



## Abstract

It is known that the upward increase in mobility last decades, is an unquestionable and still remaining phenomenon which totally affects Metropolitan Region of Barcelona (MRB). In a territory where population levels have kept steady during the last 25 years, the number of daily displacements and the covered distances have increased last years.

Population spreads out in a diffused and progressive way all over the territory which is more dependent and influenced by central core. The traditional central structure of Barcelona metropolitan area seems to broke up speedily in a territorial occupation which increases more and more. The increase in the road accessibility, the economic prosperity and the specialisation processes, which are characteristics of metropolitan environment, lead to a spread out of services and productive activities and tend to expulse to outskirts some kind of population affected by an increasing level of life (specially housing accommodation prices) in central areas.

Such dynamics create and increase necessity of citizen displacements, obligatory and no obligatory mobility. The no obligatory mobility has an increasing role in relation to the total number of displacements. Town council relations have the most important increase due to the population redistribution, equipments and the productive activities. The private vehicle has been the most important key to absorb this demand owing to its flexibility and capability to arrive to a great number of destinations, so that it exists a strongly increase in car ownership. On the other hand, walking displacements have a clear decrease and collective transport, in despite of its potential demand, does not achieve to adapt to new mobility demands and does not offer services with enough coverage, frequency and quality, so that collective transport is not able to compete with private transport.

Using individuality resources of transports generates standstill and economic, social and environmental costs all over the territory which magnify the effect of global increasing mobility. Overdependence of private vehicle to displacements generates a huge risk of isolating some wide areas and certain population (old people, kinder, no drivers) without an alternative transport which satisfies displacements requirements.

The mobility and transport council monographics show a wide range of subjects which allow to characterise socio-economic structure of MRB councils (population, economic activities, car ownership, housing accommodation, etc) as knowing the main characteristics of its mobility (analysing inquiries of daily and obligatory mobility) and integral basis at the time to make a correct diagnosis about metropolitan population mobility. Analysing all this dates and other similars for environment council studies, make up an integral basis at the time to make a correct diagnosis about metropolitan population mobility, in a period where all sectors demand a change of the current pattern to a more respectful and sustainable one to correct the negative effects over all society.