



AIM OF THE INTERVENTION

THE PUBLIC SPACE PERCEPTION (AND USE) IS ENHANCED BY ADDRESSING THE ASSOCIATED ENVIRONMENTAL ISSUES (MOBILITY, DRAINAGE, CONNECTIVITY ...) IN AN INTEGRATIVE WAY.

Objectives and intervention guidelines:

- Reduce the space available for the private car whilst enhancing pedestrian areas and both bicycle and public transport related infrastructures.
- Transform Gasteiz Avenue into a more energy-efficient urban corridor with a greater presence of vegetation and more space for pedestrians.
- Improve urban water management through natural systems of purification and use.
- Increase the environmental, sensorial, coexistencial quality of the area.
- Reinstate ecological conductivity and public use between the natural spaces of the south and north of the city, following the old course of the River Batán to the River Zadorra.
- To socially revitalise the neighbourhood and to foster commercial dynamism

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|--------|------------|------------|----------------|------------|------|---------------|---------------|
| BEFORE | | | | | | | |
| AFTER | | | | | | | |
| | PEDESTRIAN | GREEN AREA | LINES OF TREES | BIKE LANES | TRAM | TRAFFIC LANES | PARKING LANES |

INITIAL STATE AND PROPOSED SOLUTION

PRE-INTERVENTION STATE



The Gasteiz Avenue is a large urban path created in the 70s. Gives access to the new urban districts in the North and the new bus station. The axis of Avenida Gasteiz is a river connector, associated with the old riverbed of the river Batán, along which it used to flow as far as the river Zadorra, until it was placed underground and converted into a sewage collector.

BEFORE THE INTERVENTION, Gasteiz Avenue suffered from a series of environmental, sociological and urban issues derived from the large surface devoted to the private car: urbanisation was highly degraded, showing high levels of noise and atmospheric pollution and the neighbourhood was immersed in a severe commercial decline.

AFTER EXECUTION



The transformation of the Avenue following a green infrastructure approach represents an excellent example of harmonic integration of the different mobility modes of the city (pedestrian, bicycle, motorised vehicles and tram) that, furthermore, creates a large space to stay, meet with others and, enjoy both the water and green spaces within the city

