0. ABSTRACT

This study proposes a new methodology to analyse how infrastructures affect the territory.

In a particular case, the new N-240 road between Tarragona and Montblanc through the Alt Camp district, we study the affection that this infrastructure can have in this territory.

A deep analysis of the district has been proposed. This analysis can allow us to choose an alternative which is more suitable to the territory.

According to this, the impact of the infrastructure has been analysed in a district perspective, using a socio-economic analysis and the municipal plans. This will enable us to propose how much residence and industry can be promoted in the next years, and the ground to be protected over the district.

We conclude that the urban ground and the ground liable to be urban, together with the socio-economic dynamics of the district, determine similar behaviour zones.

Valls, the capital of the district, with Alcover and Vallmoll are remarkable. They have a big population, continuously increasing, and distributed around the urban centres. There are good communications and a strong industry.

In another sense, Querol, Aiguamúrcia or Montferri, being in the highest altitude of the district, wanted to increase their economy by creating secondary residences. They remain in a great value area where a tourism not interested in sunny beaches could be settled.

There is another area with a great countryside that has an important agriculture value close to the Francolí river. The Milà, Masó, Rourell and Garidells villages are part of it. Until now they have remained apart from the coast dynamics, but they have to be protected if we want to avoid tensions due to their proximity to the coast.

The construction of the new high velocity train station on the south of the district is remarkable, too. It will be built in La Secuita and Perafort, in the Tarragonès district. If this part of the territory has now a strong dynamism due to the chemical industry and its situation near the city of Tarragona, will surely increases in the future linked to the new station.

With this part of the study executed, a road infrastructure that reinforces the actual industry, that doesn’t destroy existing irrigated lands and, at the same time, that enables Valls to create better connections between the nearest towns in the east of the district, is concluded.

Finally, an accessibility analysis is carried out. We can conclude that the different length of the alternative roads studied isn’t relevant, and a road going through the east of Valls and giving a direct connection to the chemical industry would ease the connection Harvour-Chemical north industry, promote the actual and future industrial axes, preserve irrigated lands and improve the connections of all the eastern part.

This methodology applied in this study brings us new skills that allow us to choose the route of a road infrastructure according to the possibilities of the territory, promoting the new economic growth areas, and on the other hand, it preserves great values areas that make the district a space of diversity with a great environment.