CONDITION PRIOR TO WORKS
The group of streets involved in the works are located in a commercial and residential area of the Centre neighbourhood, generally with ground floors with merchants, with a dominant presence of and influence from the Sagrada Market, along with a street market on Mondays.

The original situation had narrow streets with vehicle traffic and street sweeping, narrow pavements lined with trees in poor condition, very little space and road lighting. Vehicles occupied an excessive area of the urban space, limiting pedestrian movement. The street paving was in poor condition, worsening at the points with steepest slopes.

The sewage network was precarious, with high levels of surface runoff that was collected through incorrectly placed interceptors. The street sewers needed to be cleaned, reinforced and extended.

The low voltage electric grid and the telecommunications network had sections of overhead wires.

The public lighting was chaotic and diverse, formed by light points on columns or on façades at excessive heights, with a large distance between them, using high-pressure sodium vapour lamps with high power.

PURPOSE OF THE WORKS
The project started with the City Council’s commission to maximize commerce as a key engine in the city centre and as the consequence of remodeling the old Sagrada Market. The intervention was executed with certain criteria for the entire neighbourhood, creating a large priority area for pedestrians, restricting vehicular traffic and defining specific crossing/turning time ranges.

The study of the different sections list the centre’s operating quality be increased, improving mobility and accessibility on slopes, as well as the services, with the burying of the overhead wires and improvement of the sewers.

We broke streets down into three categories. The Passatge Lorenç Serra, with high traffic flow, kept its boulevard sectors, with wide pavements that link street furniture, lighting, trees and services into a central strip. The Avinguda de la Granada, part of this pedestrian island, was given priority (semi-pedestrian), although buses still travelled on the street on a dedicated strip of asphalt. Finally, the streets surrounding the market were transformed into a single platform and, adapting their use and width, trees and benches could be included.