

***“TERRASSA EVOLUTION, MODELS OF
RESORTING OF THE MOBILITY SYSTEM”***

*Author: Pere Martínez i Mollet
Thesis Supervisor: Francesc Magrinyà i Torner*

Abstract

The city of Terrassa has been since always a city with a strong demographic growth due to the migratory waves attracted by the powerful textile industry and more recently for the proximity with Barcelona

This has provoked that Terrassa has kept on resigning itself along the history jerkily and, until 1983, with a little clear-cut urban goal. In this way a configuration of the urban plot -very often- little adapted to the needs of mobility that the city requires has been arrived at.

From the final stages of the 19th century we find attempts to straighten the growth of the city, but the little vision of totality has made that in many cases complies are not seen the expectations.

In this evolutionary process different planning (1965, 1983 and 2003) highlights the goal of the dissertation it is to analyze the different models of mobility in these stages of planning and to evaluate the speeches and its evolution. It is interesting, then, to check out how the models of system of mobility that the different plans propose have fallen upon the growth of the city.

In the first part of the dissertation the history| of the formation of the urban kernel of Terrassa is set forth, since it allows us to understand the antecedents that cause to the up-to-date situation of the urban tissue. It is here where the main urban performances explain to themselves that it has suffered the city and also the history of the formation of the different neighborhoods that, in many cases, have followed different paths causing a heterogeneous city

Next the different plans of ordering that have been approved of until the present are enumerated and the different proposals are analyzed in relation to the system of mobility: in a basic way the road and train systems. In this section they already start to participate which the lacks and virtues of this planning are and the repercussion that they have had for the city starts to be insinuated

It is worth to say that the three main models have a conception different of the model of city. Nevertheless, in some aspects it is attempted to follow the line marked by the previous plan; while in other, there is a clear will of change. Those that shape the kernel of the thesis are precisely these conceptions

In the following chapter it is analyzed how the planning has materialized and which has been the degree of realization of each of them. In accordance with this, they have been able to be analyzed with more perspective the planning of the 1965 and 1983, since the up-to-date one has a validity of still not four years and the real degree of execution is made difficult to foresee which it will be. However, the projects in phase of writing or execution that is carrying out the Town Council and its repercussion in the change of road model are also enumerated

It is a constant in the history of many towns that when the truth, there has been little will of carrying every that out proposed in their plans of ordering. So, in this dissertation the real will of execution of the plans is brought to light on the part of the competent authorities of the moment in the different stages of the evolution of the city.

Finally in the last section, conclusions are listed and detailed to what it has arrived in this work. These are also structured according to the different approaches of the planning that there has been along the urban evolution. This chapter is also used for mentioning different models that could be adopted in future planning of the city.