ABSTRACT

DEMANDS AND FACILITIES TO USE THE BICYCLE IN THE CITY OF LLEIDA.

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The bicycle at the present time appears as one of the best alternatives to the car for a sustainable trip. As much it is thus, that in the last years the cities have experienced an upset for this means of transport.

Making a review of the reality of the bicycle in Catalonia, one has seen that Barcelona emphasizes between all the municipalities. Account with an itinerary of 119 km and it has 50 more in drawing-board stage or construction. The use indices have studied, as well as the characteristics, morphology and elements of the network, in order to take advantage of this experience in our design.

In order to center the study in Lleida, we will emphasize its initial datas. Account with a population of 118,035 people, who almost represent 60% of the inhabitants of the region. 71.4 % of the population of the city dedicates to the sector services (in 2001). Its index of motorization, in 2002, was of 615.6 vehicles by each thousand inhabitants (something inferior who the Catalan index). On the other hand, the design of the urban structure of the city, it has two logics: a reticular mesh to the south; and a radial mesh to the north. The natural barrier that separates them is the Segre River.

In order to design any network of transport a study of mobility is necessary. In which one talks about to trips by reasons for work, according to the EMO '01 (that it does not contemplate to the minors of 16 years), 58% of the displacements became in private vehicle. Generalizing, the workers live to less than 20 minutes of their work and uses two or more trips to arrive at destiny. On the other hand the students of the city, in 50 %, move to foot, they live to less than 20 minutes of the center and, mainly, they only use a trip to accede to it. Only 1% of the population is a bicycle user and, under the present conditions, we only can hope that it does 4%.

Like departure point, in our design, we will take the present itinerary from the cycle track. It is divided in three zones that try to draw a cross in the city. It has 11.68 Km. and is in a good state of conservation. Nevertheless it is discontinuous, unconnected and incomplete. Morphologically the track is only well-taken care in the sidewalk. The one that it passes in the road is very narrow and the secreted one does not count on a minimum separation of the cars (what, in both cases, it reduces the security of the cyclist).

In a previous study of use, it quantifies to the habitual cyclists in about 500 individuals, whose majority profile was man, college student of between 20 and 30 years old. Going deep in this case, and by means of a survey, one collected data similar to those of the EMO. The use of cycle turned out to be a 2%.

In order to extend the study a new taking of data was made. First by means of a survey in the institutions, training centers and in the street. Later, with interviews to personalities of the city.

Of the surveys it is deduced, among other considerations, that: the main stumbling block for the massive implantation of the cycle is that means of alternative transport are not considered (but a leisure element); that a physical cycle track is demanded that increases the security; and that the supplied parking is not adapted, because many cases of robbery occur. Constructing, under the gathered conditions, the ceiling of the use of the cycle can arrive at 9% of the population, what a success would be everything.

Of the interviews it was extracted that the cycle track lacks priority, but it is not had to understand like half-full an isolated one, but that is to be complementary in the construction of the new avenues. In the urbanized city, this one is due to construct by sections, based on the demand.

With these conditions, and after analyzing the problems of the parking in the city, a cycle track itinerary has been designed. This it gives answer to the demands obtained for the cycling use. It unites most of parks, institutions and educative centers of the city. Is a cycle track that is based on circumvallation and radial routes.