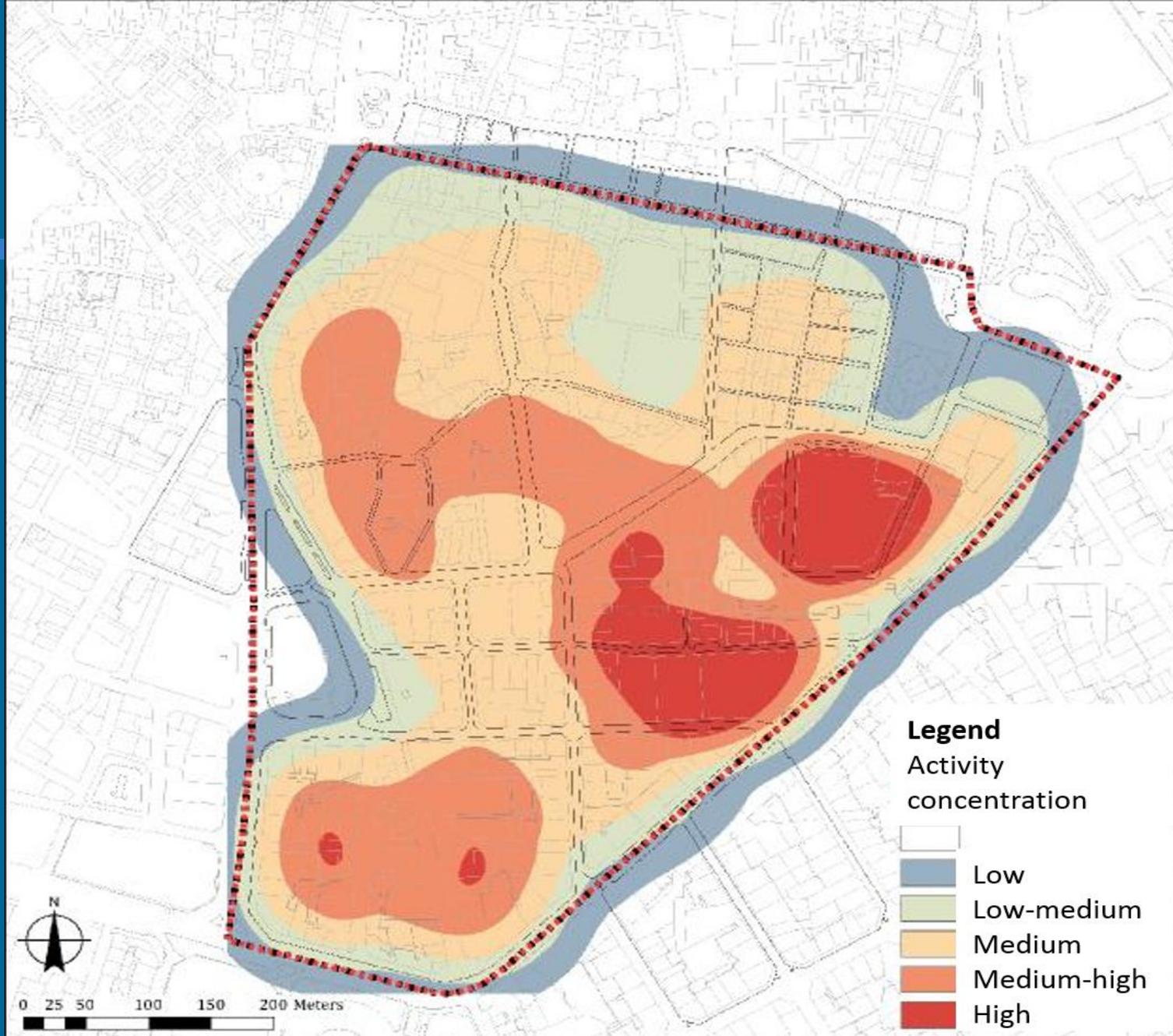
Uses	Ceiling m ²
Residential	416,011
Offices	176,042
Commercial	292,717
Parking	135,159
Hotels	54,258
Entertainment	28,211
Health facilities	4,362
Green zones or similar	7,693
Public facilities	12,273



Commercial uses map



Parking map

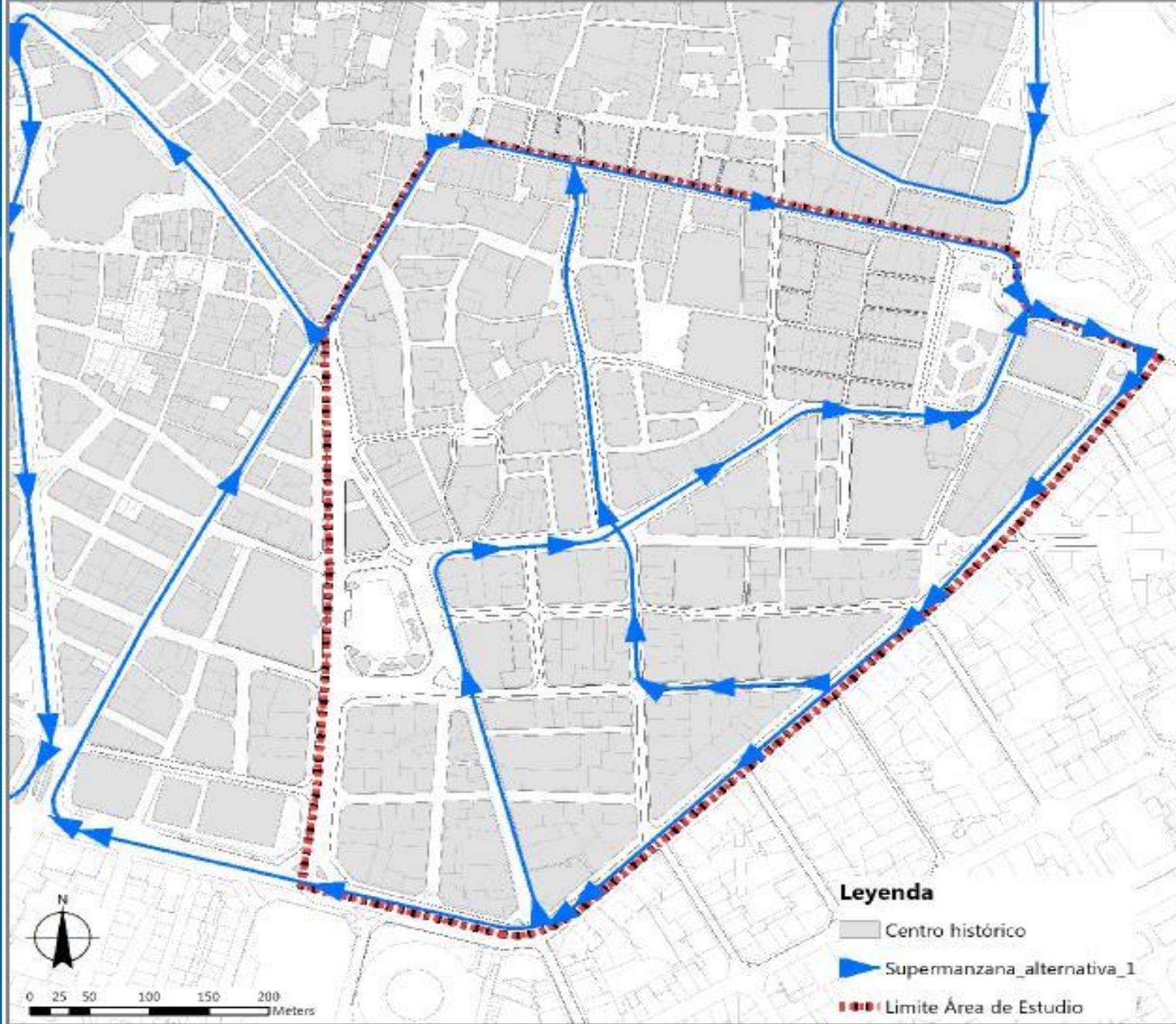


Activity concentration map

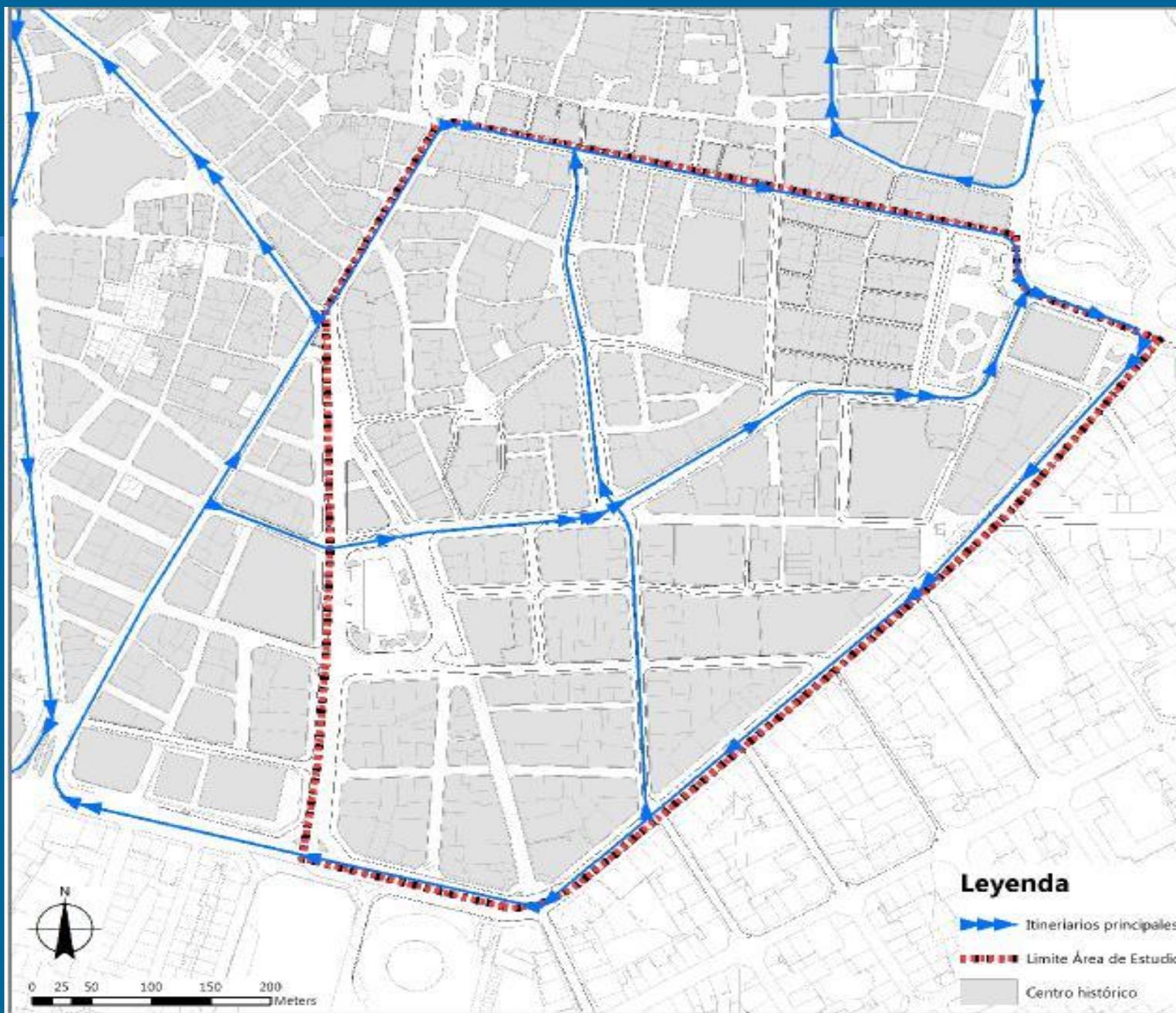
ALTERNATIVES: SEQUENTIAL ANALYSIS

ITINERARY NETWORKS:

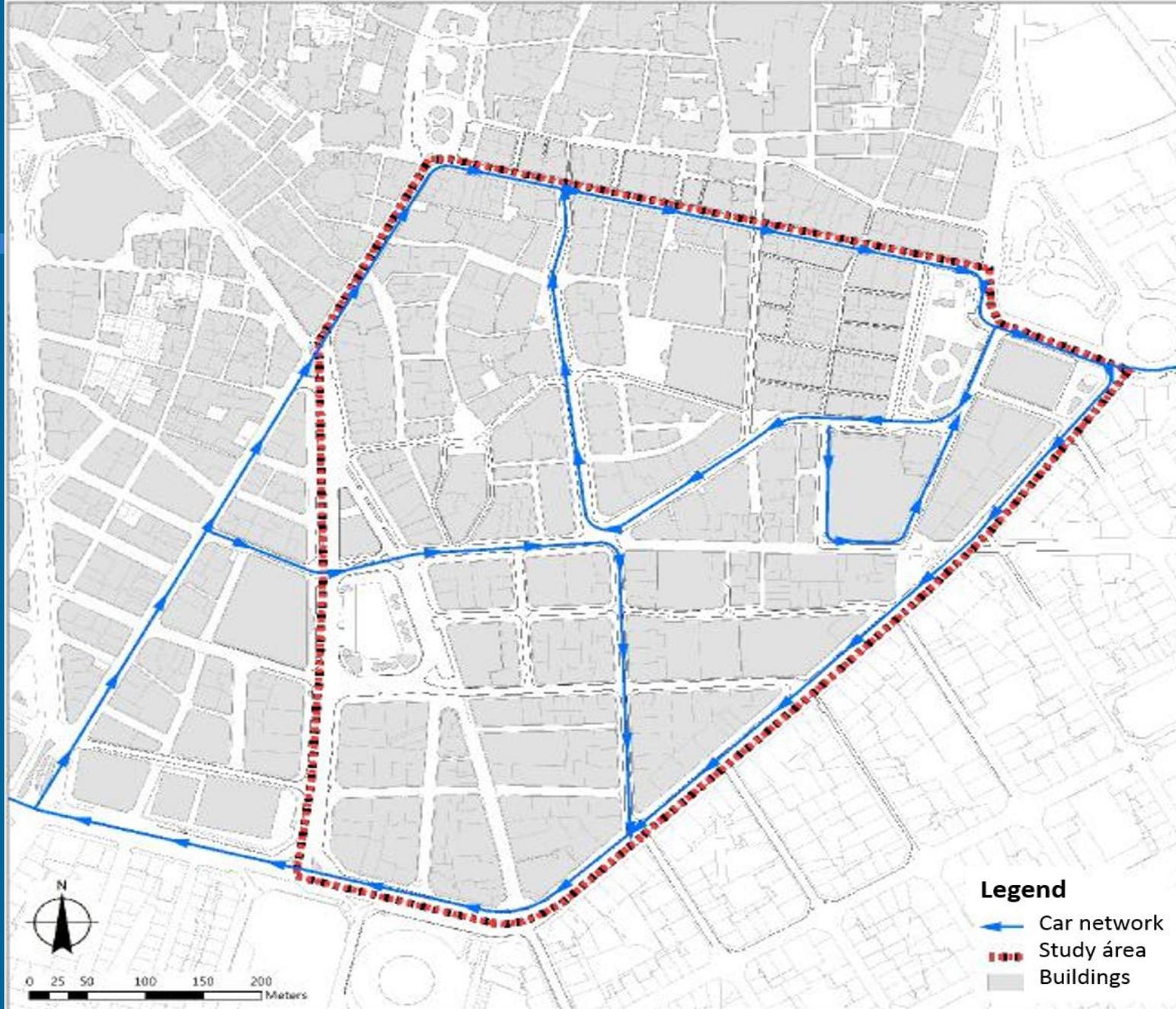
- CAR
- PUBLIC BUS
- BICYCLE
- PEDESTRIAN



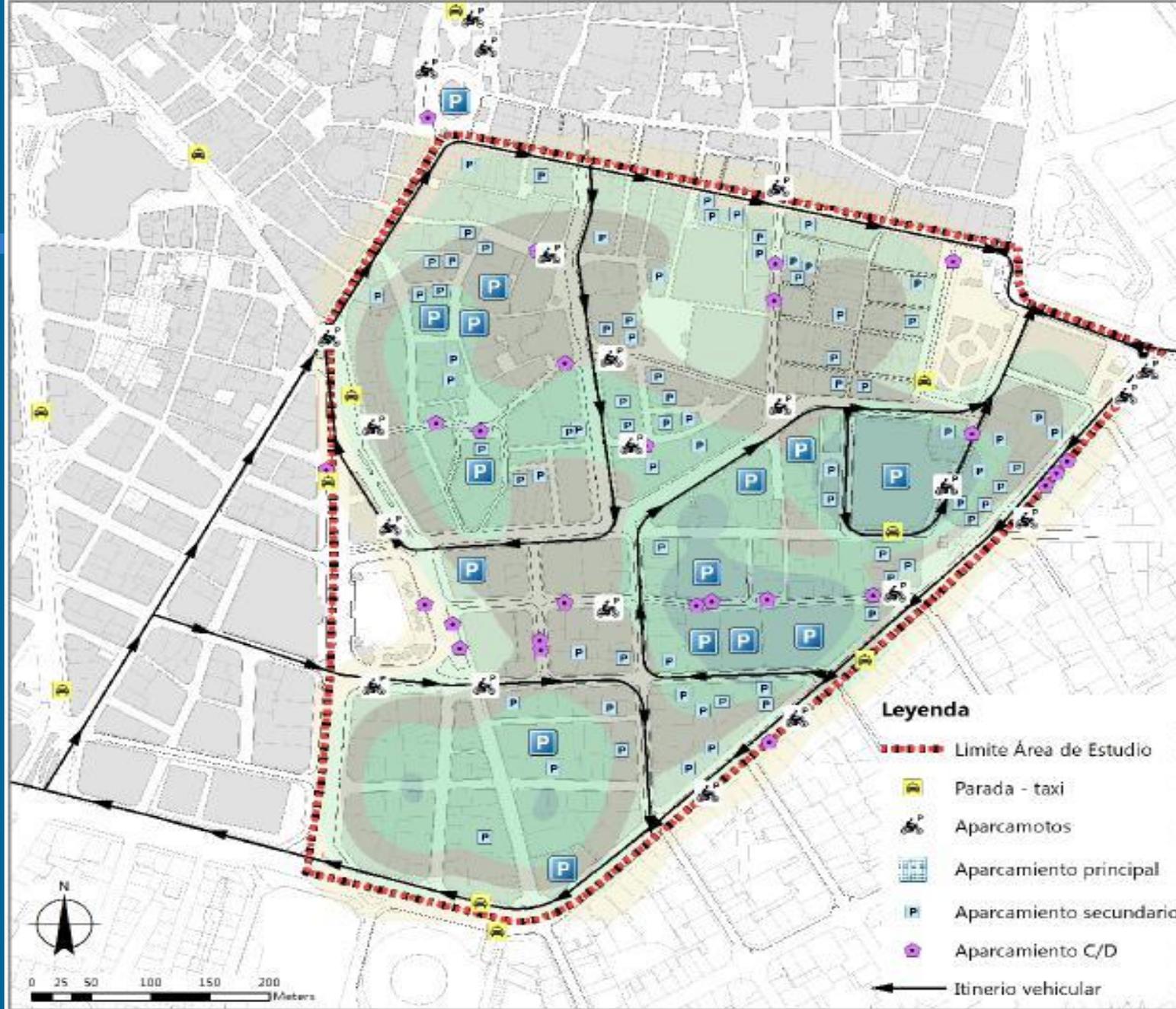
Car itinerary Alternative 1



Car itinerary Alternative 2

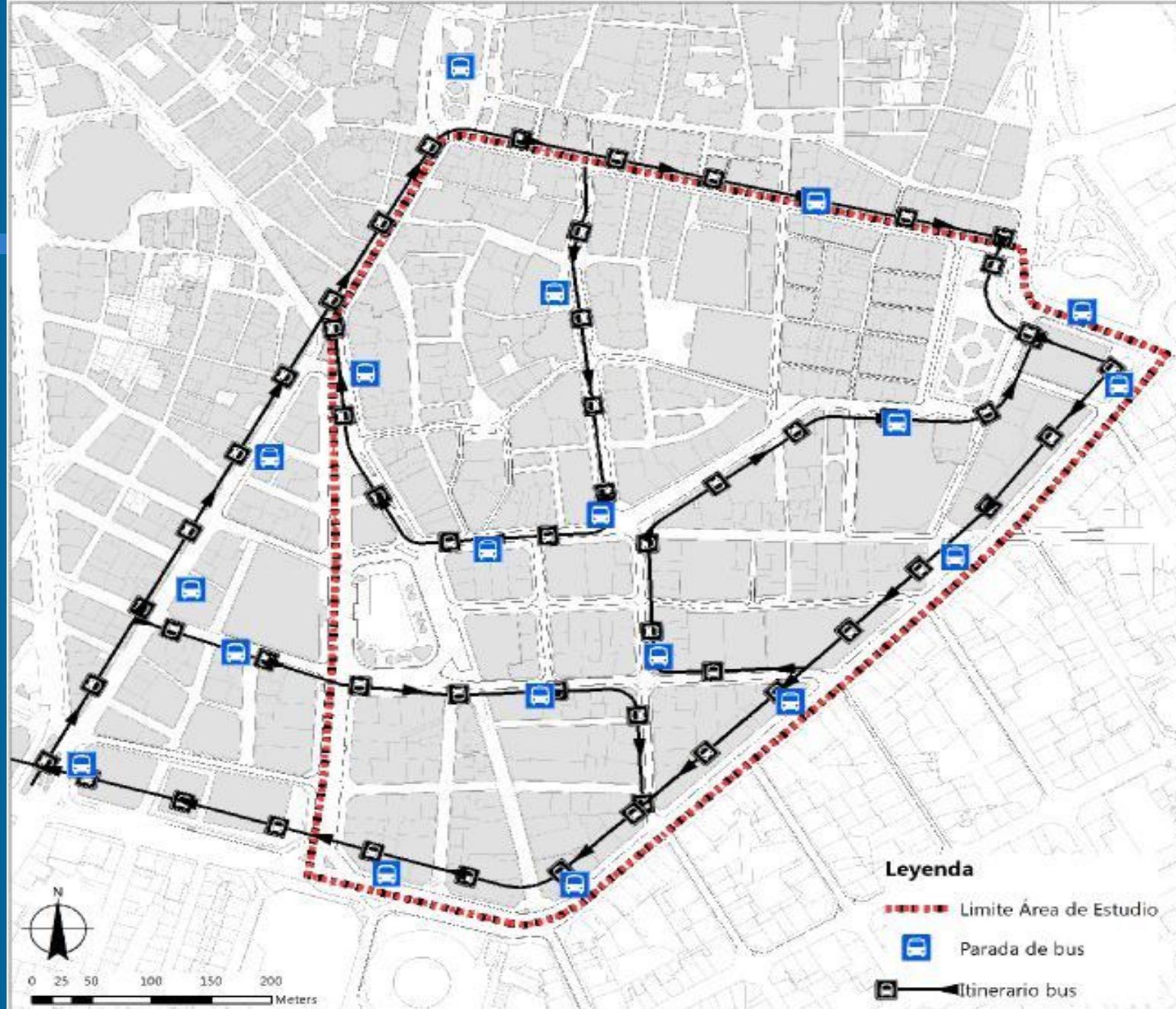


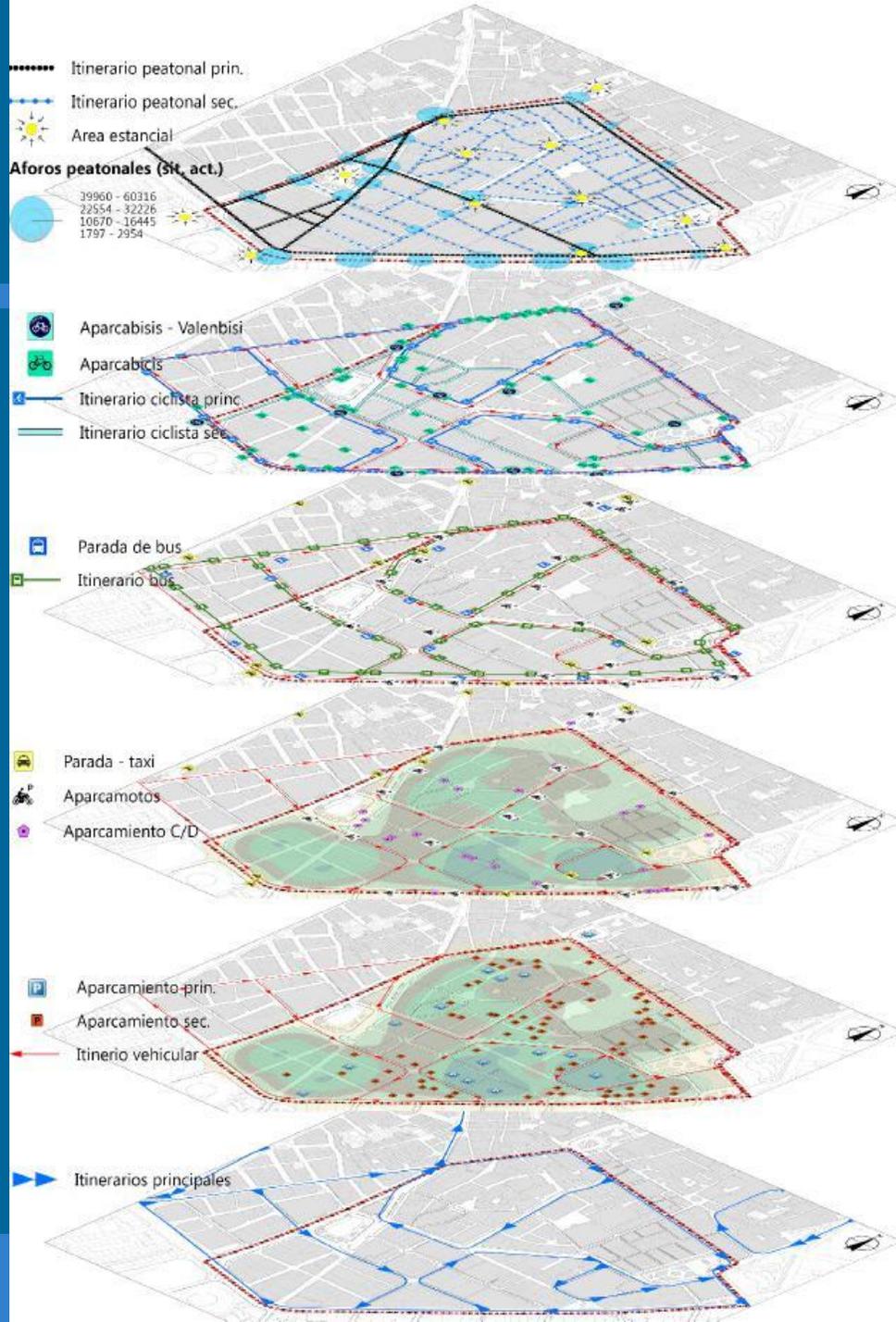
Car itinerary Alternative 2b



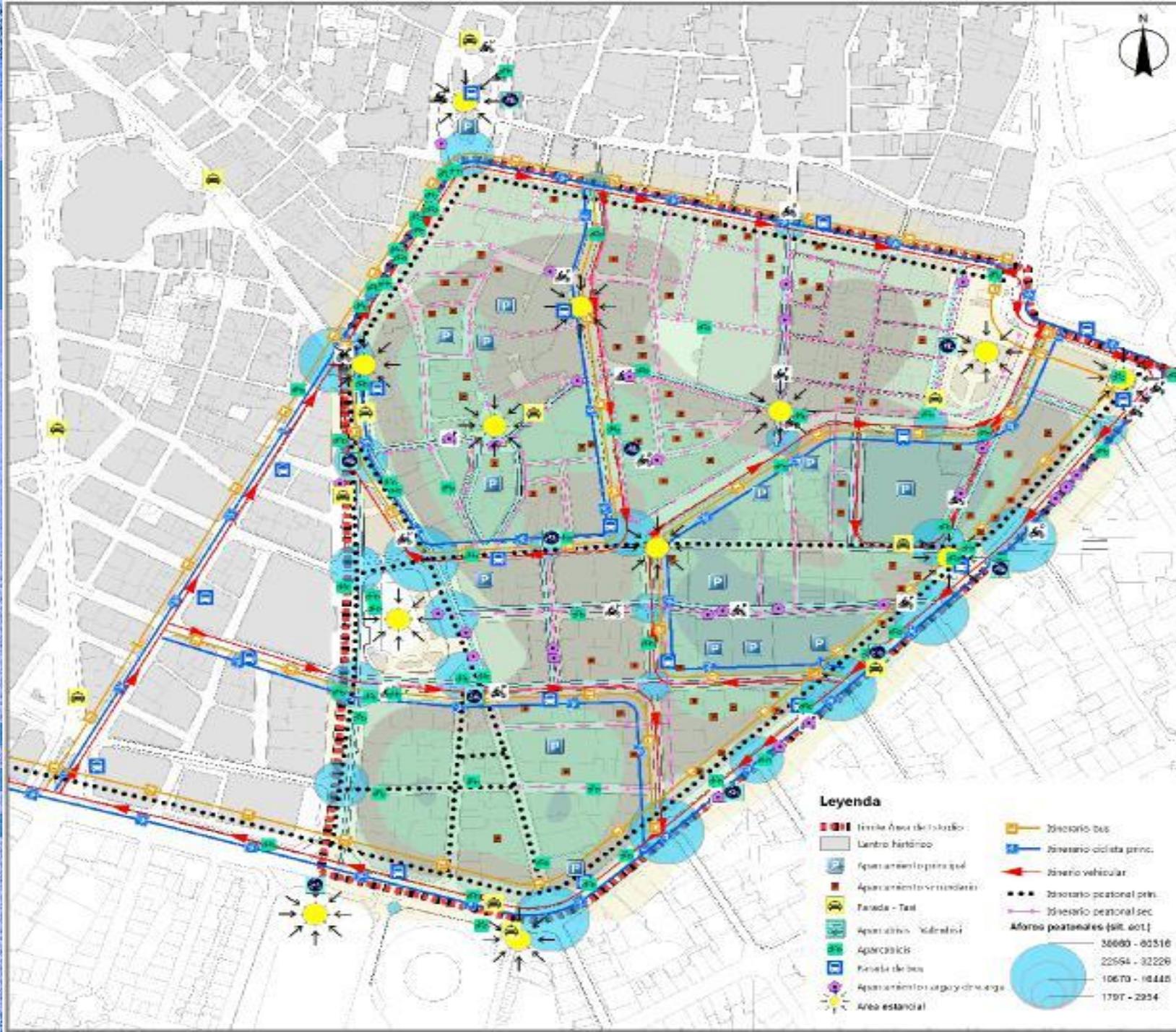
Car itinerary Alternative 3

Bus itinerary Alternative 3





Overlap all itineraries
Alternative 3



Final image of public spaces functions



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THANKS FOR YOUR ATTENTION