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A5- Usos del sòl
A6- Equipaments
A7- Plànol de Sant Cugat per barris
Estudi de mobilitat a Sant Cugat del Vallés. Propostes per als modes de transport bicicleta i autobús
Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús
B. Oferta de mobilitat

B.1. Plànols

B1-Xarxa bàsica

B2-Línies autobús

B3-Xarxa carril ciclable actual
B.2. Horaris i freqüències autobús

- **Autobús interurbà**


  **Horaris i freqüències**

  Els dies feiners comença el seu servei des de Sant Cugat a les 5:35 i el finalitza a les 22:05, amb un interval de pas de 30 minuts. Els dissabtes comença a les 7:50 i finalitza a les 21:50 amb un freqüència mitjana de pas d’un autobús l’hora. Els diumenges i festius comença a les 8:00 fins a les 22:00 amb una freqüència mitjana de pas de un autobús per hora.

  - Línia A6: Barcelona – Sant Cugat (per l’Arrabassada)

  **Horaris i freqüències**

  Només circula els dies feiner amb 3 expedicions diàries per sentit. Des de Barcelona surt a les 7:00, a les 9:00 i a les 12:00 hores. Des de Sant Cugat surt a les 8:00, a les 8:45 i a les 16:00 hores. Només circula en dies feiners.

  - **Autobús de nit N61, N62**

    La línia **N61** té un recorregut paral·lel al de la línia S1 de FGC, sortint de pl. Catalunya i parant a les estacions de Gràcia, Sarrià, La Floresta, Valldoreix, Sant Cugat, HGC, Rubí i Terrassa i a l’inrevés. Des de Pl. Catalunya, realitza quatre expedicions per sentit al dia un cada hora, començant a la 1:30 i des de Terrassa cinc, començant a les 00:30, un cada hora.

    La línia **N62** inicia el seu recorregut també a la Pl. Catalunya però passant per Ripollet i Cerdanyola i finalitza a Sant Cugat. Des de Pl. Catalunya, realitza quatre expedicions per sentit al dia un cada hora, començant a la 1:30 i des de Sant Cugat cinc, començant a les 00:30, un cada hora.
B.2.1. Autobús urbà

- Línia 1. Mira-sol – Mas Gener – Torrent de Ferrusons

**Horaris i freqüències**

Els dies laborables el seu servei comença a les 6.00 h i acaba a les 22 h, amb una freqüència de dos autobusos per hora.

Els dissabtes comença el seu servei a les 9 h i acaba a les 22.00, amb una freqüència d’un autobús per hora.

Els diumenges i festius fa de les 9 h fins les 22 h, (sense servei de 15:00 a 17:00) amb una freqüència d’un autobús per hora.

La velocitat comercial és de 17km/h.

- Línia 2. Sant Cugat (Est. FGC) – Casc Urbà

**Horaris i freqüències**

Els dies feiners el seu servei comença a les 6.05 h i acaba a les 22.05 h, amb una freqüència de 30 minuts.

Els dissabtes comença el seu servei a les 9.37 h i acaba a les 22.37, amb un interval d’una hora.

Els diumenges i festius fa de les 9.37 h fins les 21.37 h, amb un interval d’una hora.

Els dies laborables el seu servei comença a les 6.15 h i acaba a les 22.15 h, amb una freqüència de 30 minuts. Els dissabtes comença el seu servei a les 9.37 h i acaba a les 22.37, amb un interval d’una hora. Els diumenges i festius fa de les 9.37 h fins les 21.37 h, amb una freqüència d’un autobús cada hora.

La velocitat comercial és de 12km/h.

- Línia 3. Les Planes – La Floresta – Sant Cugat (Est. FGC)

**Horaris i freqüències**

Els dies feiners el seu servei comença a les 7.15 h i acaba a les 20.45 h, amb 8 expedicions.
Els dissabtes comença el seu servei a les 8.45 h i acaba a les 21.15, amb 8 expedicions.

Els diumenges i festius fa de les 8.45 h fins les 19.45h, amb 6 expedicions.

La velocitat comercial és de 14km/h.

○ Línia 4. La Floresta – Bus barri

Horaris i freqüències

Els dies feiners el seu servei comença a les 6.00 h i acaba a les 22.00 h, amb un interval de pas de 30 minuts.

Els dissabtes comença el seu servei a les 9.00 h i acaba a les 22.00, amb un interval mitjà de pas de 30 minuts.

Els diumenges i festius fa de les 9.00 h fins les 12.00h, i de les 17.00h fins les 21:00 amb una interval de 30 minuts.

La velocitat comercial és de 22km/h.

○ Línia 5. Les Planes – Bus barri

Horaris i freqüències

Els dies feiners el seu servei comença a les 6.00 h i acaba a les 21.00 h, amb un interval de 30-60 minuts, segons la franja horària.

Els dissabtes comença el seu servei a les 9.00 h i acaba a les 21.00, amb un interval de 30-60 minuts.

Els diumenges i festius no circula.

La velocitat comercial és de 18km/h.

○ L6 Can Calders / Can Sant Joan

Circula feiners de dilluns a divendres excepte agost amb una freqüència de mitja hora en dues franges horàries, de 7h a 10 h,i de 14h a 22h aproximadament.

La velocitat comercial és de 16km/h.
o Línies urbanes dels ens municipals de Valldoreix

Horaris i freqüències

El seu servei comença a les 7:05 fins a les 22:05 hores amb un interval mitjà de 30 minuts.

o Línia autobús polígon industrial Can Sant Joan

Horaris i freqüències

Els dies feiners excepte el mes d’agost i les festes locals de Barcelona, el servei s’inicia a les 6.45 h i acaba a les 21.20h. L’ interval en el tram comú dels tres itineraris és de 5-10 minuts. A la zona del Banc de Sabadell i Correus és de 30 minuts, mentre que a la zona més allunyada (itinerari llarg) és d’1 hora.

Els dies feiners del mes d’agost i durant les festes locals de Barcelona, el servei s’inicia a les 6.45 h i s’acaba a les 21.09. L’ interval de pas en el tram comú dels tres itineraris és de 15-20 minuts. A la zona del Banc de Sabadell i Correus i a la zona més allunyada (itinerari llarg) és d’1 hora aproximadament.
C. Plànols mobilitat existent

C1-Plànol anàlisi mobilitat desplaçaments interns residents

C2-Plànol anàlisi mobilitat desplaçaments connexió residents en FGC

C3-Plànol puja i baixa L1

C4-Plànol puja i baixa L2

C5-Punts d’aforament

C6-Aranya bicicletes
Estudi de mobilitat a Sant Cugat del Vallés. Propostes per als modes de transport bicicleta i autobús
D. Costos del transport

Costos intern

- Costos d’operació per l’ús

### Costos d’operació per l’ús

<table>
<thead>
<tr>
<th>Mode de transport</th>
<th>Combustible urbà (€/veh*km)</th>
<th>Lubricants (€/veh*km)</th>
<th>Pneumàtics i altres aprovisionaments (€/veh*km)</th>
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<tbody>
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### Costes externs

- Despesa pública
- Externalitats

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<tr>
<th>Mode de transport</th>
<th>Personal de conducció (€/veh*km)</th>
<th>Manteniment i reparació (€/veh)</th>
<th>Aparcament de destinació (€/veh)</th>
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</thead>
<tbody>
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**Taula. D.1. Costos d’operació per a l’ús**

- **Costos d’operació fixos,**

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<th>Mode de transport</th>
<th>Amort vehicles (€/veh)</th>
<th>Assegurances (€/veh)</th>
<th>Taxes (€/veh)</th>
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<tbody>
<tr>
<td>Urbà</td>
<td>Interurbà</td>
<td>Urbà</td>
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<tr>
<td>Vehicle privat</td>
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<td>13460,538</td>
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</table>

<table>
<thead>
<tr>
<th>Mode de transport</th>
<th>Aparcament en origen (€/veh)</th>
</tr>
</thead>
<tbody>
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<td>Interurbà</td>
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<td>Vehicle privat</td>
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<tr>
<td>Autobús</td>
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**Taula. D.2. Costos d’operació fixos**

- **Costos de temps**

<table>
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<tr>
<th>Mode de transport</th>
<th>Temps (€/veh*km)</th>
</tr>
</thead>
<tbody>
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<td>Urbà</td>
<td>Interurbà</td>
</tr>
<tr>
<td>Vehicle privat</td>
<td>2673,916</td>
</tr>
<tr>
<td>Autobús</td>
<td>21841,134</td>
</tr>
</tbody>
</table>
**Costos externs:**

- *Despesa pública.*

- *Externalitats.*

<table>
<thead>
<tr>
<th>Mode de transport</th>
<th>Sobrecosts operació /1000veh*km</th>
<th>Sobrecosts temps /1000veh*km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle privat</td>
<td>20,1229</td>
<td>950,67308</td>
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<tr>
<td>Autobús</td>
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<td>3041,2368</td>
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</table>

**Taula. D.4. Costos externs**

**Costos de la congestió:**

- *Sobrecostos d’operació.*

- *Sobrecostos de temps de viatge.*

- *Sobrecostos d’externalitats.*

<table>
<thead>
<tr>
<th>Mode de transport</th>
<th>Sobrecostos operació /1000veh*km</th>
<th>Sobrecostos temps /1000veh*km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle privat</td>
<td>5,8562</td>
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</tr>
<tr>
<td>Autobús</td>
<td>18,72738</td>
<td>0,61054</td>
</tr>
</tbody>
</table>

**Taula. D.5. Costos externalitats**
Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús
E. Accessibilitat

En aquest annex es descriuen els càlculs que s'han realitzat per fer l’estudi d’accessibilitat en transport públic i en transport privat. Es presenten en forma de taules – resum i s’analitzen per a cada punt destí.

E.1. Plànols

E1-Accessibilitat directa bus i tren
Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús
E2-Punts d'orígen

<table>
<thead>
<tr>
<th>Orígens</th>
<th>Districte</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pl. Lluís Millet</td>
<td></td>
</tr>
<tr>
<td>Dos de Maig (Ajuntament)</td>
<td></td>
</tr>
<tr>
<td>Pl. Pere Sant</td>
<td></td>
</tr>
<tr>
<td>Carrer Mariné (Santa Teresa)</td>
<td></td>
</tr>
<tr>
<td>Puig i Cadafalch (Domèneç i Muntaner)</td>
<td></td>
</tr>
<tr>
<td>Carretera de Vallvidrera-Ramon Muntaner</td>
<td></td>
</tr>
<tr>
<td>Plaça del Coll</td>
<td>Nucli</td>
</tr>
<tr>
<td>Carrasco i Formiguera (Carles Riba)</td>
<td></td>
</tr>
<tr>
<td>Joan Alcover/Josep Carner</td>
<td></td>
</tr>
<tr>
<td>C. Pere Calders (Guadalupe Duran)</td>
<td></td>
</tr>
<tr>
<td>Pl. Borràs</td>
<td></td>
</tr>
<tr>
<td>c/Pompeu Fabra-pg. Roser</td>
<td>Mirasol</td>
</tr>
<tr>
<td>Arnau de Vilanova (Josep Trueta)</td>
<td></td>
</tr>
<tr>
<td>Pg. Nard-Av. Baixador</td>
<td></td>
</tr>
<tr>
<td>Plaça de Sant Cugat</td>
<td></td>
</tr>
<tr>
<td>Av. Can Cabassa (Montserrat Roig)</td>
<td></td>
</tr>
<tr>
<td>Av. Bilbao (Ávila)</td>
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<tr>
<td>c/ Granollers (Ramon Casas)</td>
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<tr>
<td>Pere Serra (Can Minguet)</td>
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</tr>
<tr>
<td>Av. Bell Indret</td>
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</tr>
<tr>
<td>Av. Emeterio Escudero (ptge. Palmira)</td>
<td>La Floresta</td>
</tr>
<tr>
<td>Pl. Creu d'en Blau</td>
<td>Les Planes</td>
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Les
E3-Punts de destí

<table>
<thead>
<tr>
<th>Destins</th>
<th>Mobilitat</th>
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</thead>
<tbody>
<tr>
<td>Barcelona (Pl. Catalunya)</td>
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</tr>
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<td>Hospitalet de Llobregat</td>
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</tr>
<tr>
<td>Barcelona (Glòries)</td>
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<td>Rubí</td>
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<td>Cerdanyola</td>
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<tr>
<td>Terrassa</td>
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</tr>
<tr>
<td>Sabadell</td>
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</tr>
<tr>
<td>Centre Comercial</td>
<td>interna</td>
</tr>
</tbody>
</table>

![Map of destinations](image)
E.2. Accessibilitat en transport públic

A continuació es mostra una taula – resum de cada destí, especificant per a cada origen les diferents alternatives que existeixen, el temps real, el temps de confort i el cost per l’usuari.

<table>
<thead>
<tr>
<th>Destí 1 (Pl. Catalunya)</th>
<th>Origen</th>
<th>Bus</th>
<th>FGC</th>
<th>Renfe</th>
<th>Metro</th>
<th>Distància (km)</th>
<th>Temps confort (min.)</th>
<th>Cost Total €</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pl. Lluís Millet</td>
<td></td>
<td></td>
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### Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús

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E.3. Accessibilitat en transport privat

A continuació es mostra una taula – resum de cada destí, especificant per a cada origen un resum de l’itinerari, el temps real i el temps de confort.

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| Carrer Mariné (Santa Teresa) Av. Gràcia 0,6 10,0 23,5 7,81 € |
| Puig i Cadafalch Av. Pla del Vinyet 1,7 13,0 26,5 8,46 € |
| Carretera de Vallvidrera- Ramon Muntaner Camí de Can Gatxet 2,2 16,0 29,5 8,96 € |</p>
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<td>18,0</td>
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<td>9,77 €</td>
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<td>11</td>
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**Destí 10 Sant Cugat Centre Comercial**

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<thead>
<tr>
<th>Origen</th>
<th>ruta</th>
<th>Distància Total(km)</th>
<th>Temps total</th>
<th>Temps confort</th>
<th>Total (€)</th>
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<td>19,0</td>
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<td>20,0</td>
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<td>B-30</td>
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<td>18,0</td>
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<td>9,77 €</td>
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<tr>
<td>c/Pompeu Fabra-pg. Roser</td>
<td>B-30</td>
<td>4</td>
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<td>28,5</td>
<td>9,00 €</td>
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<td>32,5</td>
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<tr>
<td>Carrasco i Formiguera</td>
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<td>Ctra. Rubí</td>
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F. Proposta bicicletes públiques i altres mesures de potenciació de la bicicleta

F.1. Plànols

F1-Plànol proposta bicis públiques amb accessibilitat directa

F2- Plànol proposta bicis públiques amb accessibilitat directa amb fases

F3-proposta carrils bici i zones 30
F.2. Taula sistemes bicicleta pública

Taula resum d’altres sistemes de bicicleta pública a Espanya i altres països Europeus.

- Sistemes automàtics:

<table>
<thead>
<tr>
<th>Ciutat</th>
<th>Copenhagen</th>
<th>Munich</th>
<th>Albacete</th>
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<tbody>
<tr>
<td>Nom sistema</td>
<td>Bycyklen</td>
<td>Call a bike AB/BICI</td>
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<tr>
<td>Tipo de sistema</td>
<td>Moneda</td>
<td>Automàtic, s’activa amb telèfon mòbil</td>
<td>Automàtic, s’activa amb telèfon mòbil</td>
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<td>Usuaris</td>
<td>71.000-2004</td>
<td>900 de març a juliol 2007</td>
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<td>intermodalitat ferrocarril, us quotidià</td>
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<td>40% de 2003 a 2004</td>
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<td>Sempre funciona</td>
<td>Sempre funciona, de 9:00 a 21:00</td>
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<tr>
<td>Finançament</td>
<td>Publicitat</td>
<td>Publicitat i cuotes</td>
<td></td>
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<tr>
<td>Preu</td>
<td>Gratuït (es paga moneda que es retorna al tornar la bici)</td>
<td>8centims/min, 15€/dia, 60€/semana</td>
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<tr>
<td>Nª punts i bicis</td>
<td>2.000 bicis, 110 punts-bici</td>
<td>4600 bicis, aparcaments en cruïlles</td>
<td>100 bicis, 10 punts</td>
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<tr>
<td>Població</td>
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<td>1.348.650 hab</td>
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<td>146,34 hab./km²</td>
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<td>380000 desplaçaments 2004</td>
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<td>Ciutat</td>
<td>Lyon</td>
<td>Rennes</td>
<td>Burgos</td>
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<tr>
<td>Nom sistema</td>
<td>Velo'V</td>
<td>Vélo à la carte</td>
<td>bicibur</td>
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<td>Automàtic amb tarjeta</td>
<td>Automàtic amb tarjeta</td>
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<td>2.000</td>
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<td>33%estudiants, 50%ménys de 30ans, ús obligat matinal.</td>
<td>executius i estudants</td>
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<td>Evolució</td>
<td>en 3 ans, increment del 50% us de la bici</td>
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<tr>
<td>Horaris</td>
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<td>Sempre funciona</td>
<td>Sempre funciona, de 8:00 a 21:00</td>
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<td>Publicitat</td>
<td>Publicitat</td>
<td>IDEA, programa civitas, ajuntament</td>
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<tr>
<td>Preu</td>
<td>Tarjeta-1semana:1€,1any: 5€. Ús: 30 min gratuït i 1ªmitja hora més0,50€, següents hores 1€</td>
<td>Gratuït, fiança de 23 €</td>
<td>Gratuït, 3 € la tarjeta</td>
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<tr>
<td>Nª punts i bicis</td>
<td>4.000 bicis, 250 punts-bici</td>
<td>200 bicis, 25 punts-bici</td>
<td>250 bicis, 8 punts</td>
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<td>Població</td>
<td>466.400 hab</td>
<td>206.229 hab. (1999)</td>
<td>174.075 hab</td>
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<td>Densitat població</td>
<td>9.743.05 hab./km²</td>
<td>4.092.66 hab./km²</td>
<td>1.611.81 hab./km²</td>
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<tr>
<td>Edad</td>
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<td>50% entre 25-35 anys</td>
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<td>Estadístiques</td>
<td>31.000 préstecs/dia, un 10%prové del transport privat</td>
<td>63.271 préstecs 2006</td>
<td>7.000 préstecs 2006</td>
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- **Sistemes manuals**

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<th>Cartagena</th>
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<td>Manual, subscripció</td>
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<td>85.000-2006</td>
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<td>Ús lúdic i desplaçaments urbans</td>
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<td><strong>Evolució</strong></td>
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<td>13.864 préstecs total</td>
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<td>de 10 a 21, de juny a novembre</td>
<td>de dilluns a dissabte de 9 a 14 i de 17 a 19</td>
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<tr>
<td><strong>Finançament</strong></td>
<td>Ajuntament i patrocinadors</td>
<td>Ajuntament i patrocinadors</td>
</tr>
<tr>
<td><strong>Preu</strong></td>
<td>Gratuït, 4 hores màxim</td>
<td>Gratuït, 3 hores màxim</td>
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<td><strong>Nº punts i bicis</strong></td>
<td>300 bicis, 11 punts</td>
<td>300 bicis, 5 punts</td>
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<td>211.286 hab</td>
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<td>378,45 hab./km²</td>
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<td>18-45 anys</td>
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<td>85.000 préstecs</td>
<td>2006</td>
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Estudi de mobilitat a Sant Cugat del Vallés. Propostes per als modes de transport bicicleta i autobús
G.Plànols proposta xarxa d’autobús

G1-Plànol línies proposades

G2-Plànol línies amb noves cobertures
H. Pressupost

**Capítol bicicleta pública**

<table>
<thead>
<tr>
<th>Descripció</th>
<th>UT.</th>
<th>Quantitat</th>
<th>Preu (€/any)</th>
<th>Total (€/any)</th>
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**TOTAL (€/any)** 960.000,00 €

**Capítol foment bicicleta**

**Senyalització vorera bici**

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<th>QUANTITAT</th>
<th>PREU</th>
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<tr>
<td>Pintat de Carril Bici en color Vermell antideslizante amb pintura acrílica especial en dues pasades amb incorporació de arid silici amb garantia de 4 anys.</td>
<td>M2</td>
<td>30000</td>
<td>9,20 €</td>
<td>276.000,00 €</td>
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<td>ML</td>
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<td>0,28 €</td>
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<td>Pintat de fletxes senzilles de 2.5 M, sobre el paviment amb pintura acrílica en solució aquosa o amb dissolvent, incloent mà d'obra i el premarcatge</td>
<td>UT.</td>
<td>300</td>
<td>7,09 €</td>
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<td>9,55 €</td>
<td>2.865,52 €</td>
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<td>Pintat de senyal de cediu el pas sobre el paviment amb pintura acrílica en solució aquosa o amb dissolvent, incloent mà d'obra i el premarcatge</td>
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<td>300</td>
<td>10,37 €</td>
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<tr>
<td>Pintat de senyals d'alta simbologia iconogràfica (carril bicicleta, perill escoles, perill pas de vianants), sobre el paviment amb pintura acrílica en solució aquosa o amb dissolvent i reflectant, incloent mà d'obra i el premarcatge</td>
<td>UT.</td>
<td>600</td>
<td>81,75 €</td>
<td>49.050,00 €</td>
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dissolvent, incloent mà d'obra i el premarcatge

<table>
<thead>
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<th>UT.</th>
<th>QUANTITAT</th>
<th>PREU</th>
<th>TOTAL</th>
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<td>Subministre i col·locació de placa circular de 60 cms de diàmetre en acer galvanitzat, per a senyals de trànsit, amb revestiment reflectant EG nivell 1, inclosos cargols i elements de fixació al suport, sense incloure el suport, totalment col·locada.</td>
<td>UT.</td>
<td>300</td>
<td>36,07 €</td>
<td>10.820,69 €</td>
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<tr>
<td>Subministre i col·locació de suport tubular d'acer galvanitzat de 3,5 metres d'altura per a la col·locació de senyals de trànsit inclòs fonamentació i col·locació</td>
<td>UT.</td>
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**SUB-TOTAL** 370.187,07 €
**TOTAL (amb I.V.A)** 429.417,00 €

**Zones 30**

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<th>QUANTITAT</th>
<th>PREU</th>
<th>TOTAL</th>
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<tr>
<td>Pintat de senyal de límit de velocitat, sobre el paviment amb pintura acrílica en solució aquosa o amb disolvent, incloent mà d'obra i el premarcatge</td>
<td>UT.</td>
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<td>81,75 €</td>
<td>16.350,00 €</td>
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<tr>
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<td>UT.</td>
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<td>7.213,79 €</td>
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<tr>
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**SUB-TOTAL** 155.208,62 €
**Total (amb I.V.A.)** 180.042,00 €
Aparcament de bicicletes

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**Capítol autobús**

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I. Avaluació propostes

I.1. Accessibilitat

I.1.1. Accessibilitat en transport públic amb les propostes

A partir de les propostes realitzades de bicicleta pública i de nova xarxa d’autobús, es torna a realitzar l’estudi d’accessibilitat però, incorporant els nous paràmetres:

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<th>FGC</th>
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### Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús

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<th>Distància(km)</th>
<th>Temps confort (min.)</th>
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## Estudi de mobilitat a Sant Cugat del Vallès. Propostes per als modes de transport bicicleta i autobús

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**I.2. Anàlisi socioeconòmic**

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