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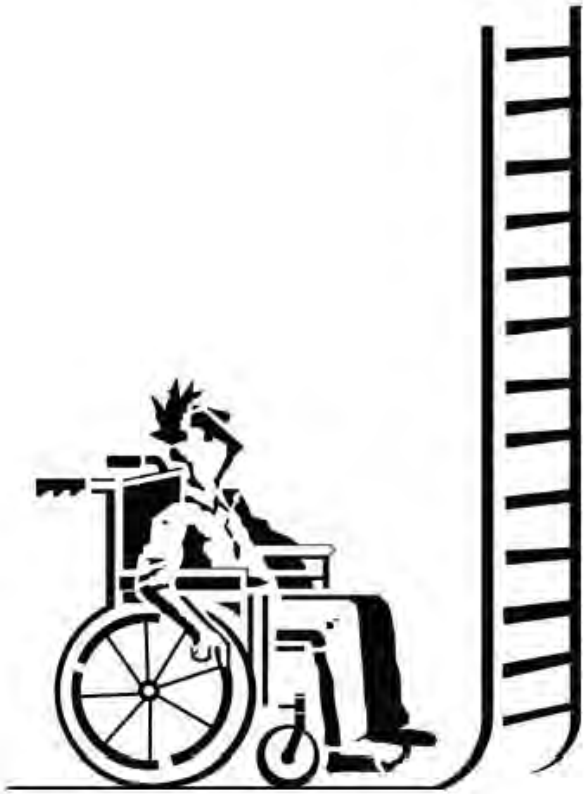
WHAT? The study of accessibility and universal design to promote the suppression of architectonic barriers in public space.



An inhospitable environment generates the condition of being or feeling handicapped

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WHERE?

In urban centres with steep and complex topography and strong historical and cultural heritage value which restricts significantly the possibilities of intervention.

ÉVORA (Portugal)
July 2009

GIRONA (Spain)
July 2008

TARRAGONA (Spain)
February 2008

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IBIZA (Spain) April 2010

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WHO? The study is done by a set of about 35 students not familiar to the city arrived from different countries from Europe, working in groups of mixed ability and origin.

HOW? The participants work and live in the site of the project during the workshop's 15 days long. In most cases this is their first meet with the city.

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HOW?

By simulating disabilities and approaching difficulties on site, we greatly achieve the comprehension of accessible design and the diversity of needs of the population.

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LEGAL LIMITS?

"the design of adapted paths in existing urban centres and protected natural environments admits alternative solutions if the project is approved by the competent organism for this topic"

(Code of Accessibility of Catalonia. Article 14.4)

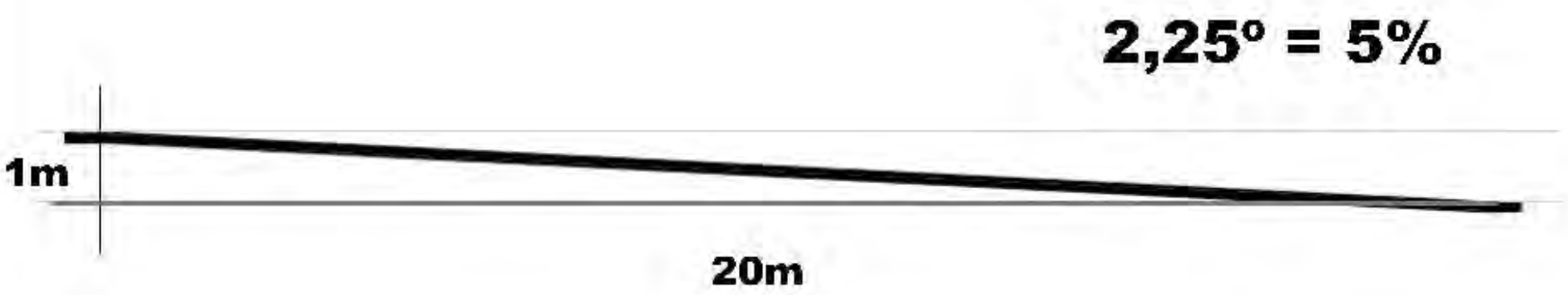
"as far as practicable, ensure that the whole or a part of a heritage site is accessible to persons with disabilities and can be visited with ease and dignity"

(Disability Act 2005, Government of Ireland)

IN HISTORICAL AREAS WE ARE NOT FORCED TO STRICTLY FOLLOW THE LAW, ACCEPTING ALTERNATIVE SOLUTIONS

APPLY THE PRINCIPLE OF LEAST RESTRICTIVE ACCESS: MAY NOT BE LEGALLY ACCESSIBLE, BUT AT LEAST PRACTICABLE


1m
2m
22,5° = 50%


2,25° = 5%
1m
20m

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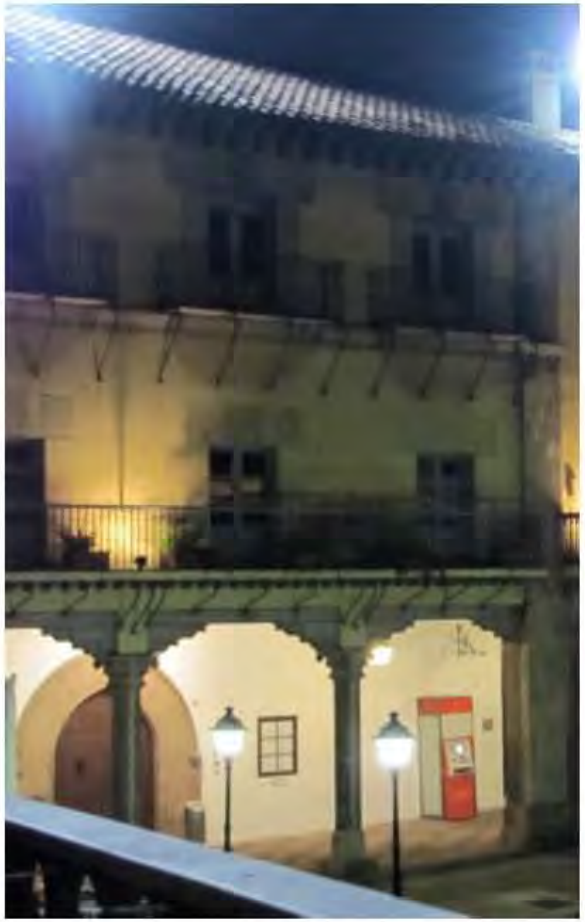
MORAL LIMITS?

We have transformed our cities with new elements non existent in the past such as streetlights, traffic signs, electric cables or garbage containers.

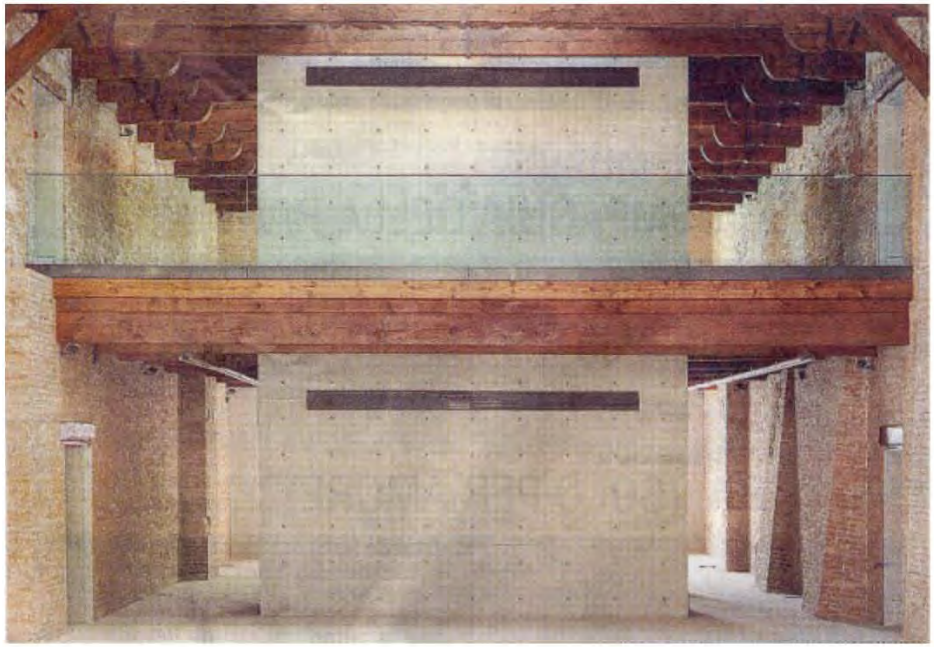
Why not accepting ramps, elevators or stair-lifts as well?



MORAL LIMITS?

We must comprehend accessibility as the new contemporary layer that rests in harmony with earlier ones.

Architecture will be sustainable only when it permits its utilisation and, therefore, heritage is sustainable when is actually used by living human beings and not only by memories of the past.



Punta della Dogana, Venice (Italy): Restoration by Tadao Ando

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"The concept of shape as an endless process, something always open to be transformed"

"It shouldn't be a sculpture to be exhibited as a demonstration of the architect's talent."

"Architecture cannot be treated as a closed art such as painting or sculpture where the masterpieces have a clear starting and final point in their creation process."

William Morris; self-portrait, 1856.

"Architecture is specially the art of civilisation, it neither ever existed nor never can exist alive and progressive by itself (…) it means the moulding and altering to human needs…"

"What business have we with art at all unless all can share it?"

"I don't want art for a few, any more than education for a few, or freedom for a few"

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Marc Augé; French anthropologist.

"To live again and not just survive (…) in order to find faith in the everyday again and mastery over their time"

"Remembering or forgetting is doing gardener's work, selecting, pruning. Memories are like plants: there are those that need to be quickly eliminated in order to help the others burgeon, transform, flower."

Venice (Italy): plaster "restoration" -before and after

"A change in order not to change is a logical contradiction"

(Francesco Doglioni, Prof. Università IUAV di Venezia)

LOCUS GENERAL RESULTS:

Generally, when approaching the accessibility of a city, we can identify **2 different scales**:

- **STREET SCALE --> details and maintenance**

- **CITY SCALE --> strategic interventions**

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STREET SCALE:

OBJECTIVE: Analyse **streets typology**, **pavements** and **urban furniture**.

BASIC MEASURES: Attempt to **reduce traffic density** in historical centres, giving priority to pedestrian circulation. Strategies of urban design, typology and location of the urban furniture will be used to guarantee the **security of all citizens.**

STREET TYPOLOGY: Exclusively pedestrian streets

Pedestrian streets with limited traffic circulation

STREET TYPOLOGY: EXCLUSIVELY FOR PEDESTRIANS

Usually there are no circulation problems, being only necessary to pay attention to the **pavement type** and it's **conservation**.

The pavement has to be **flat, hard** and **non-slippery**. It's important to guarantee it's full and constant maintenance.

The **suitability** of some existing pavements in **historic centers** needs to be questioned, evaluating the possibility of replacing them with more appropriate ones.

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STREET TYPOLOGY: PEDESTRIANS STREETS WITH LIMITED TRAFFIC CIRCULATION

Sidewalks at different level than the road → problems of circulation's width and connection between sidewalks

Street width ≤ 5m → raise the road's level to the same height as the sidewalks to assure a comfortable circulation for pedestrians and lower the speed of cars

Mark out the safe area of circulation in front of the road traffic → combination of different textured pavements and/or urban furniture, both easily detectable with the hand or the stick.

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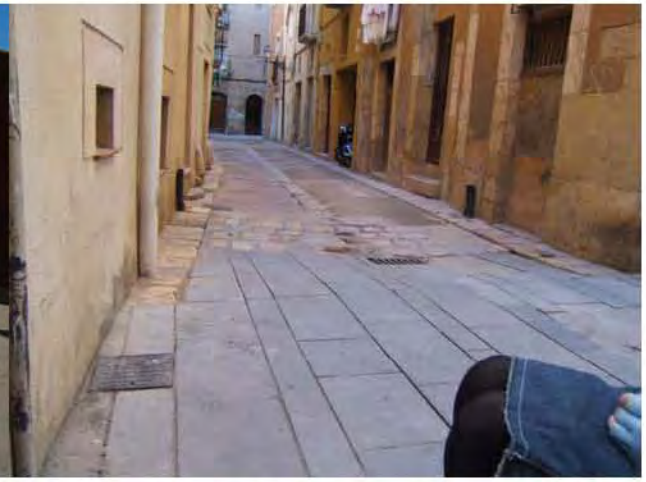

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High Line Park - New York

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High Line Park - New York

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High Line Park - New York

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CITY SCALE:

STARTING POINT:

Steep topography: slows down and makes mobility very difficult

Non modifiable topography: severely reduces the number of possible solutions.

OBJECTIVE:

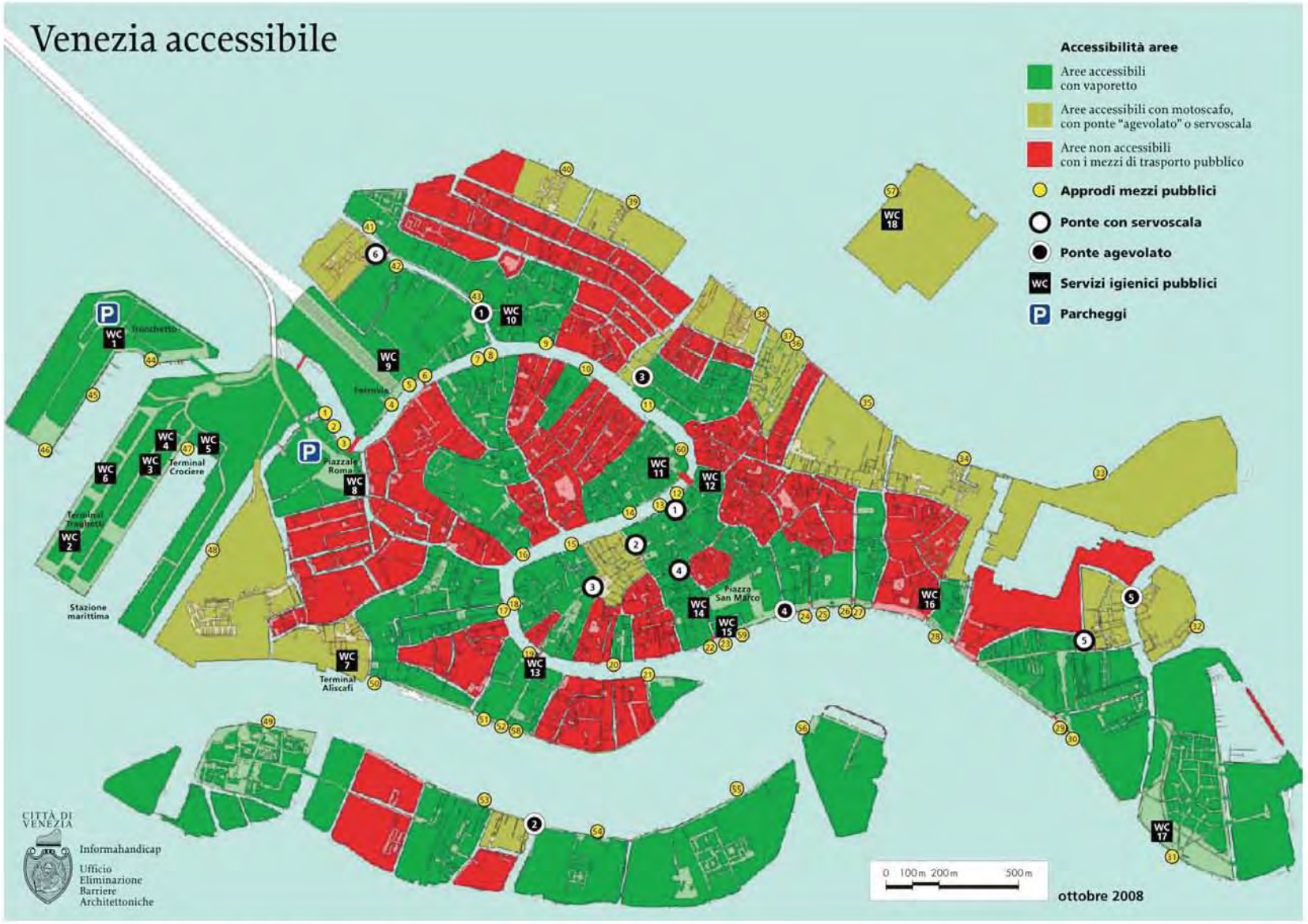
To analyze the city in order to propose new solutions for the **main routes** and identify the **strategic access points**.

BASIC MEASURES:

Create a **plan** indicating the **accessible paths** and the **non-accessible ones**, remarking what kind of obstacle generate inaccessible areas.

A.L.E. HABITATGE I COOPERACIÓ - ESCOLA TÈCNICA SUPERIOR D'ARQUITECTURA DE BARCELONA - UPC

Accessibility map of Tarragona (ETSAB study monitored by Prof. Sandra Bestraten



Accessibility map of Venice, Italy

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Accessibility map after Venice - Marathon (Venice, Italy)

CITY SCALE:

MAIN RESULTS:

Study main touristic paths with important cultural and historic value in order to identify the **inaccessible areas** and the **strategic intervention points**.

Identify **strategic access points** in the higher levels to facilitate **downhill routes**, remarkably easier for everybody.

Provide **parking areas** and **public transport stops** in the strategic access points and in the ending points of the route to establish a permanent mobility connexion.

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LOCUS - Girona 2008 1st prize

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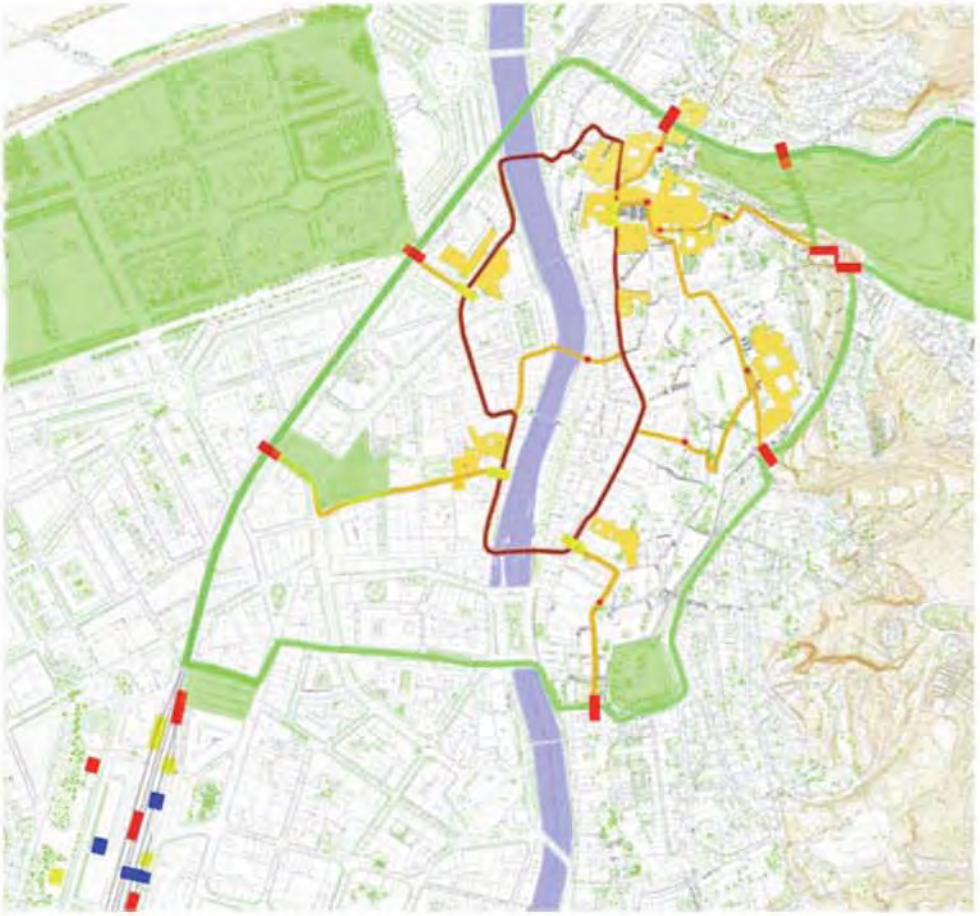

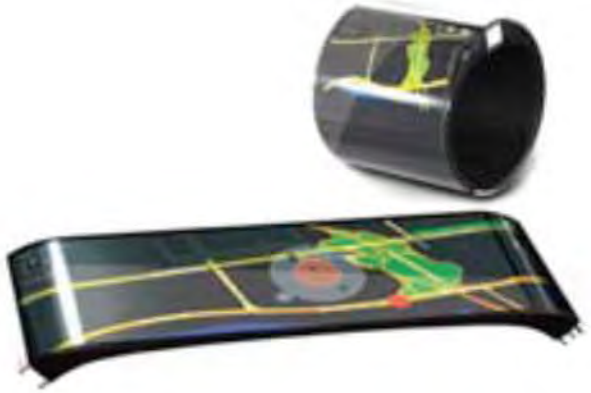

FIND YOUR WAY
CALL AN ELECTRIC CAR
HAVE INFORMATION ABOUT BUILDINGS ...

GPS SYSTEM

LOCUS - Girona 2008 2nd prize

Minimetro of Perugia, by Jean Nouvel

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Tarragona

Girona

Évora

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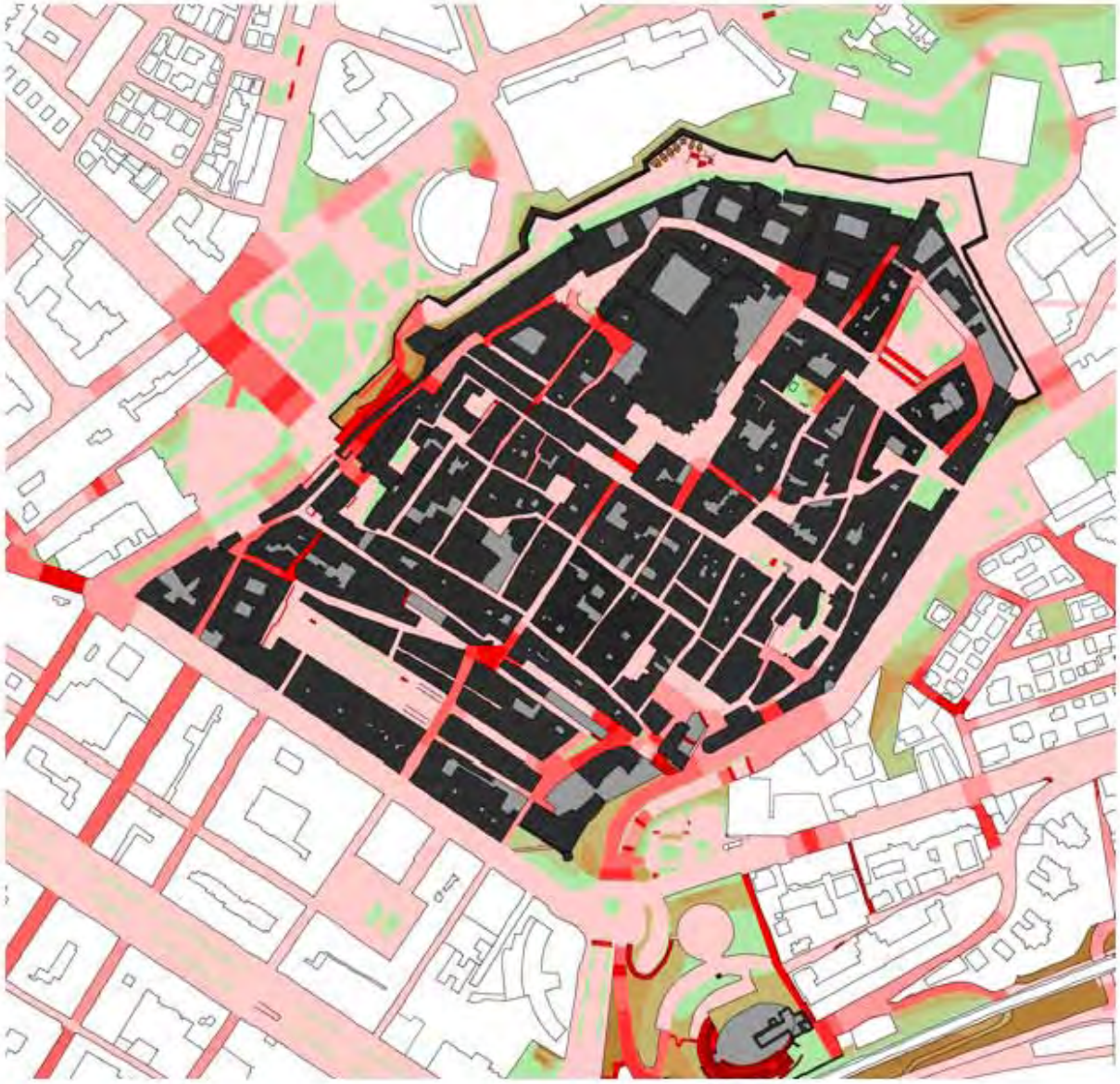
TARRAGONA



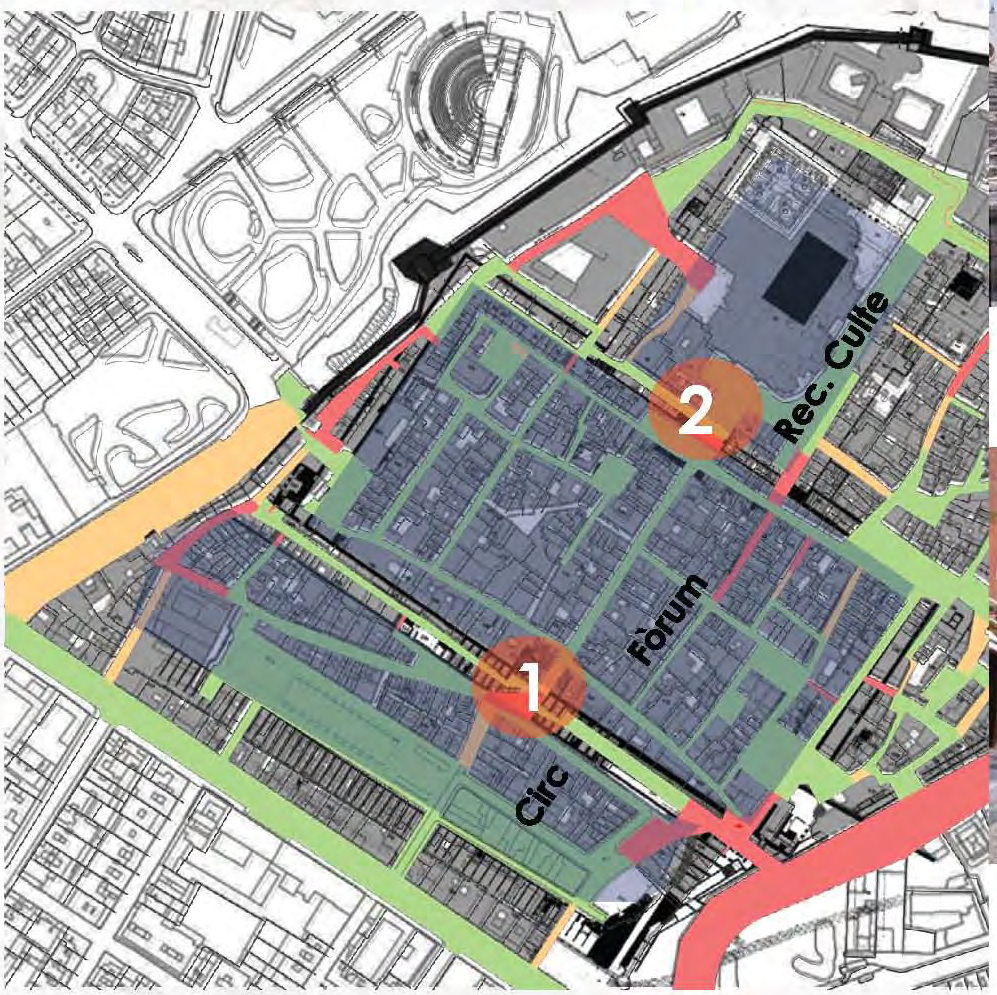
Special Result of LOCUS - Tarragona 2008:

CARLOS VIDAL (ETSAV student)

Pendents dels carrers i **PUNTS CRÍTICS**

TARRAGON ACCESSIBLE

Accessible <6% Dificultosa 6-12% No accessible >12%



2- Les escales del Pla de la Seu.
Diferència de cota de +- 5,3 m

1- La Baixada de la Misericòrdia.
Diferència de cota de +- 5m

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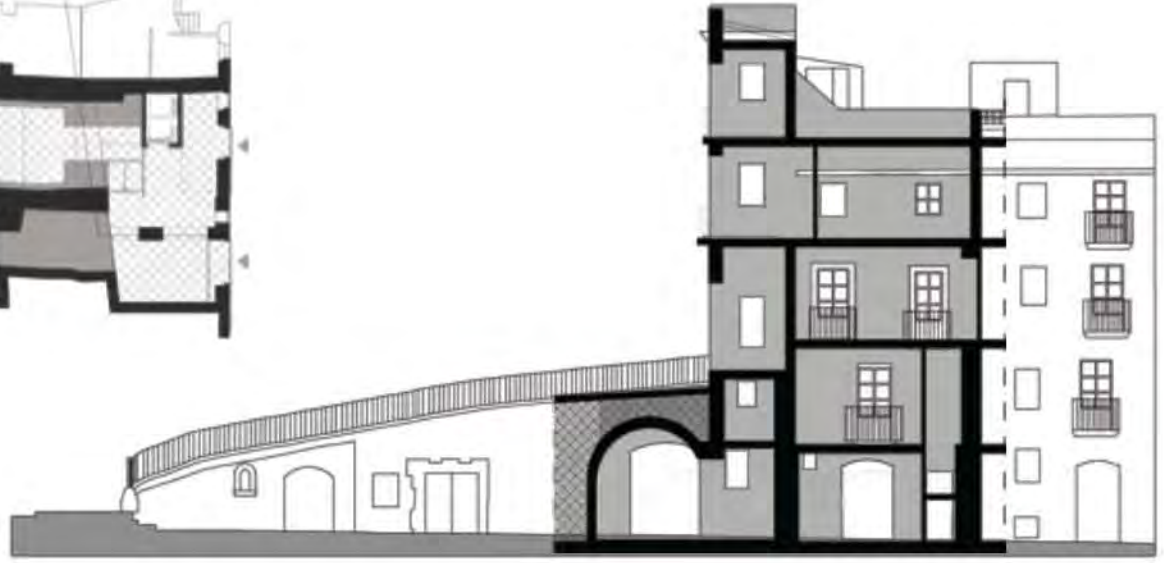

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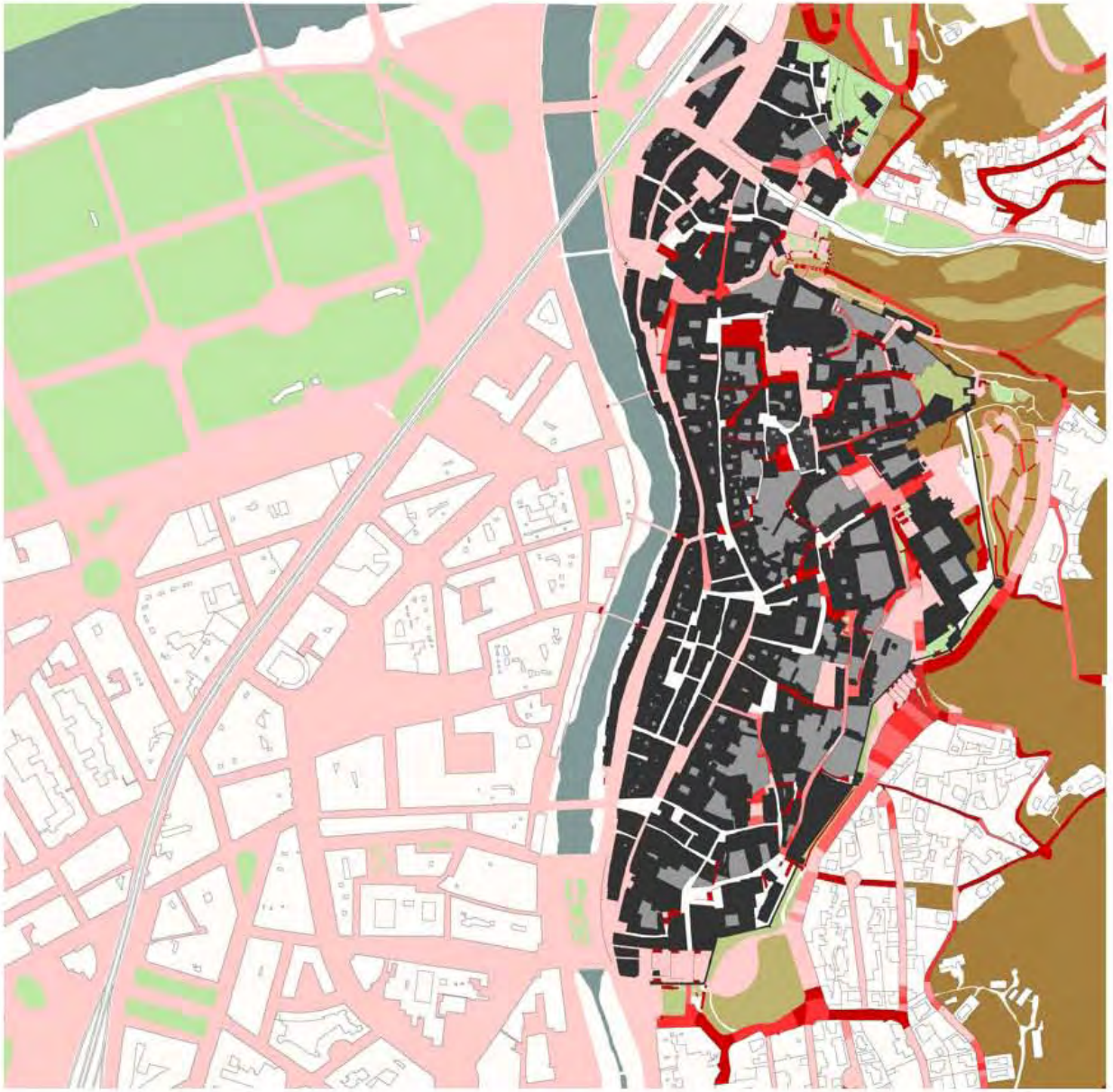
GIRONA



Special Result of LOCUS - Girona 2008:

SERGIO GARCIA (ETSAV student)

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Análisis calles casco antiguo Girona:

Recorrido resultante "accesible"

Intenciones

PROYECTO ATP: ACCESIBILIDAD, TOPOGRAFÍA Y PATRIMONIO

III PREMIO SCHINDLER ESPAÑA DE ARQUITECTURA "A LAS SOLUCIONES DE MOVILIDAD/ACCESIBILIDAD"

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PROYECTO ATP: ACCESIBILIDAD, TOPOGRAFÍA Y PATRIMONIO

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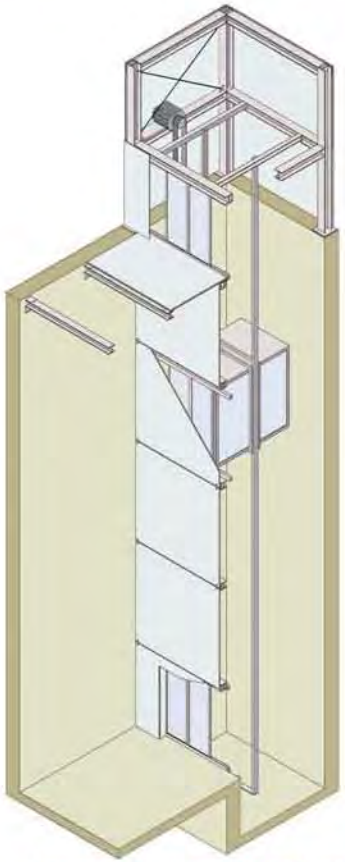

Esquema constructivo caja ascensor

PROYECTO ATP: ACCESIBILIDAD, TOPOGRAFÍA Y PATRIMONIO

III PREMIO SCHINDLER ESPAÑA DE ARQUITECTURA "A LAS SOLUCIONES DE MOVILIDAD/ACCESIBILIDAD"

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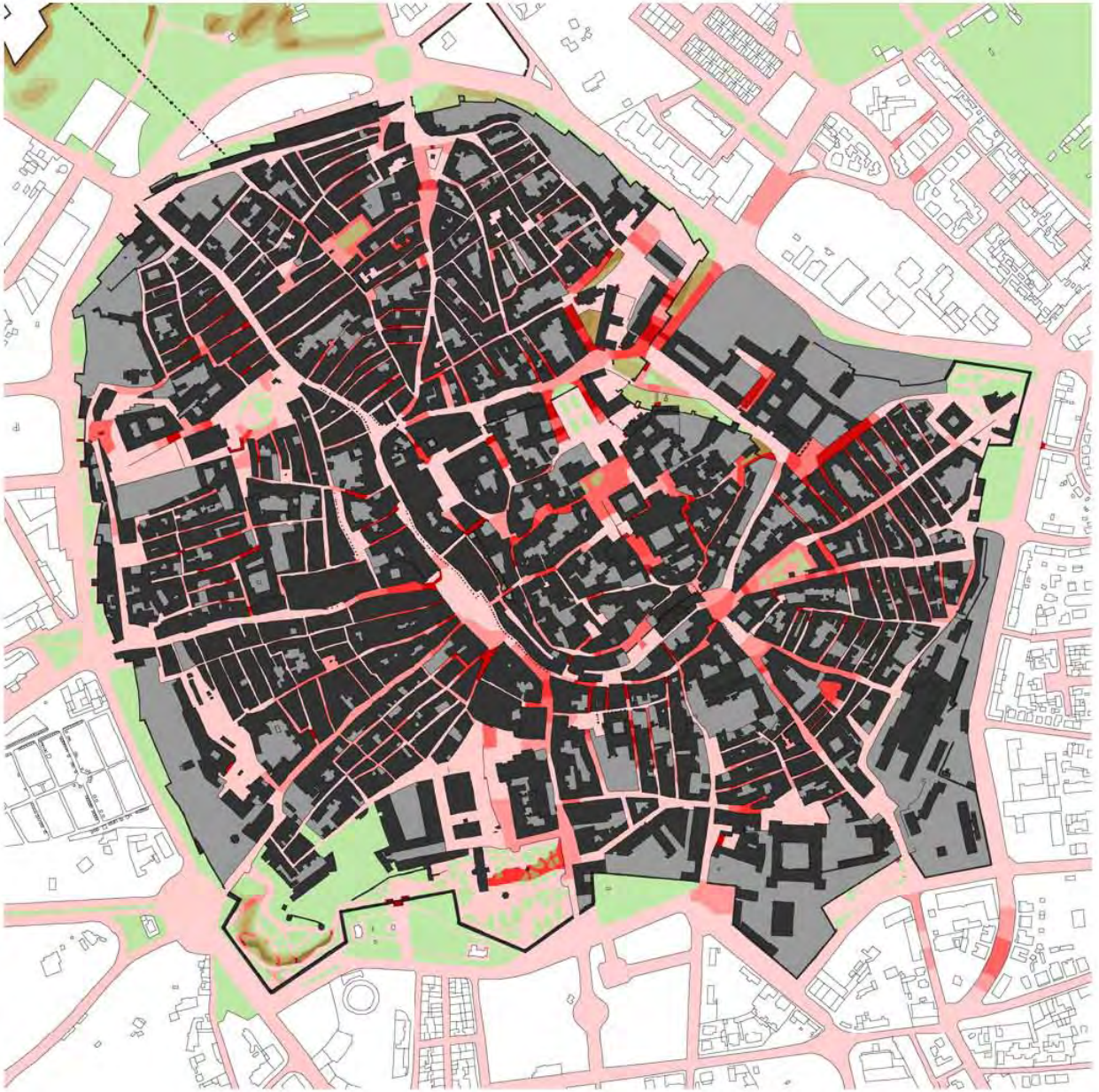
ÉVORA



Special Result of LOCUS - Évora 2009:

EVA PÉREZ (ETSAV student)

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LA CIUTAT

El projecte s´emplaça a la ciutat portuguesa d´Évora, situada al sud-est de Portugal, a la zona d´Alentejo.

Es tracta d´una ciutat amb una llarga història, caracteritzada per la presència dels romans que van deixar vestigis de gran importància; com per exemple la muralla (*cerca velha*) que envolta la ciutat, l´aqueducte (*da Agua da Prata*) o el temple de Diana situat al punt més elevat de la ciutat.

Tota aquesta memòria històrica sumada a la imatge pintoresca de les seves construccions han aconseguit que sigui considerada Patrimoni de la Humanitat per la UNESCO; fet que he mantingut molt present en la meva ment per tal de no malmetre el paisatge d´Évora amb una actuació que es trobés fora de lloc.


Aqueducte da Agua da Prata


Muralha Cerca Velha


Un dels típics carrers d´Évora


El temple de Diana, el monument més conegut de la ciutat

_ Planimetria

La ciutat presenta greus desnivells ja va ser construïda damunt d´una "muntanya", col·locant-se de forma estratègica en el punt més elevat.

Es desenvolupa entre les cotes +260, +270, +280, +290 i +300 metres, produint-se pertan en alguns punts forts desnivells (solventats ens alguns casos per escales) que fan la circulació per Évora impossible per a persones amb capacitats especials.

La majoria dels carrers tenen una pendent de més del 6%, i en alguns casos superen el 10 %, convertint-se en carrers difícils de caminar inclús per a persones en bona forma física.

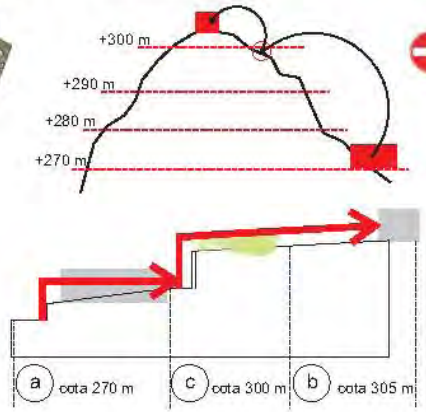
I per últim, un altre problema que agreva els problemes de circulació és el paviment que recobreix tota la ciutat: paviment de llambordes irregular molt típic a Portugal.

Així doncs cal una actuació que resolgui la circulació dins la ciutat.

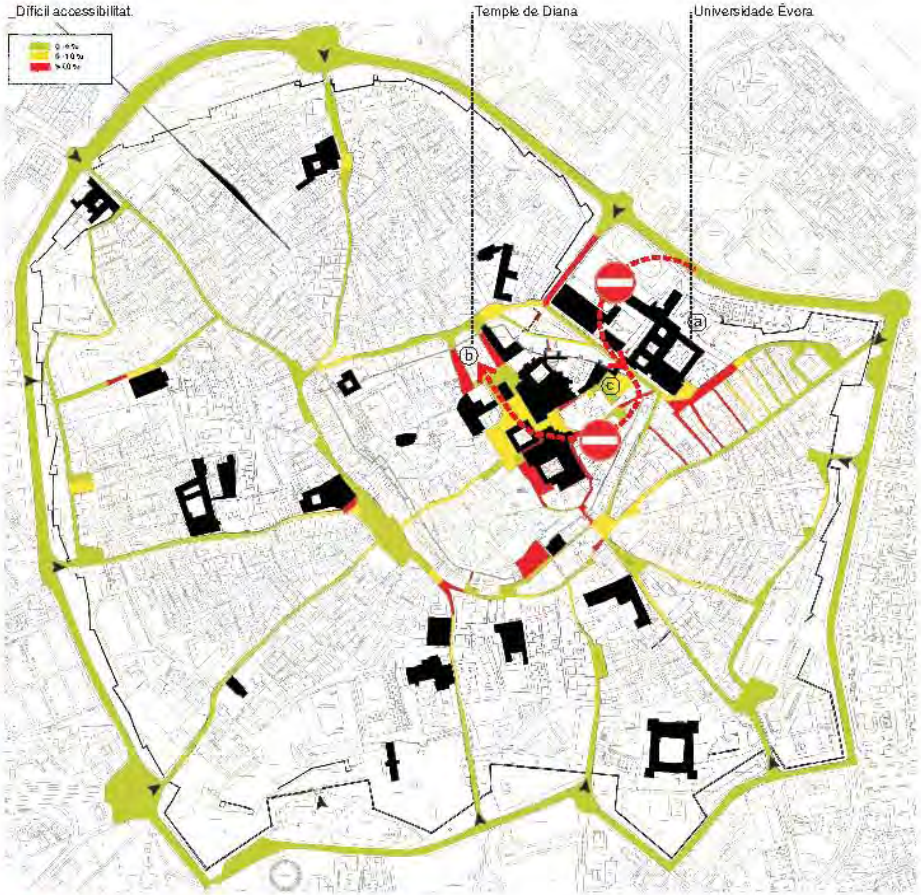

Paviment incòmode


Punts inaccessibles


Carrers amb fort pendent



Problemes detectats



La zona de la ciutat que presenta més problemes d´accessiblitat és la del centre que correspon al nucli històric, zona amb la cota més elevada de la ciutat, 300 m per sobre el nivell del mar. El punt de connexió més crític és entre el nucli urbà i la zona nord de la ciutat, on es troba l´Universitat d´Évora; pertant és un punt estratègic molt important per a resoldre l´accessibilitat de la ciutat.

OBJECTIU: connectar **a)** [Universidade Évora + Residência d´estudiants] i **b)** el Temple de Diana [icona monumental de la ciutat]

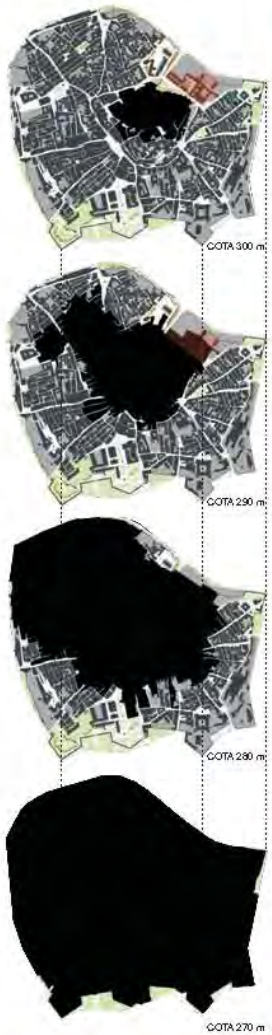

a


c


b

Per tal de realitzar aquesta connexió de forma accessible s´anirà de A a B passan per C. D´aquesta manera també s´aconseguirà connnectar els dos carrers perimetrals de la universitat que tenen una diferència de cota de 27 metres.

Aquest "nou camí" permetrà al mateix temps la connexió de 3 grans espais públics, satisfent als habitants de Évora, als estudiants de l´Universidade de Evora i als turistes, incloïnt lógicament les persones amb capacitats especials.



E: 1/500
Full 1

SITUACIÓ

Tap C-X Qtardor 09-10
Pérez Prunell, EVA

LOCUS IBIZA WORKSHOP _ 11th - 25th April 2010

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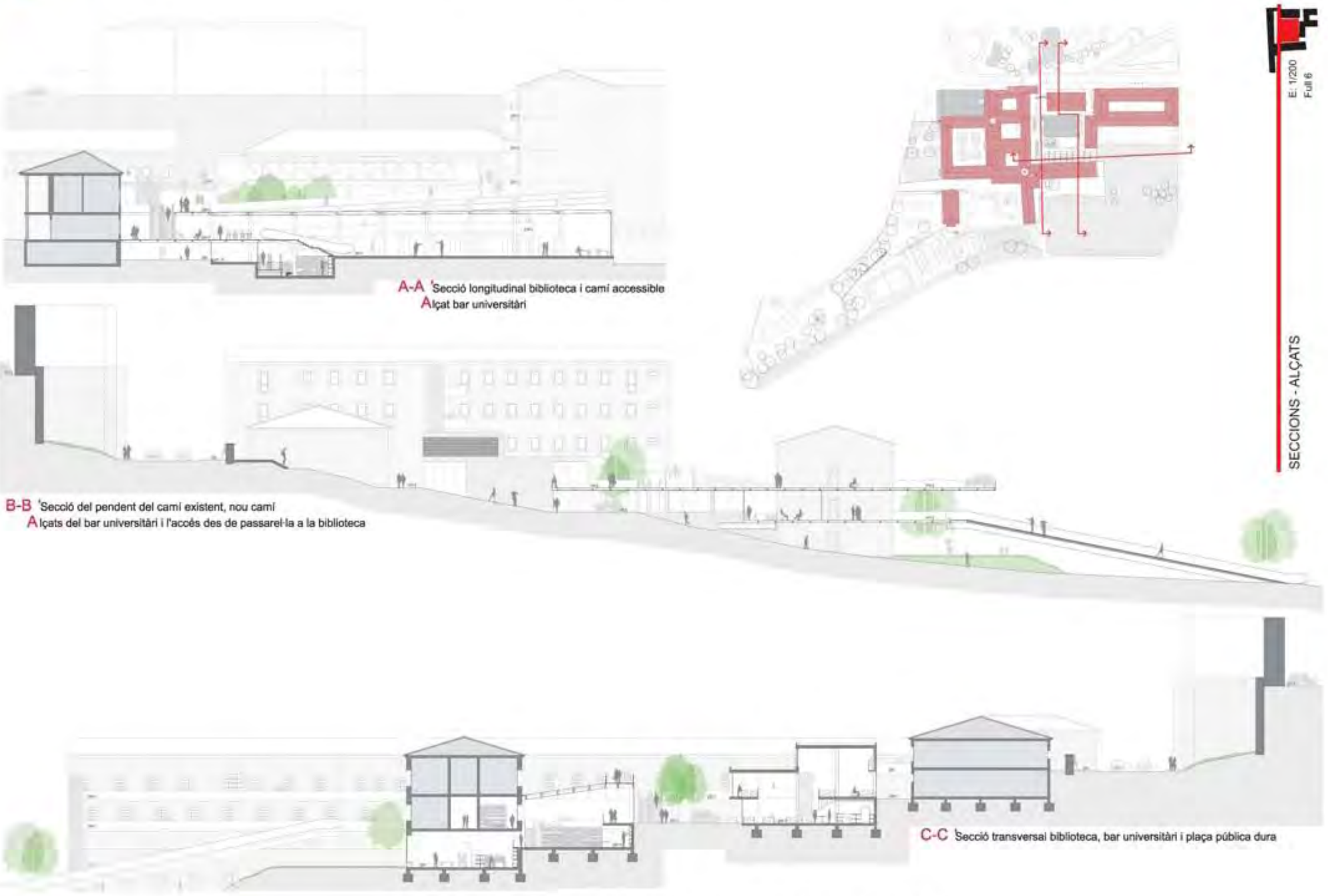

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IBIZA - under construction....