



Barcelona City Council

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# PROJECT RAMBLA

FINAL REDEVELOPMENT PROJECT

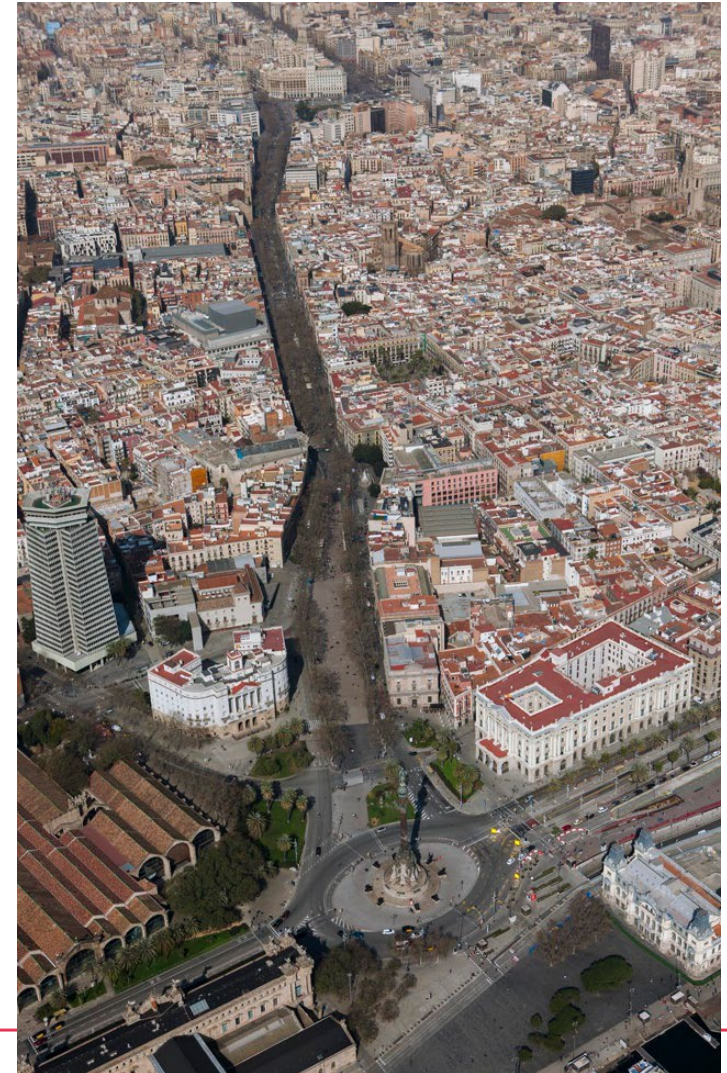
July 2023

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## La Rambla final redevelopment project

La Rambla is an urban thoroughfare with an **international projection** that extends much further than its physical limits, although its importance as a **structuring and supporting hub for Barcelona's neighbourhoods and the city as a whole** should also be taken into account.





# 02

## La Rambla final redevelopment project



## La Rambla final redevelopment project

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**La Rambla's new layout is based on optimising the available space to rationalise as far as possible the space allocated to its various uses.**

### GOALS

#### **TO PROMOTE TRANSVERSALITY AND CONNECTIVITY BETWEEN NEIGHBOURHOODS**

Creating large pedestrian crossing points at strategic places and designing three major spaces

#### **TO REDUCE THE ROADWAY TO A SINGLE 3.5 M WIDE TRAFFIC LANE EACH WAY**

To allow the transit of services, local residents, bicycles and public transport

#### **TO WIDEN THE PAVEMENTS**

To increase the space for pedestrians

#### **TO MAINTAIN AND IMPROVE THE STATE OF THE TREES**

By considerably increasing the size of tree pits

#### **TO CREATE A SERVICES, LOADING/UNLOADING LANE**

All along the pavements, in the widest areas. It will be necessary to share this space with pedestrians during certain time periods.





## La Rambla final redevelopment project

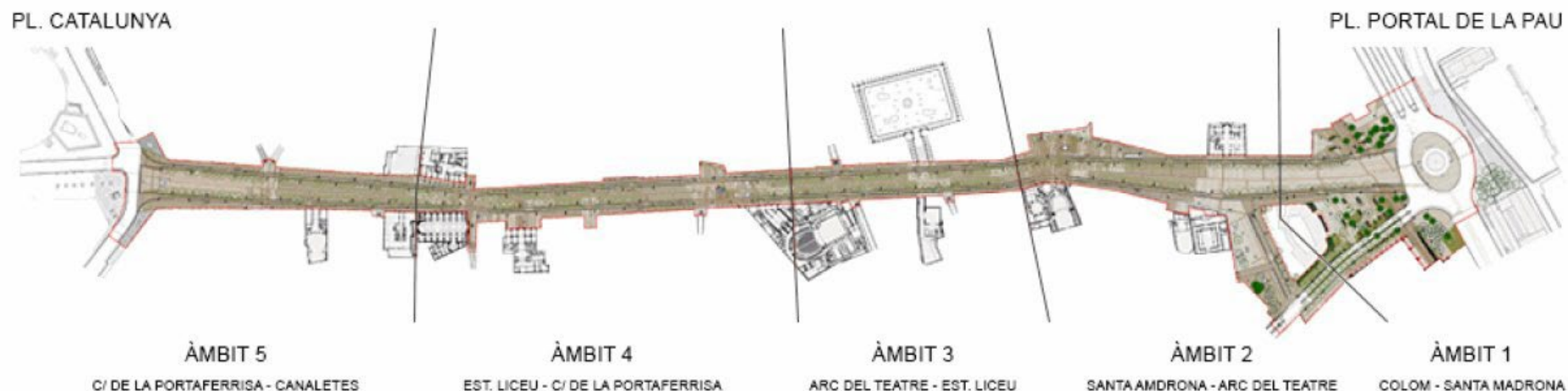
### Technical and urban-planning criteria

The project involves **reducing the current space for traffic to a single lane each way, 3.50 m wide**, which means limiting vehicle mobility to public transport, local residents and service vehicles. The space saved will be used to widen the lateral pavements, making it possible to **introduce a services lane** and, in the central pedestrian area, **improve the conditions for the street's trees** by enlarging tree pits.

The operation has been divided into five sections:

- Area 1: Colom – Santa Madrona
- Area 2: Santa Madrona – Arc del Teatre
- Area 3: Arc del Teatre – Liceu metro station
- Area 4: Liceu metro station – C/ Portaferrissa
- Area 5: C/ Portaferrissa – Canaletes

With regard to the layout and occupation of this urban space, the project is based on the main criteria established in the **Special La Rambla Organisation Plan and the Ciutat Vella Mobility Plan**.



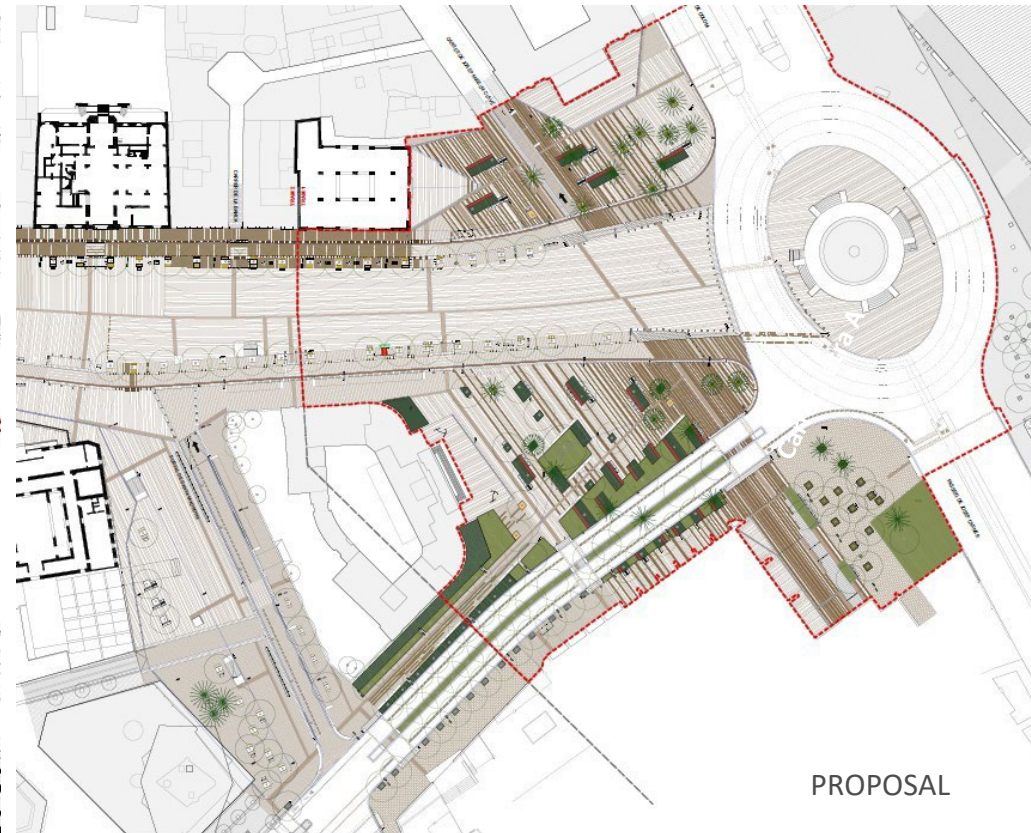
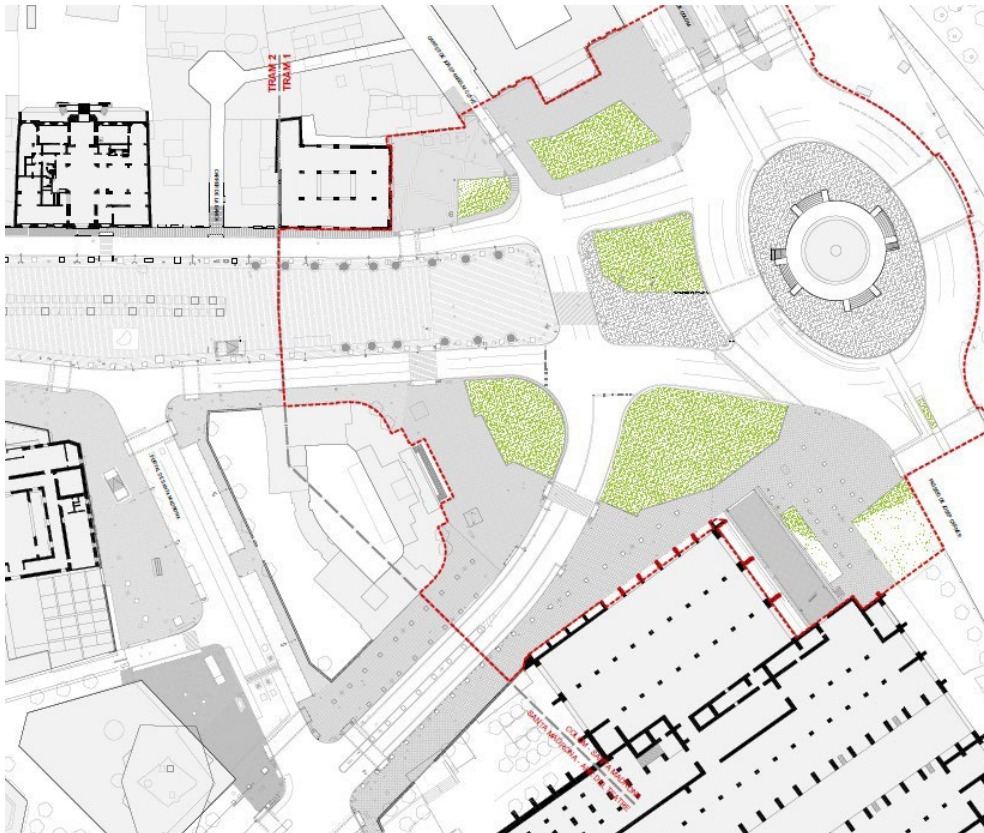


## La Rambla final redevelopment project

### Technical and urban-planning criteria

The **final section** of La Rambla, near Colom, is where Project Rambla foresees **the most substantial changes to public spaces** in this area.

The **modification of Avinguda de les Drassanes and the redevelopment of Carrer Portal Santa Madrona** will allow the continuity of the central walkway to Colom and the configuration of major public spaces in front of the Santa Mònica Arts Centre and the Naval Command Centre.



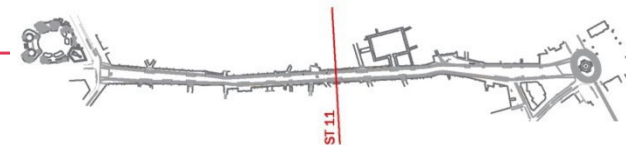
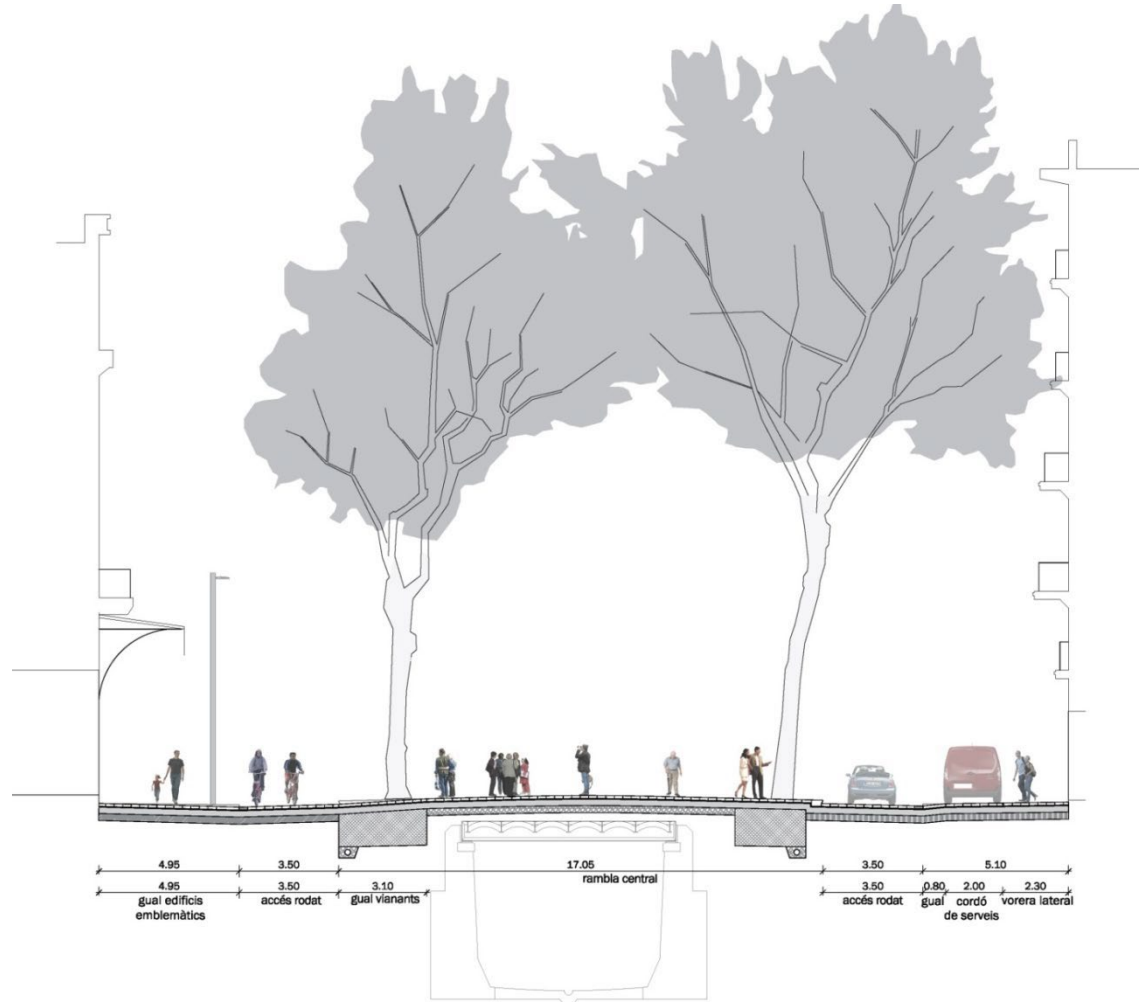


## La Rambla final redevelopment project

### Standard section

- The proposed standard section consists of **one traffic lane in each direction**, separated laterally by the pavements (with an 8 cm kerb) and the central walkway (with a 12 cm kerb), except for the three major spaces, which will be single-level.
- The reduced space for vehicle traffic makes it possible to **increase the space for pedestrians**, by widening the pavements and the central walkway.
- Introducing a **2.80 m service lane** into the pavements for reversible shared uses (loading and unloading, cleaning vehicles) and non-reversible uses (bus stops, Bicing, etc.), provided that an exclusive transit area for pedestrians, about 3 m wide, is maintained.

The reversible area is to gain space for pedestrians during most of the day while facilitating a service area, during restricted time periods, for urban goods distribution (DUM in Catalan).





## La Rambla final redevelopment project

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### Major spaces

- Three singular areas that make up units of special landscape interest, due to their spatial configuration and architecture, related to the crossing points between the El Gòtic and El Raval neighbourhoods.

They are configured in single-level sections.

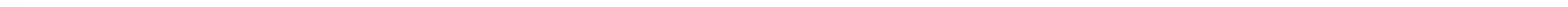
- ✓ Betlem-Palau Moja esplanade
- ✓ Os-Liceu Plane or La Boqueria Plane
- ✓ Teatre Plane



**MOJA-BETLEM SPACE**

**LA BOQUERIA PLANE**

**TEATRE PLANE**







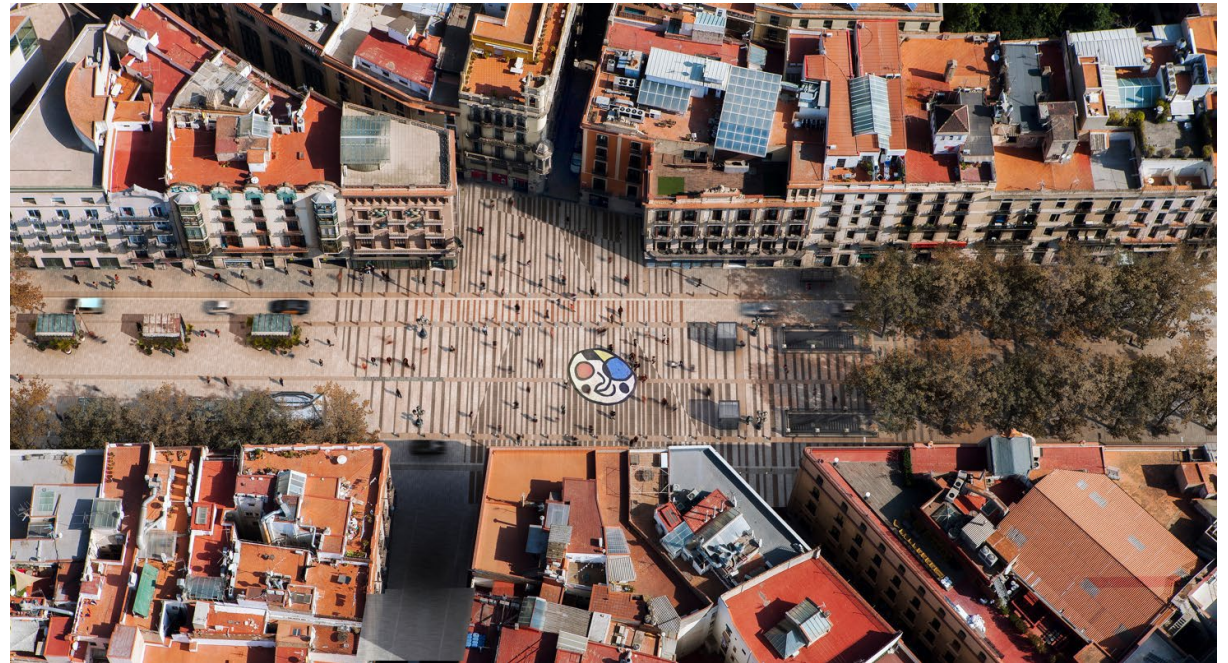
## La Rambla final redevelopment project

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### Major spaces

The goals for these places are:

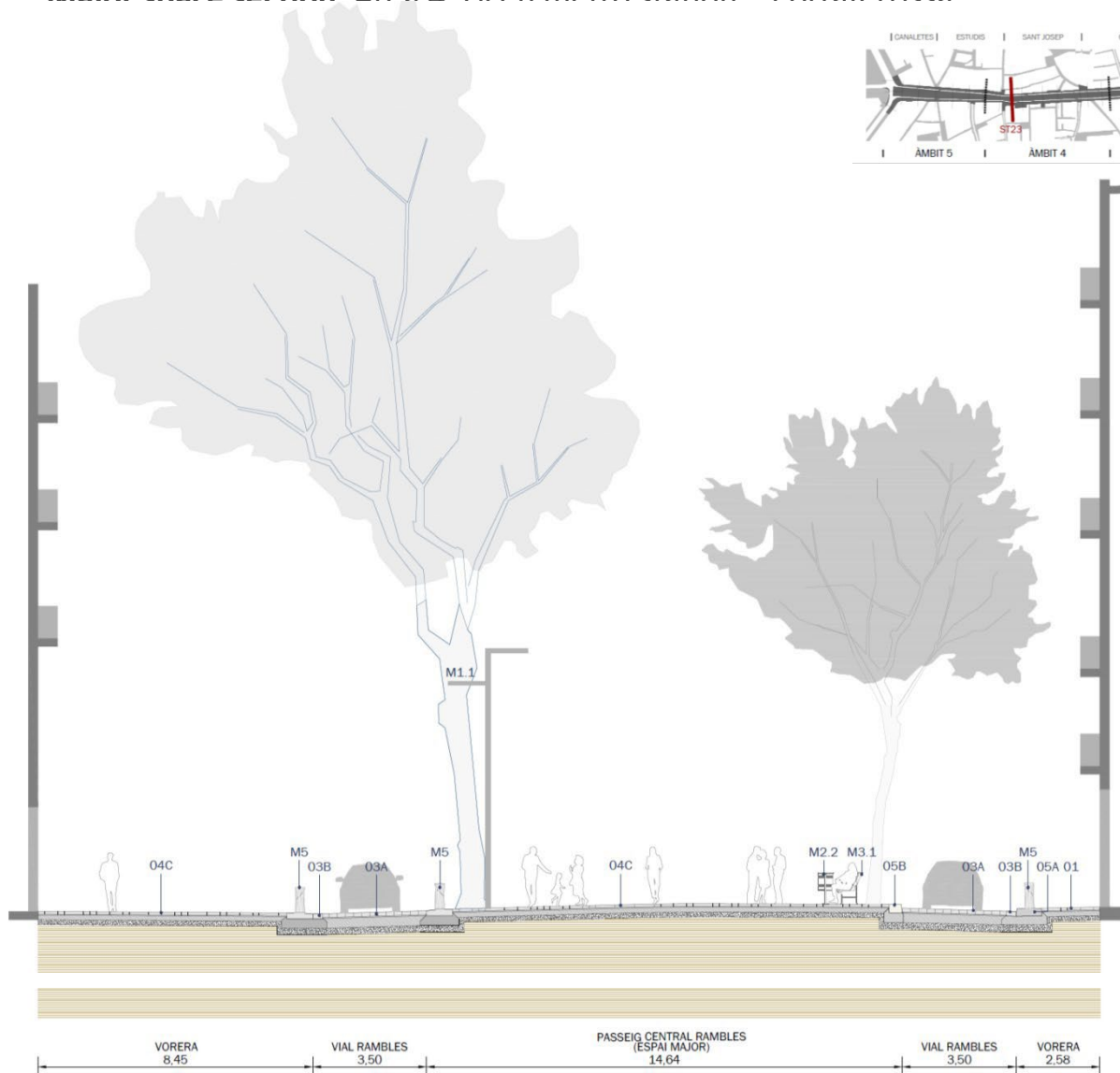
- ✓ Improving the transversality of La Rambla and the connectivity between the El Gòtic and El Raval neighbourhoods
- ✓ Places to carry out cultural activities, as an expansion of the central walkway
- ✓ Reducing vehicle speed at these three points (penalising vehicle traffic)





# La Rambla final redevelopment project

## Major space section Area 4 Liceu metro station – Portaferrissa



### PAVIMENTS

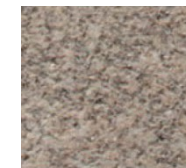
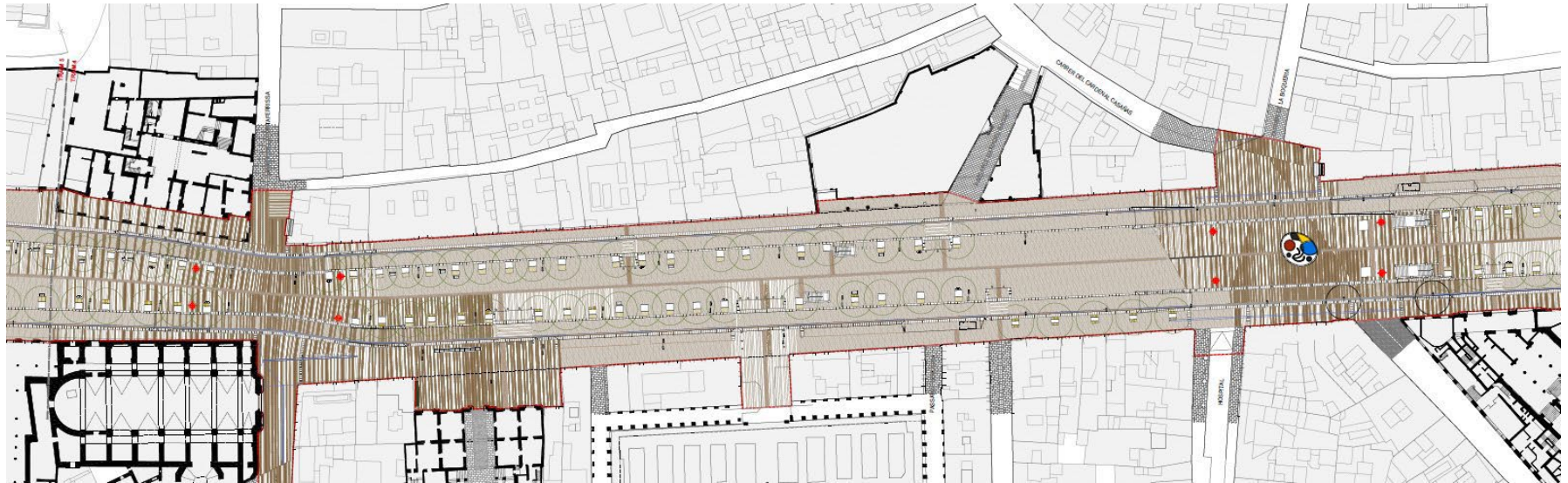
01. Paviment de pedra natural e:8cm (voreres laterals) de 20cm(ample) x llarg variable 20x30x40cm.
2. Paviment de pedra natural e:12cm (cordó de serveis i accessos carrers transvers.)
- 02A. Pedra natural 20cm(ample)x25cm (cordó de serveis)
- 02B. Pedra natural 20cm(ample) x llarg variable 20/30/40cm (accessos carrers transversals)
03. Paviment de pedra natural (rodat)
- 03A. Pedra natural e.12cm, 20cm(ample)x25cm(rodad)
- 03B. Rigola de pedra natural. 20x30x15cm (voreres laterals)
- 03C. Rigola blanca de formigó, 30x30x8cm (voreres existents)
04. Paviment de pedra natural e:8cm (passeig central)
- 04A. 20cm(ample) x llarg variable 20/30/40cm (passeig central)
- 04B. Formats variables 20/30/40/60cm
- 04C. Formats variables 20/30/40/60cm\_doble cromatisme (espais majors i entroncaments singulars)
05. Vorada de pedra natural (voreres laterals i passeig central)
- 05A. Vorada de pedra natural 80x40cm(l), plint 8cm (voreres laterals)
- 05B. Vorada de pedra natural 40x80cm(l), plint 12cm (passeig central)
- 05C. Vorada de pedra natural 80x40cm(l), plint 12cm (voreres laterals)
- 05D. vorada granítica color gris 20x80cm(l), plint 12cm (voreres existents)
06. Gual 80cms de pedra natural (voreres laterals)
- 06A. Gual de pedra natural 80cm podotàctil (10%)
07. Gual de pedra natural (passeig central i edificis singulars)
- 07A. Cap de gual (peces especials)
- 07B. Paviment de pedra natural podotàctil e.8cm
- 07C. Paviment de pedra natural gual e.8cm
- 07D. Gual granit color gris 120cm, plint 12cm (voreres existents)
08. Reixa-imbornal
- 08A. Reixa pass 1 linial (espais majors i guals)
- 08B. Reixa pass 2 (rodad segregat)
- 08C. Reixa Barcelona (rodad segregat\_dressanes-colum)
09. Escossell: pletina metàl.lica d'acer galvanitzat lacat+pedra natural (passeig central i voreres)
10. Pletina d'acer galvanitzat e. 1cm
- 10A. Pletina linial remat gual (passeig central)
- 10B. Pletina linial remat (cordó de serveis)
11. Calçada d'asfalt existent Fressat mínim e:3cm + BBTM 11A (e.3cm) + Reg d'adherència ECR-1 + AC 16 SURF B<sub>90</sub> + Reg d'adherència.
12. Calçada d'asfalt nova BBTM 11A (e.3cm) + Reg d'adherència ECR-1 + AC16 bin (e.7cm) + Reg d'adherència ECR-1 + AC22 bin G (e.8cm) + Reg d'adherència ECR-1 + Base HM-20 (e.30cm) + Sub-base granular de tot-ú compactada al 98% PM (e.12cm)
13. Paviment existent (panot, llamborda, pedra natural)



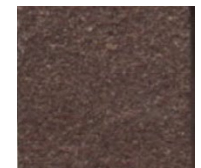
## La Rambla final redevelopment project

### Paving

- The paving on La Rambla is **the main redevelopment feature, due to its role in façade to façade unification** all along the thoroughfare.
- The new paving, **made from natural stone, granite and porphyry**, will be used throughout La Rambla, both in pedestrian areas and the traffic lanes, combining their various tonalities to provide the character, interpretation and durability that the area requires.



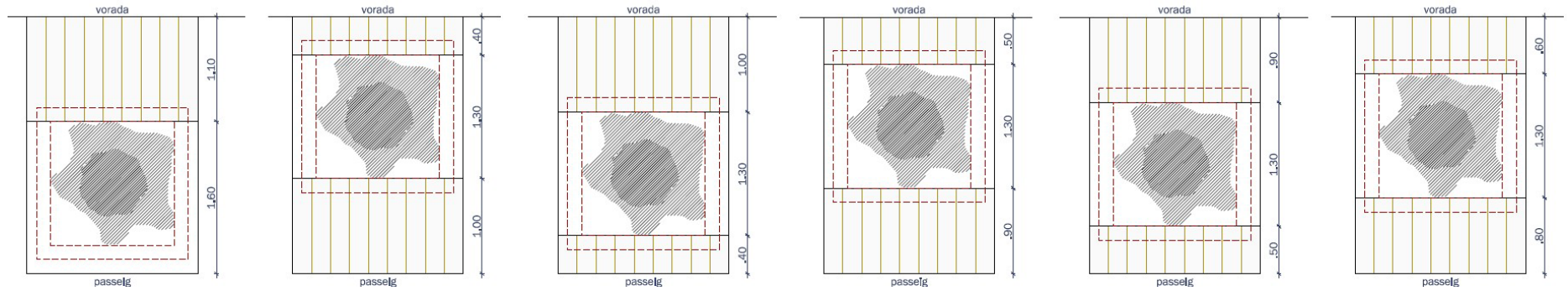
Gold tonality



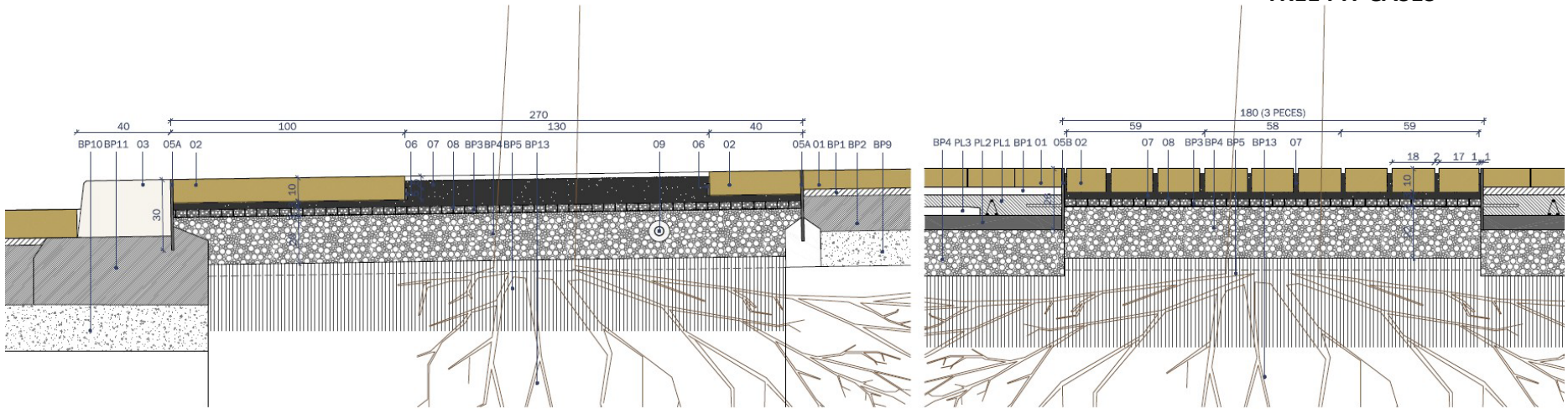
Red tonality



# La Rambla final redevelopment project

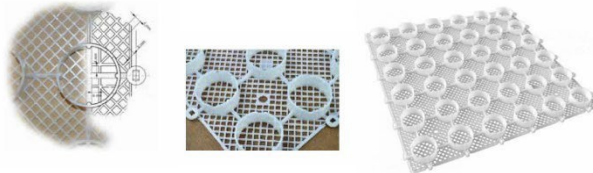


## TREE PIT CASES



### ESTABILITZADOR DE SÒLS GRAVA (O7)

Material: 100% reciclable (PEHD)  
 Resistència: 250Tm/m2  
 Dimensions: Plaques de 50x50cm (h:3cm)



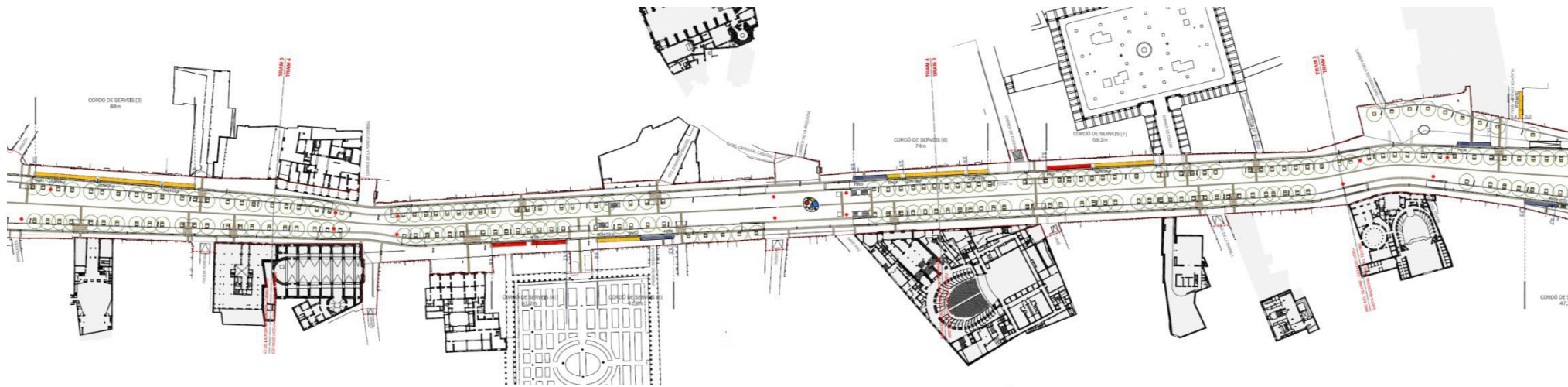
## TREE PIT PAVING



# La Rambla final redevelopment project

## Service lane

- La Rambla will be a thoroughfare where vehicle mobility is limited to public transport, local residents and services, with a single traffic lane in each direction.
- The widening of the pavements makes it possible to introduce a **2.80 metres service lane for shared and complementary uses**, in areas where a transit area around 3 metres wide can also be reserved for pedestrians.
- The idea is for this space to be **reversible along most of its length**, with a minimum space for fixed elements such as bus stops, Bicing stations, recycling containers, etc. The reversible area makes it possible to gain space for pedestrians during most of the day while also facilitating a service lane, during restricted time periods, for urban goods distribution (DUM in Catalan).

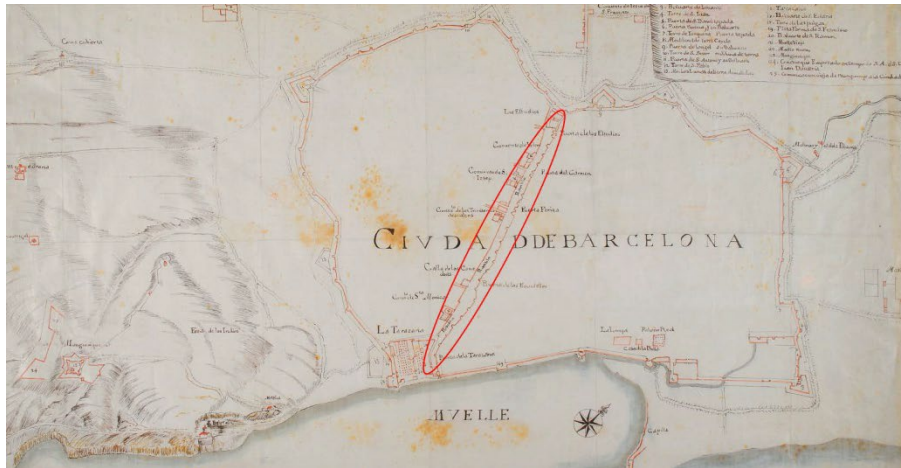
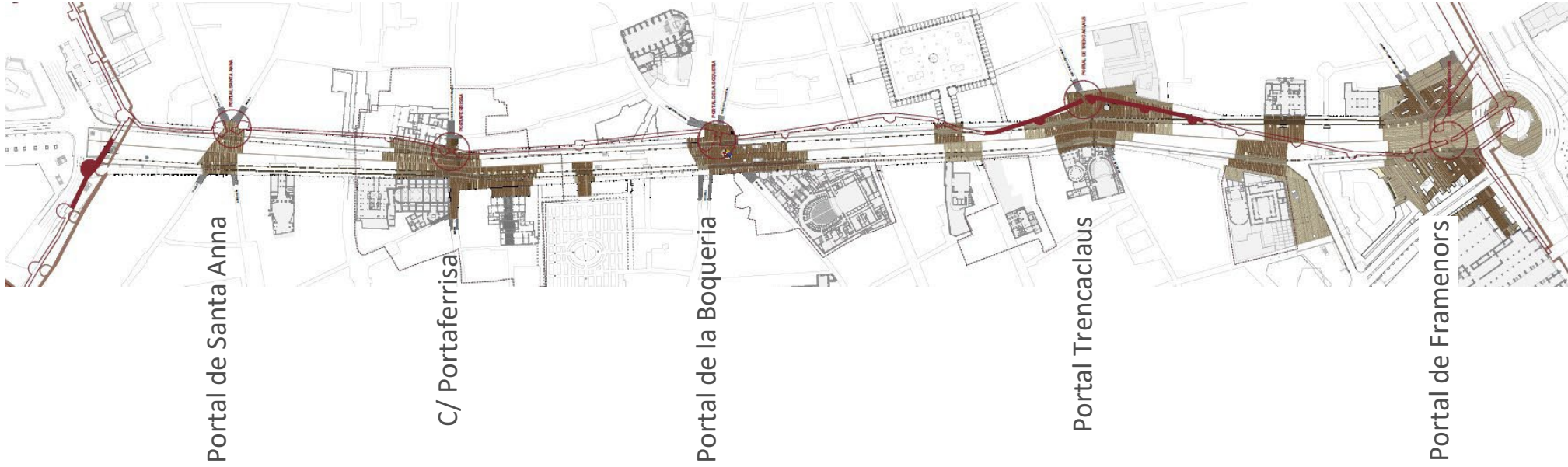


CORDÓ DE SERVEIS (VORERES RAMBLES)		ESTAT ACTUAL	PROPOSTA
	PB_parada bus (marquesina + àmbit bus 18ml)	2 parades (marquesina)	7 parades
	DUM_places (5x2m)	5 parades (pal)	57 places
	SN_plaça reservada servei de neteja	0 places	4 places
	Places TAXI (5x2m)	3 places (P. Catalunya)	10 places
	IE_ illes emergents (13,5ml)	0 unitats	3 unitats
	B_bicing (21ml)	3 unitats	5 unitats
RESERVES BUS/TAXIS (STA. MADRONA/DRASSANES)		ESTAT ACTUAL	PROPOSTA
	PB_parada bus (marquesina)_Drassanes	1 parada (pal)	1 parada
	TAXIS_places (5x2m) _Santa Madrona	0 places	5 places



# La Rambla final redevelopment project

## Medieval city wall

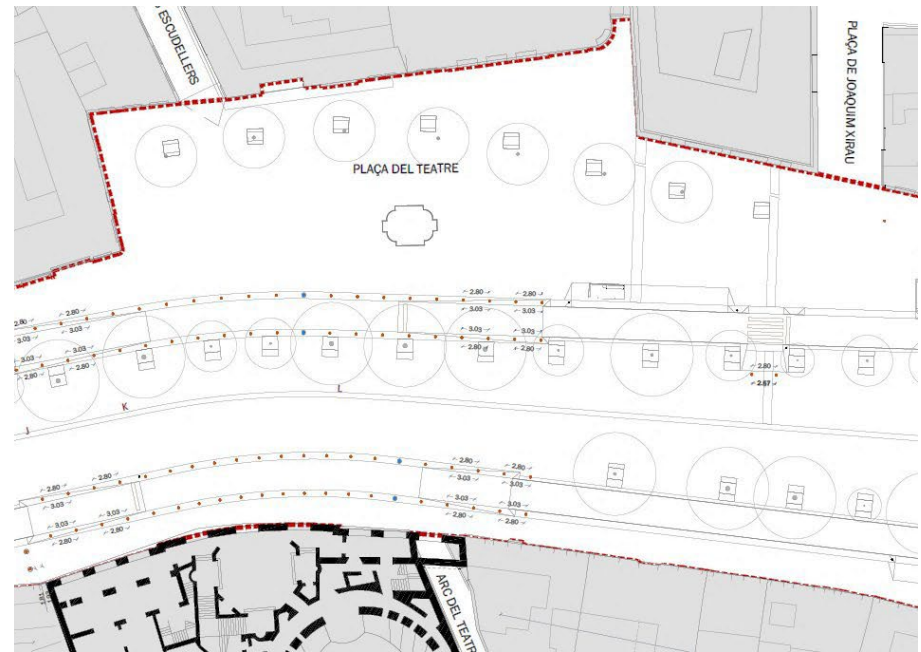
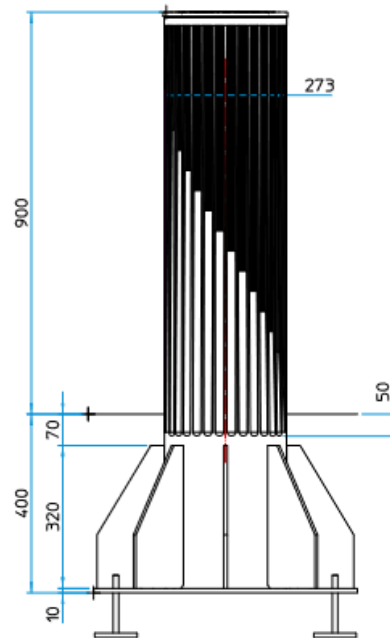




## La Rambla final redevelopment project

### Safety elements

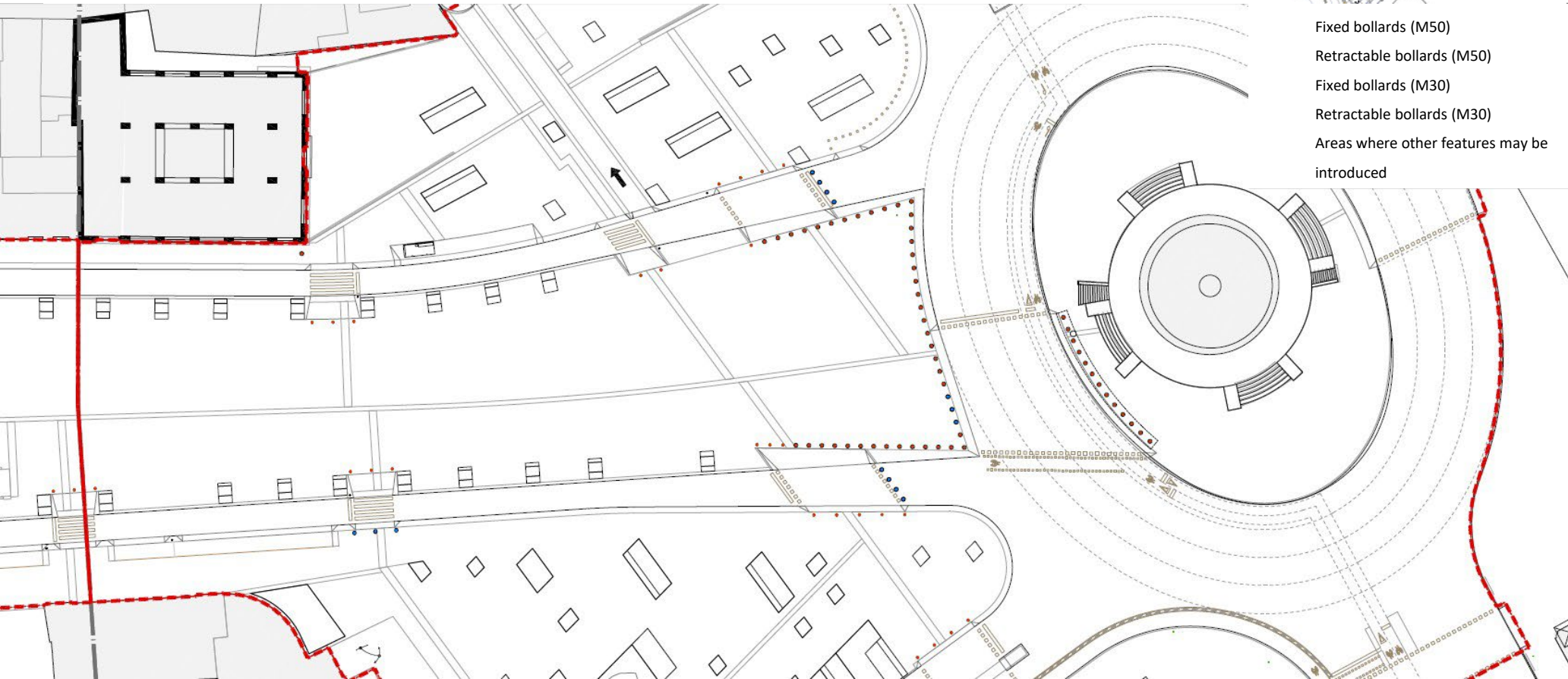
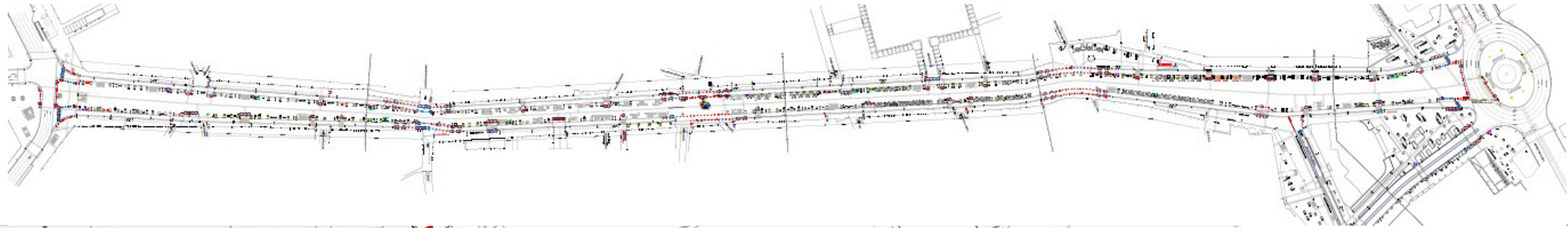
- The project includes the criteria and proposals defined by the Local Public Safety Board's Technical Committee for La Rambla.
- The requested features are basically **bollards that can withstand the impact of a vehicle, to prevent vehicles accessing the central walkway of La Rambla and the pavements on each side**. Some bollards are retractable, to allow emergency vehicles to enter or to prevent access to roadways at either end of La Rambla.



- The project also includes work on the security cameras managed by the Guàrdia Urbana (city police) and a request for increasing the number of these cameras.



# La Rambla final redevelopment project



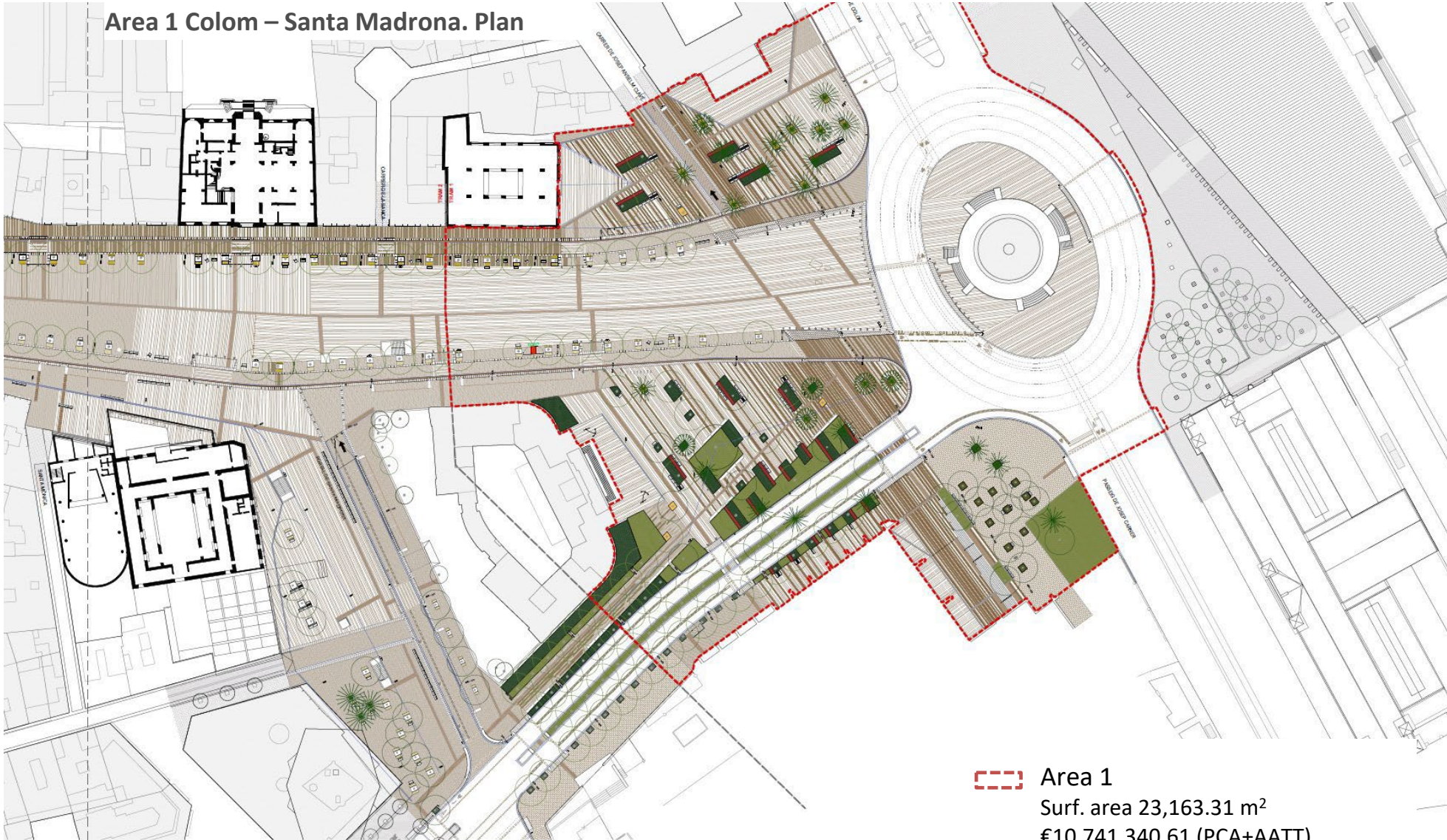
- Fixed bollards (M50)
- Retractable bollards (M50)
- Fixed bollards (M30)
- Retractable bollards (M30)
- Areas where other features may be introduced






## La Rambla final redevelopment project

Area 1 Colom – Santa Madrona. Plan

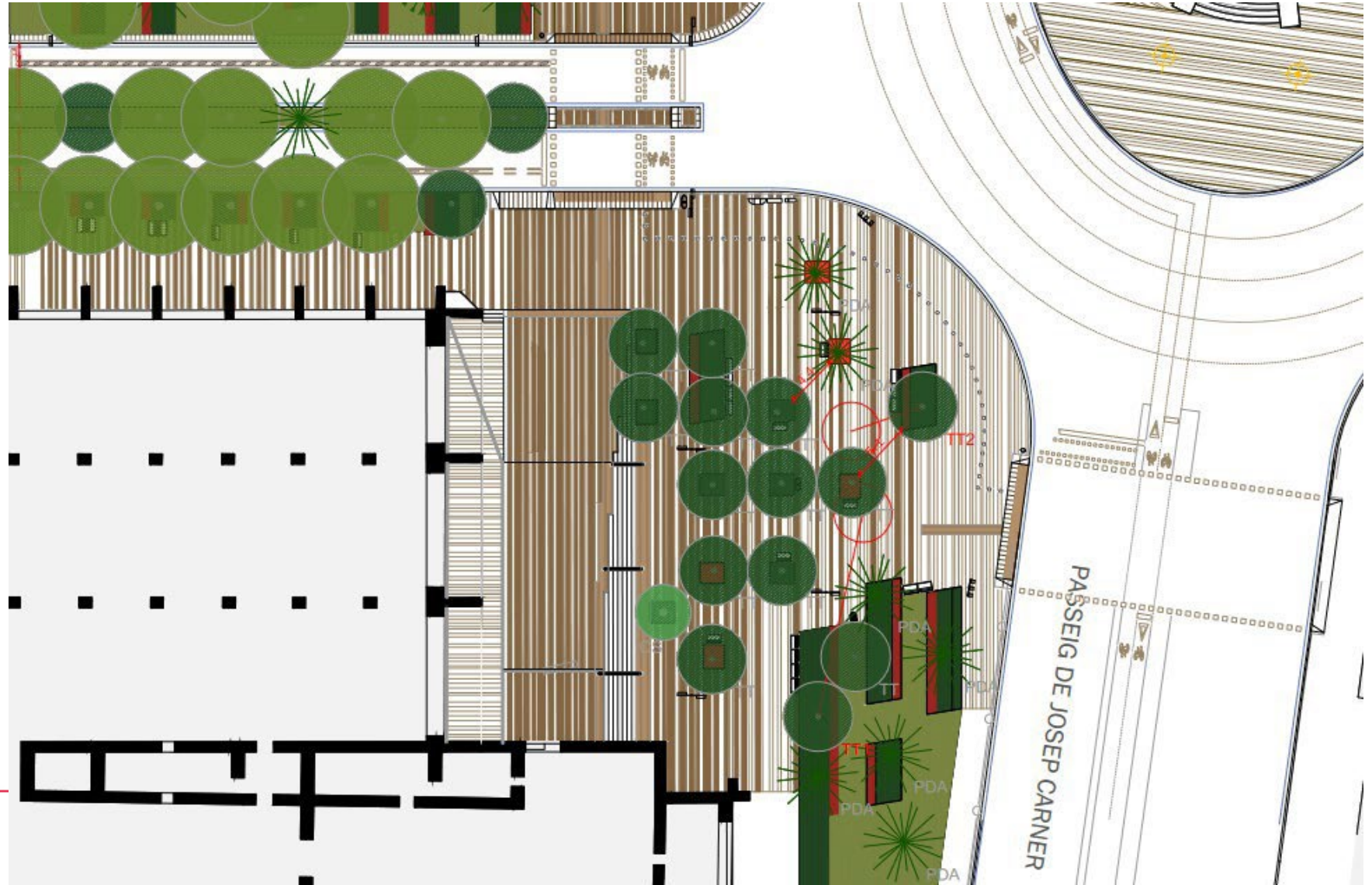


 Area 1  
Surf. area 23,163.31 m<sup>2</sup>  
€10,741,340.61 (PCA+AATT)



# La Rambla final redevelopment project

## Area 1 Colom – Santa Madrona. MARITIME MUSEUM





## La Rambla final redevelopment project

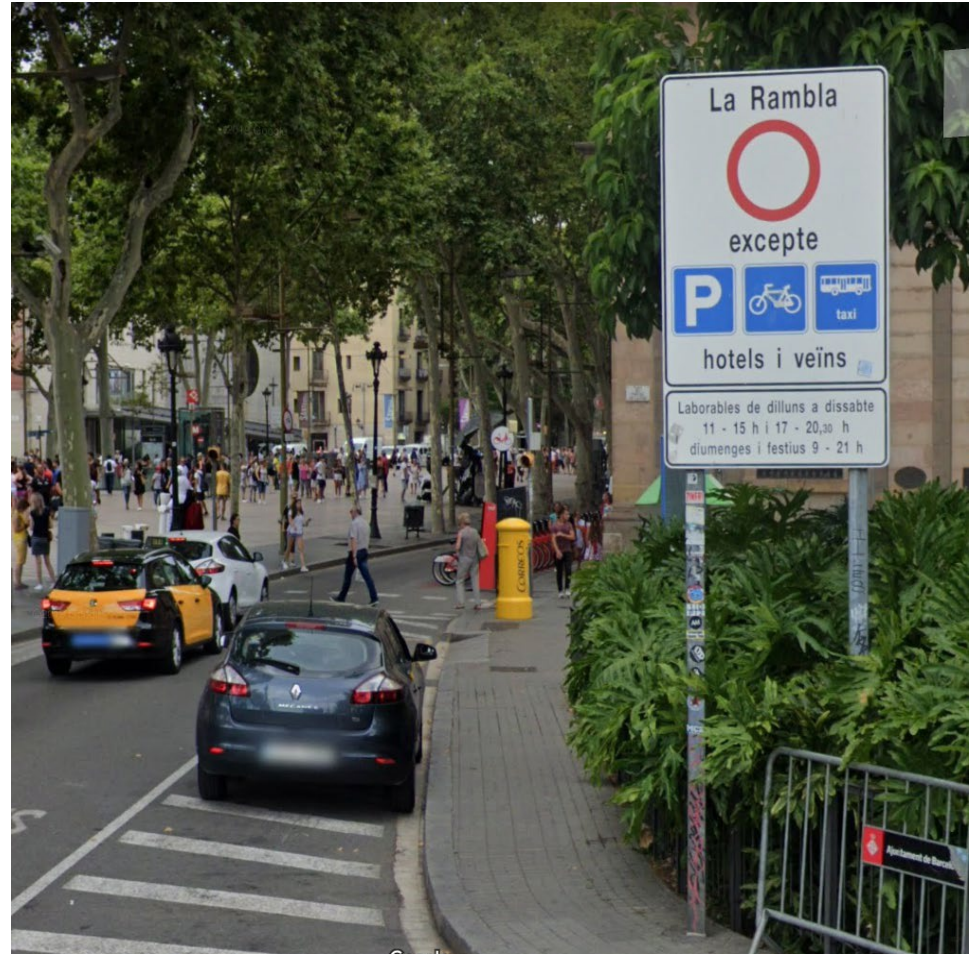
### Mobility

The mobility planned for this thoroughfare is defined by the La Rambla Organisation Plan and the Ciutat Vella Mobility Plan.

The following measures have been proposed:

- Restricted access to La Rambla, through control mechanisms. Information screens are being installed at the Pelai and Colom ends.
- The installation of complementary control systems in transversal streets.
- The installation of retractable bollards at each end of La Rambla, to block access or close off La Rambla, if the need arises.

Vehicle access will be limited to loading and unloading, local residents and service vehicles, as well as access to car parks in this and adjacent areas.





# 04

## Pictures of the project



## La Rambla final redevelopment project

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CURRENT SITUATION



PROPOSAL



## La Rambla final redevelopment project

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PROPOSAL



## La Rambla final redevelopment project

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CURRENT SITUATION



PROPOSAL



## La Rambla final redevelopment project

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CURRENT SITUATION



PROPOSAL