

# ***“THE PARKING PROBLEM IN A DENSE CITY: EXAMPLE, NOU BARRIS IN BARCELONA”***

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## **Abstract**

As present, the automobile use for diary movements is high. The reasons are the car’s objective advantages, for example, the hour hand, the circuit’s freedom, etc.

The automobile requires a lot of area in the streets, because automobiles remain stationed most of the time. In some areas of the city, because of the terrain orography or the road characteristics, there are less parking places than necessary. The places deficiency incites drivers to park in illegal places, and it doesn’t allow the free movement of walkers, bikes, etc. It’s the situation of Nou Barris, study’s area of this thesis.

This thesis’ objective is to make a study of the parking problem current situation in Nou Barris. We have used as basis for our conclusions the experiences in other countries, who have introduced parking policies. These policies have generated some consequences, and we use these consequences to evaluate them. We have done some inquiries in the study’s area, too. The objective is to propose some ideas that solved the parking problem. The proposed solutions are solutions for a remote future and for a near future. We want to obtain this objective in a remote future: automobiles have to disappear of the streets. If they disappear (there will be a minimum), the city will be more sustainable.

In the first part of the thesis we have exposed the evolution of the town wards since their beginnings. Their evolution shows us the causes of the current problem. At the beginning of chapter number one we describe the rules of city planning that have been followed in Nou Barris. At the end of that chapter, we have differenced between the evolutions of each town ward separately, because some town wards of Nou Barris have followed different ways.

At chapter two, some statistics indicators have been exposed, some of them make allusion to general information (for example, the population, etc.), and others make allusion to parking places, public traffic, etc. We are trying to create through the indicators study a quantifiable basis of the current parking problem. We have connected it with the statistics indicators. Moreover, in this chapter, we have exposed the inquiries results. We’ve wanted to know the opinion of the residents of Nou Barris about the new implanted policies and about their personal perception.

At chapter three, we have showed last measurements in Barcelona that have affected public transport and communications in Barcelona and its environment. Some measurements have affected parking places, too. In addition to expose these measurements, we have picked up personal opinions about these themes, which have been published in several newspapers.

At the following chapter, we have made a study about on the measurements that have been introduced in other cities (in Spain and in the rest of Europe). These measurements have directly and indirectly affected public transport, private transport, etc. We have been able to pick up their main characteristics and to compare with our study’s area. We have done it, because we want evaluate the benefits of these measurements.

Finally, in last chapter, we have dedicated it to thesis conclusions. At the beginning of the chapter, we have made an introduction to the conclusions, and we have resumed previous chapters. At the second part of this chapter, we have suggested several measurements we have to adopt to decrease current parking problem. These measurements could be used for a next future or for a far future.

In the annexes, we can find the inquiry model, several photographs to illustrate the current situation and the “*Resolució del Conseller de Política Territorial i Obres Públiques de 12 de novembre de 1992 (DOGC n° 1690 de 04/01/1993)*”.