

# ACCESSIBILITY IN URBAN SPACES

LOCUS- July 2008

## URBAN ACCESSIBILITY:

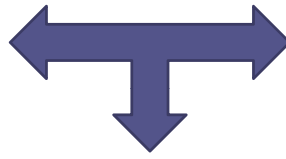
→**MOBILITY**

→**USE OF SPACES**

→**GUIDELINE**

# MOBILITY

**ACCESSIBLE  
MOBILITY**



**SUSTAINABLE  
MOBILITY**

**UNIVERSAL ACCESSIBILITY**



**TRANSPORT  
(UAT)**

**URBANISM  
(UAU)**

# MOBILITY

## RESULTS:

**QUALITY OF URBAN LIFE:** by a planned increase of basic services and habitability of the city

**ENVIRONMENTAL SUSTAINABILITY:** by reducing the negative effects of an uncontrolled growth of the population and its mobility

**SOCIAL SUSTAINABILITY:** by assuring a balanced mobility we reach an equal and autonomous society

# MOBILITY

→ **ACCESSIBILITY** is a benefit for all the inhabitants

→ **PUBLIC TRANSPORT** is the key for an accessible mobility and urban equilibrium

→ TO MOVE AROUND THE URBAN SPACE MUST BE  
**EASY, SAFE & PLEASANT**

# USE OF SPACES

→ **REACH THE PLACE**

-Parking areas close to the interesting points and properly indicated.

-The public transport net must be strategically located in order to minimize long-distances on foot.

-Public transport – as well the public buildings – must be accessible to everybody.

## USE OF SPACES



### →**MOVE AROUND**

-Clear information and indications: use of icons and the maximum information as possible.

-Comprehensible, logical and functional organization of the circulation.

-Clear open distribution of spaces: avoiding hidden zones that can be dangerous.

## USE OF SPACES

### →**DESIGN**

-Balance between aesthetic and function – **AVOID ORTHOPEDIC DESIGNS!!!**

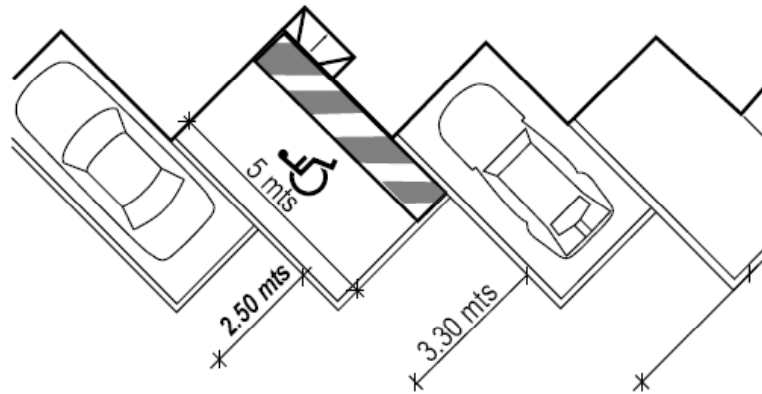
-Promote safe designs – it might be used in a different way as thought.

-Special attention to the design and location of the urban furniture or complements.

-Easy conservation, maintenance, and cleaning.

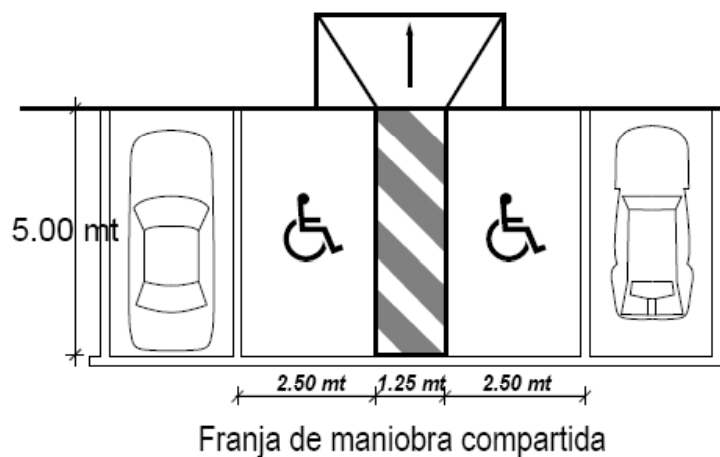
## GUIDELINE – REACHING THE PLACE

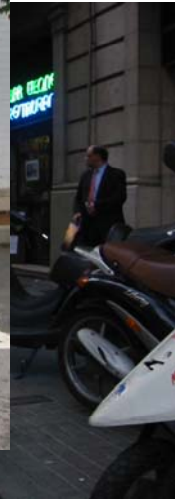
### →PARKING



## GUIDELINE – REACHING THE PLACE

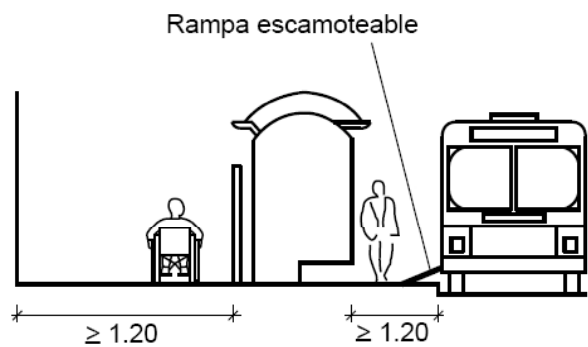
### →PARKING





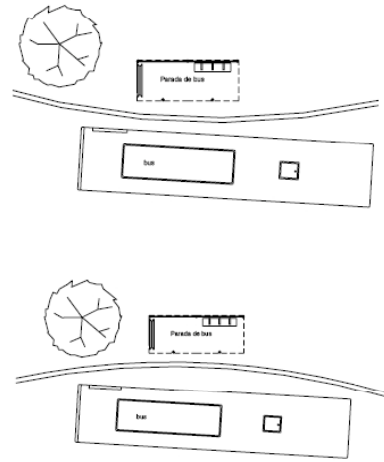
## GUIDELINE – REACHING THE PLACE

### → **BUS STOP**



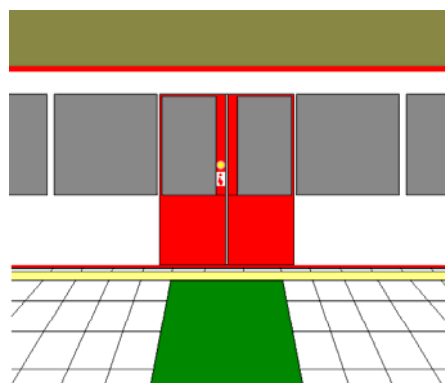
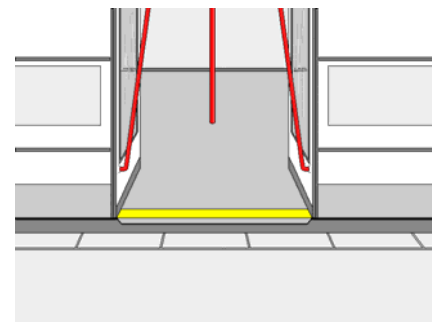
# GUIDELINE – REACHING THE PLACE

## →BUS STOP



# GUIDELINE – REACHING THE PLACE

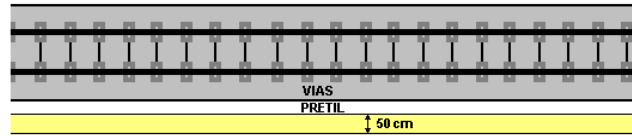
## →TRAM/TRAIN STOP



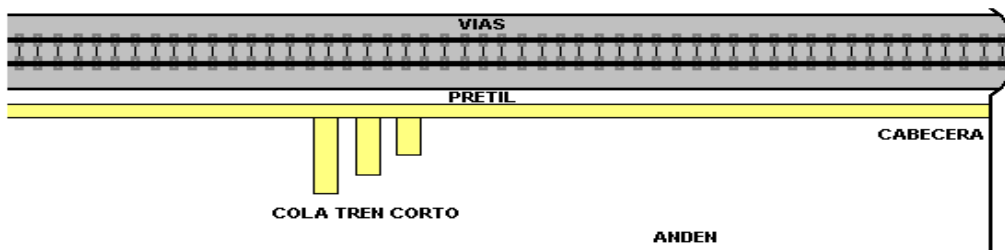


# GUIDELINE – REACHING THE PLACE

## →TRAM/TRAIN STOP

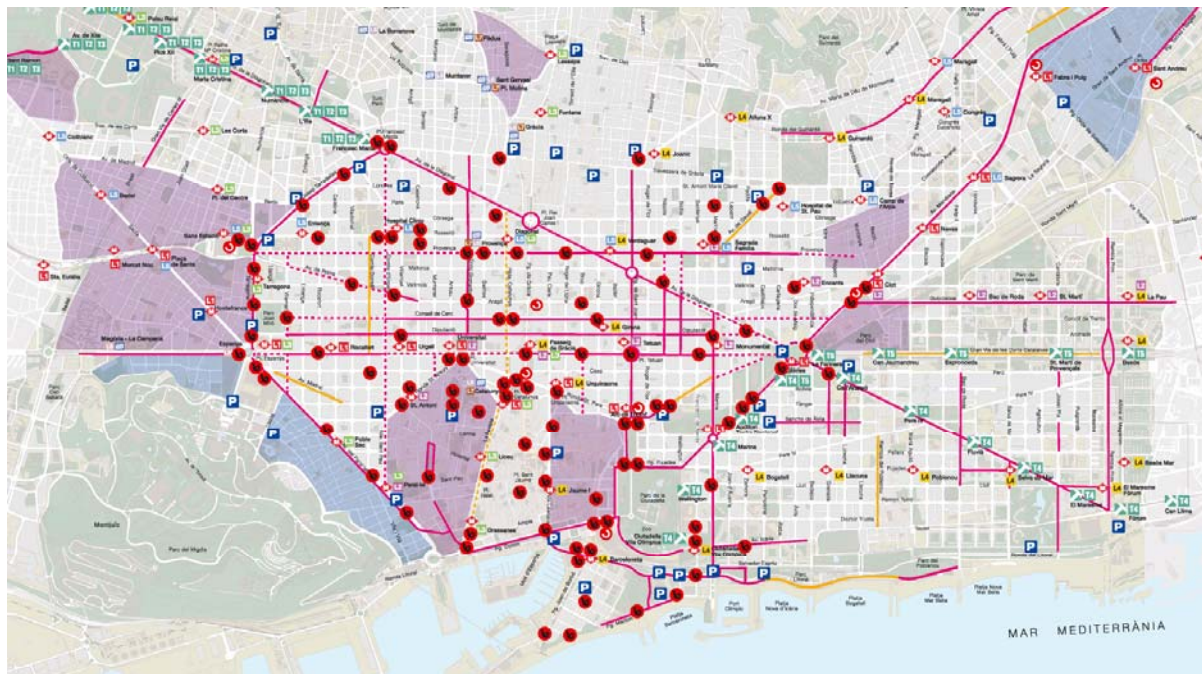


ANDEN



# GUIDELINE – REACHING THE PLACE

## →BYCICLE





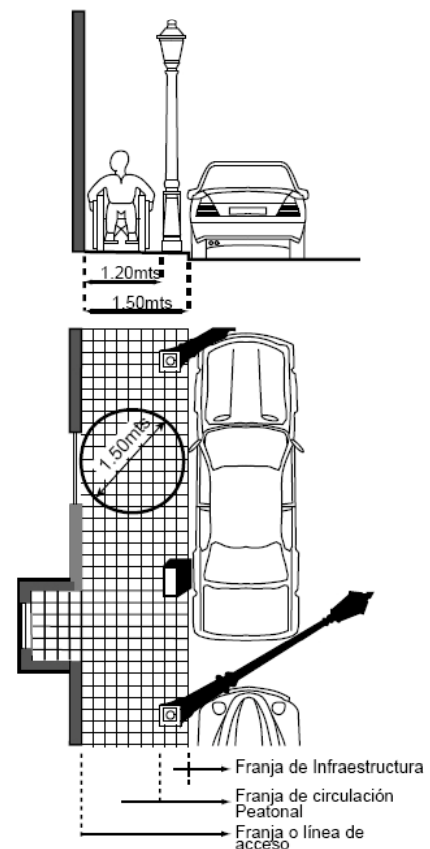
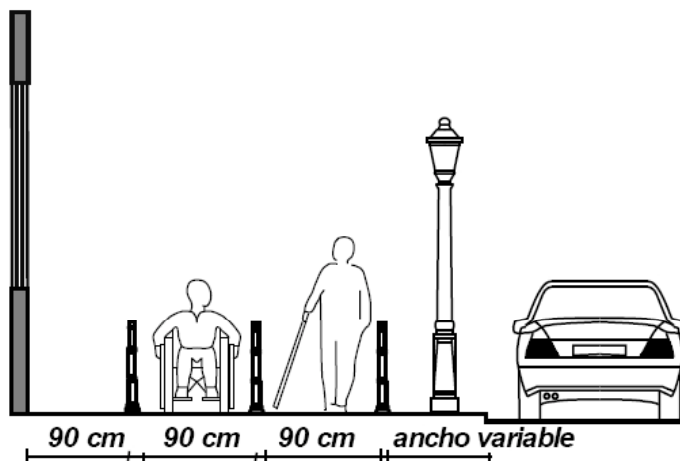
# GUIDELINE – REACHING THE PLACE

## →ELECTROLOMO



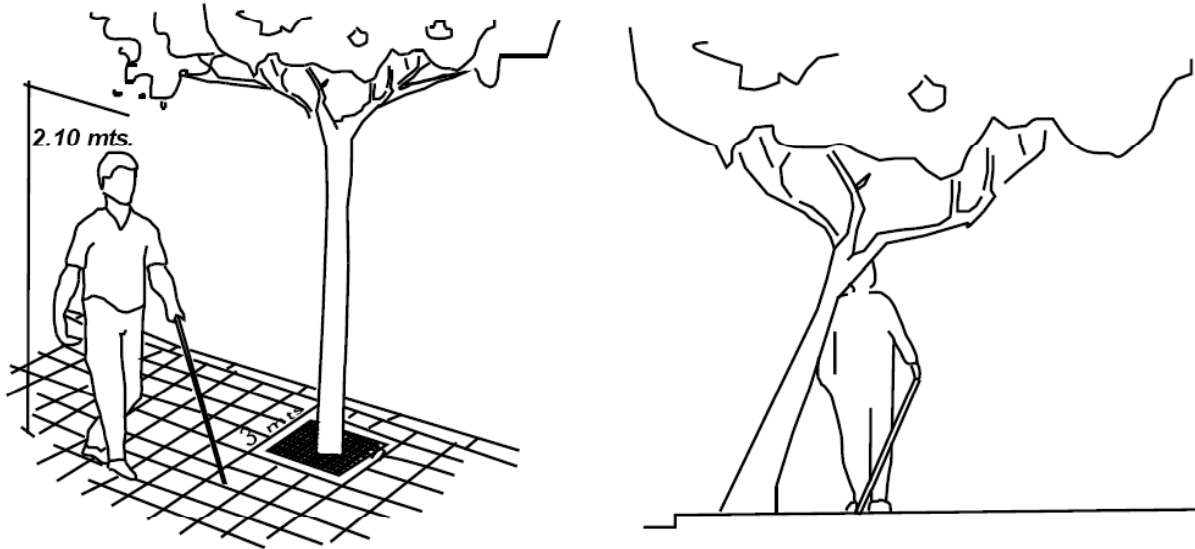
# GUIDELINE – MOVING AROUND

## →MINIMUM FREE SPACE



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# GUIDELINE – MOVING AROUND

## → AVOID “FLYING” ELEMENTS

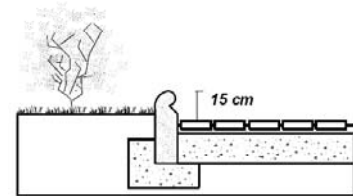
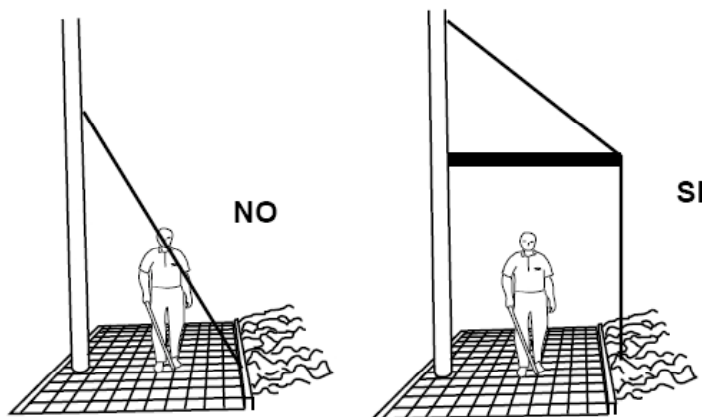
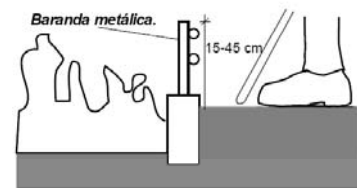
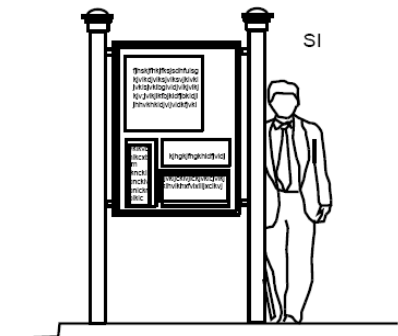
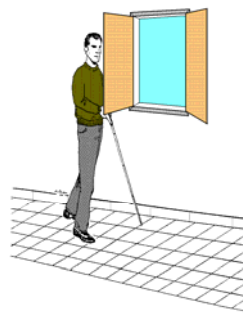
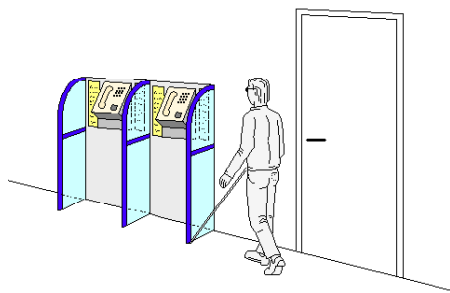
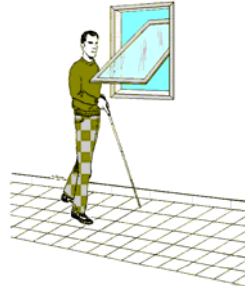
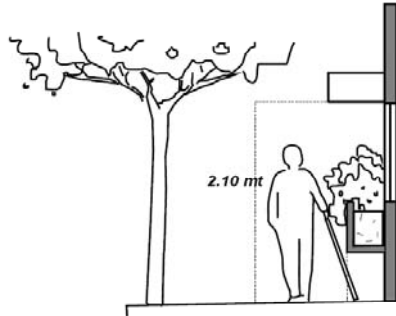


Figura 5.



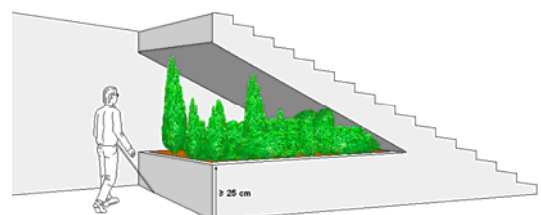
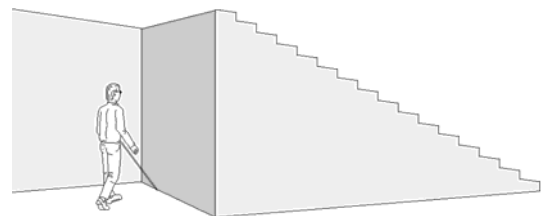
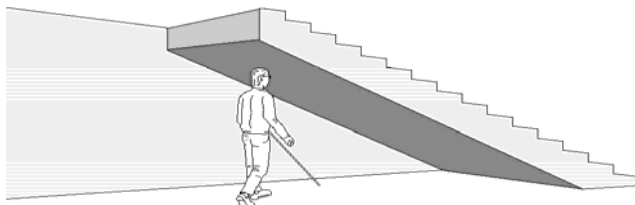
# GUIDELINE – MOVING AROUND

## → AVOID “FLYING” ELEMENTS



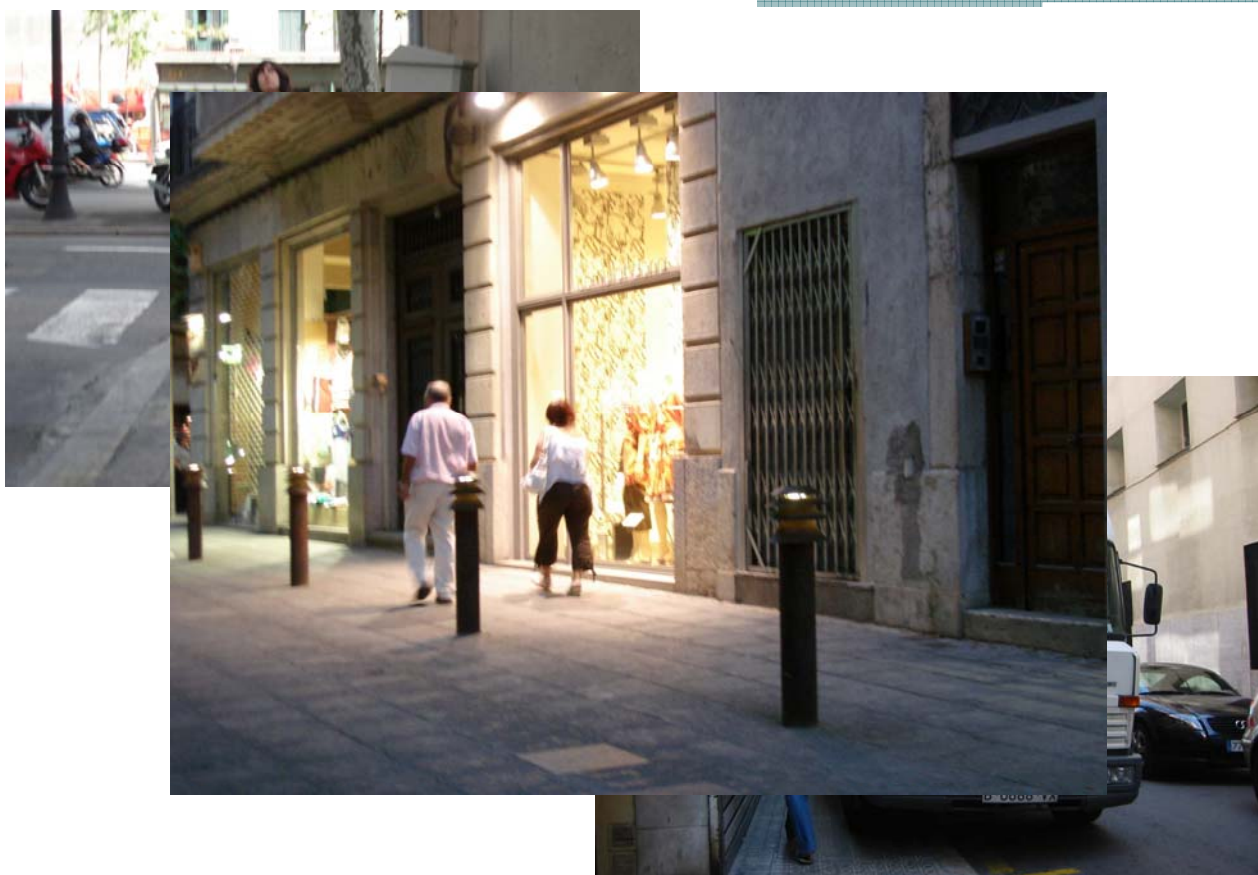
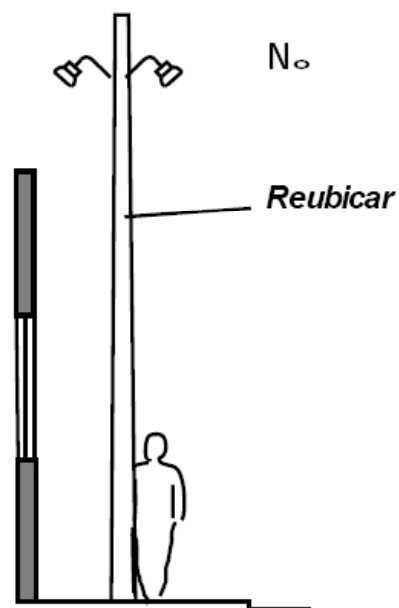
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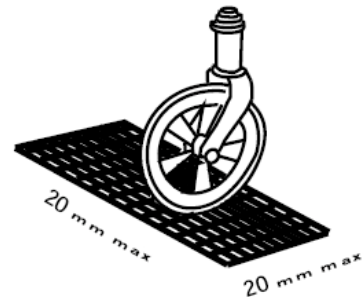
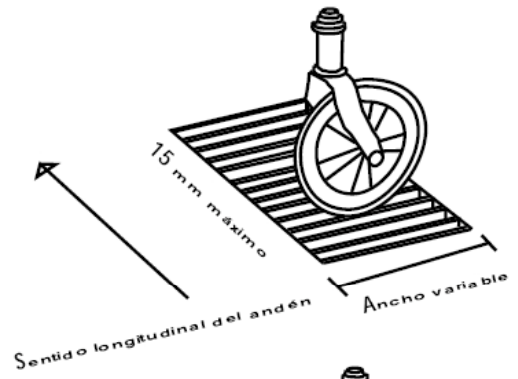


# GUIDELINE – MOVING AROUND

## → REDUCE OBSTACLES







## GUIDELINE – MOVING AROUND

→ **INCREASE CONTRAST OF COLOURS**



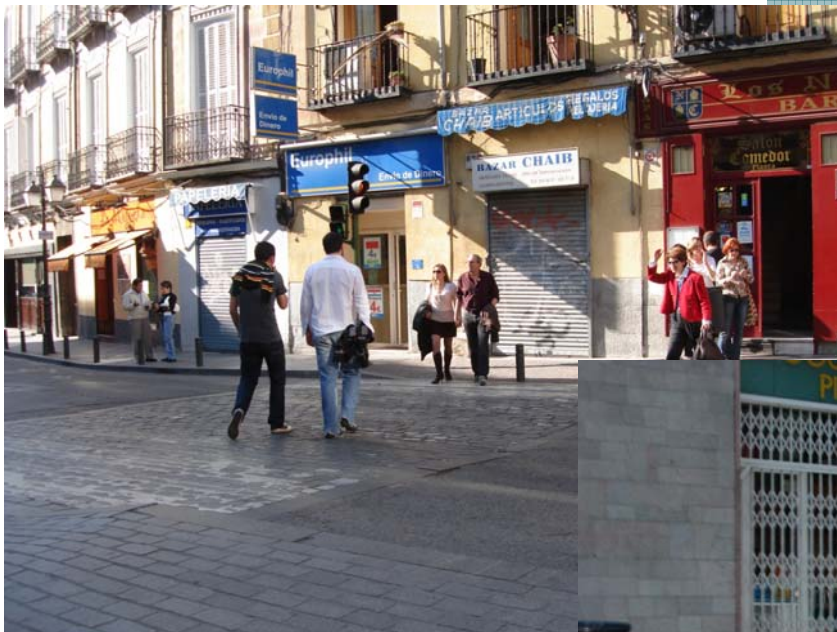
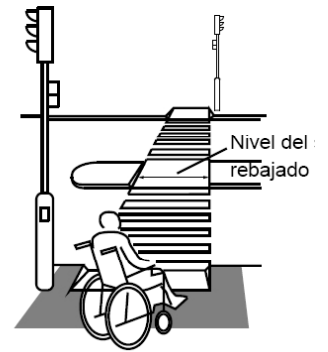
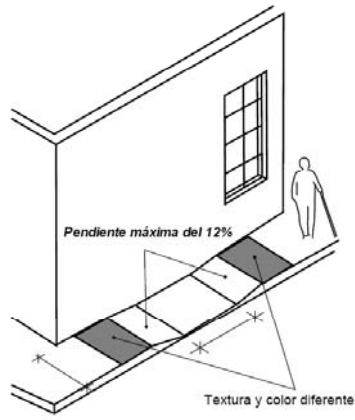
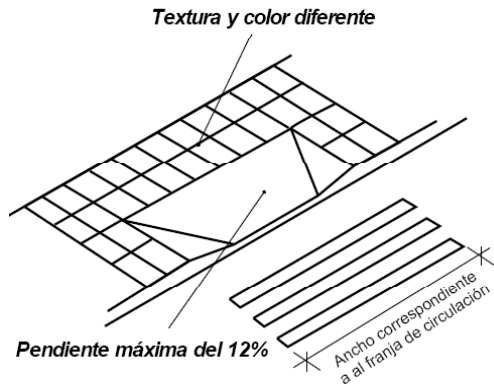
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→ **INCREASE CONTRAST OF COLOURS**



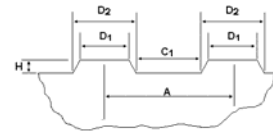
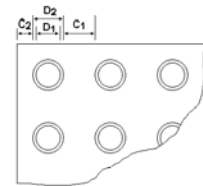
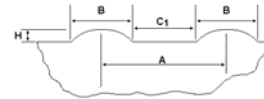
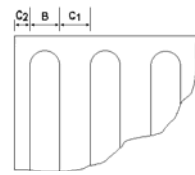
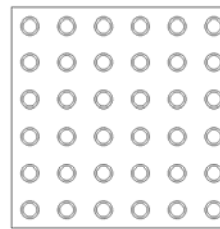
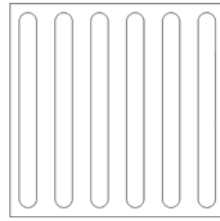
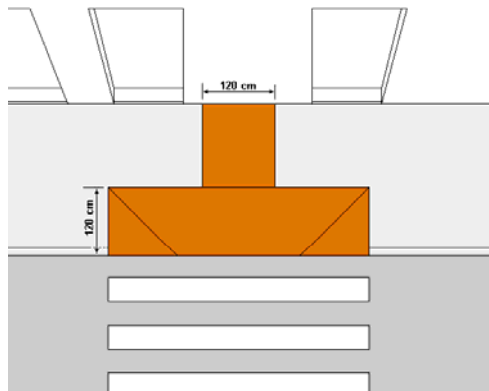


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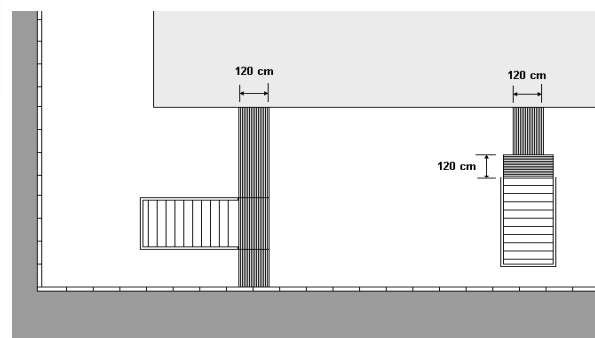
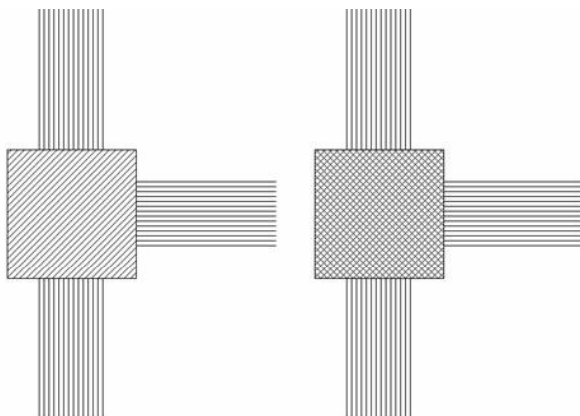




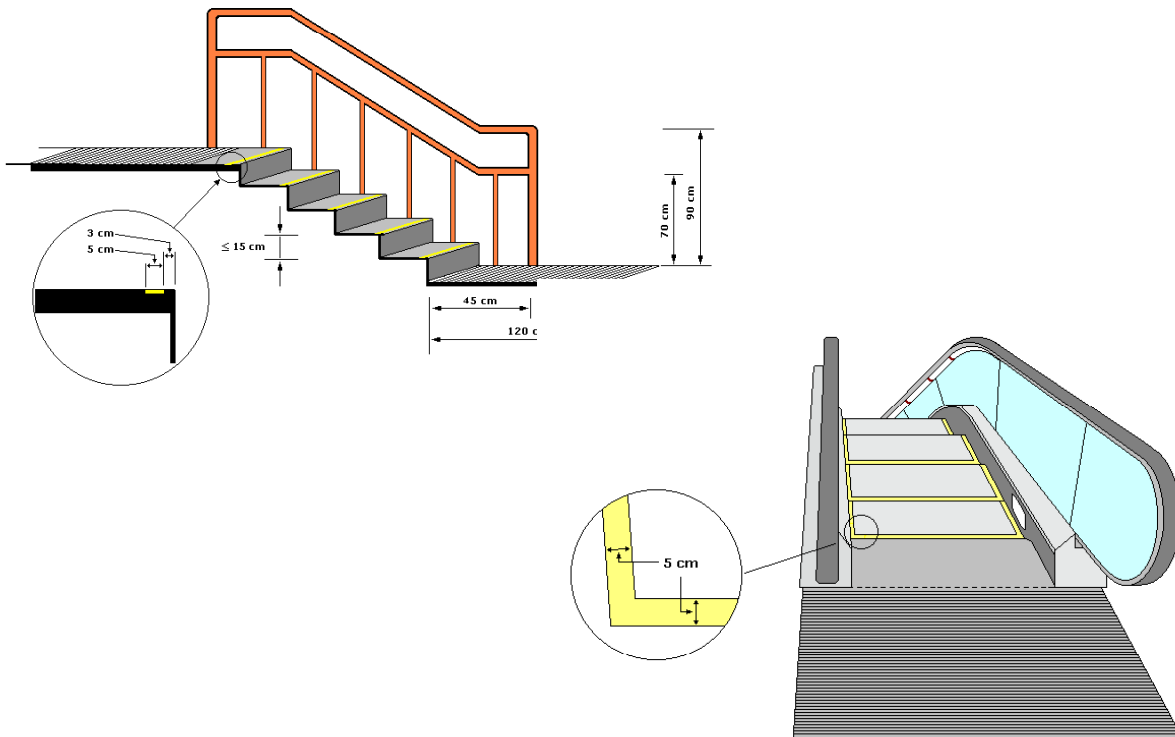
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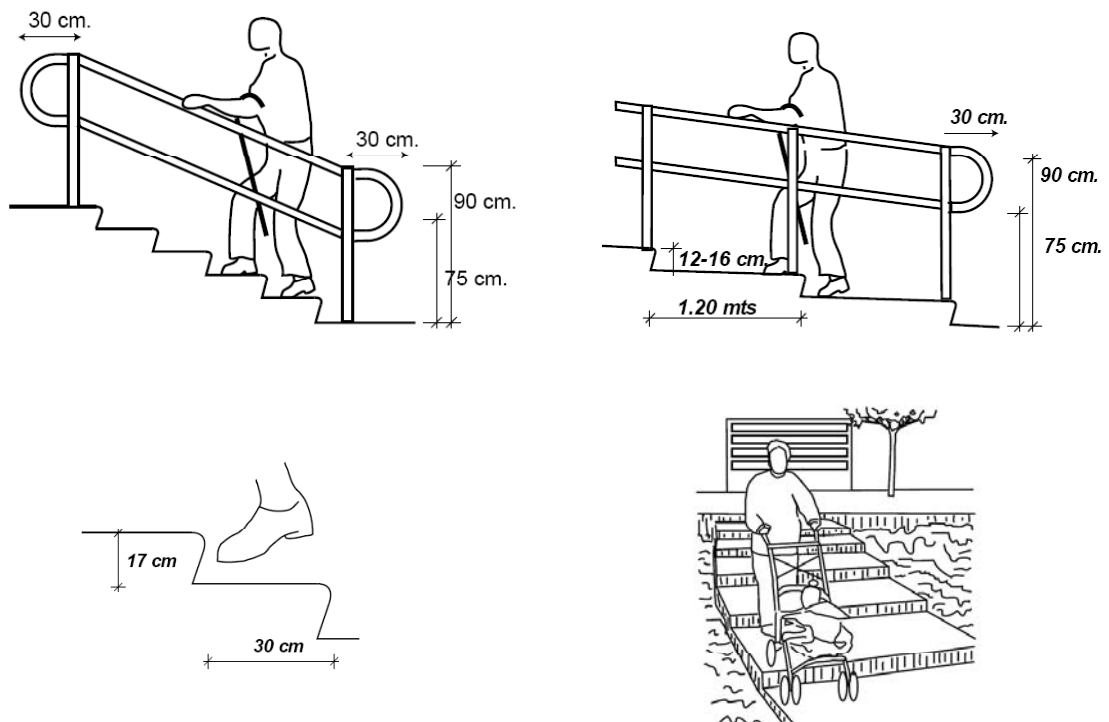
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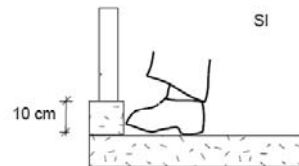
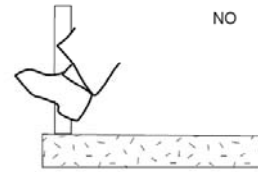
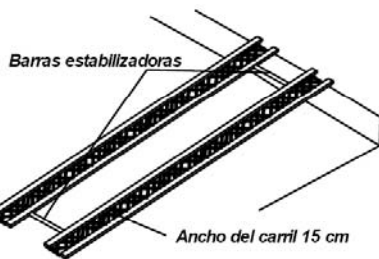
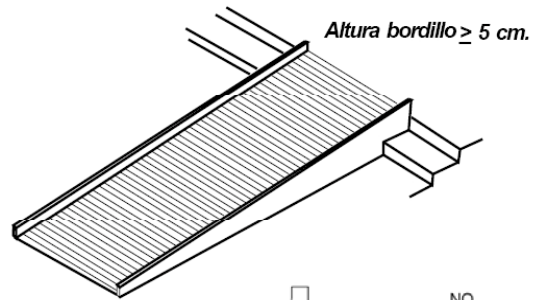
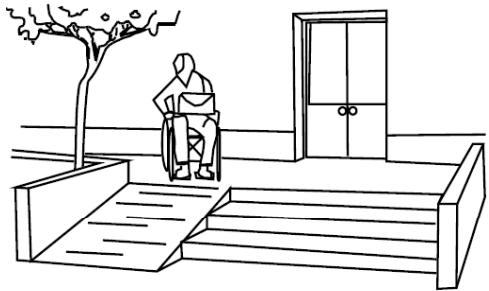
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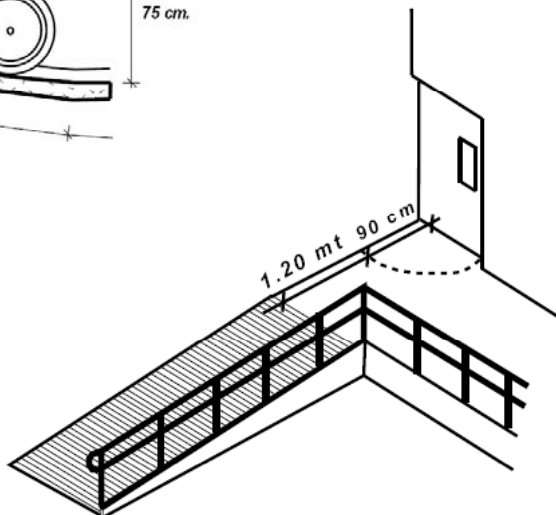
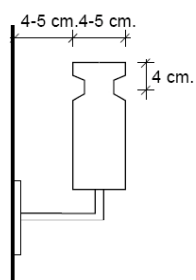
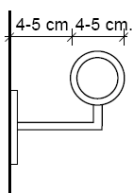
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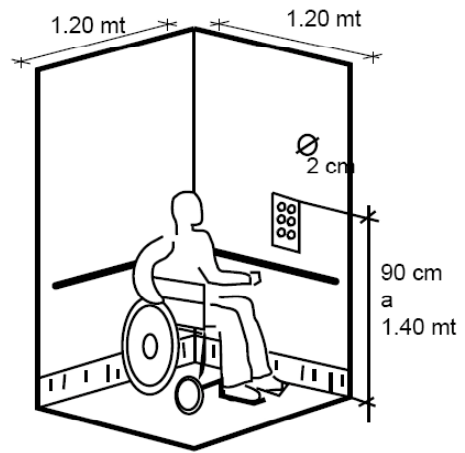
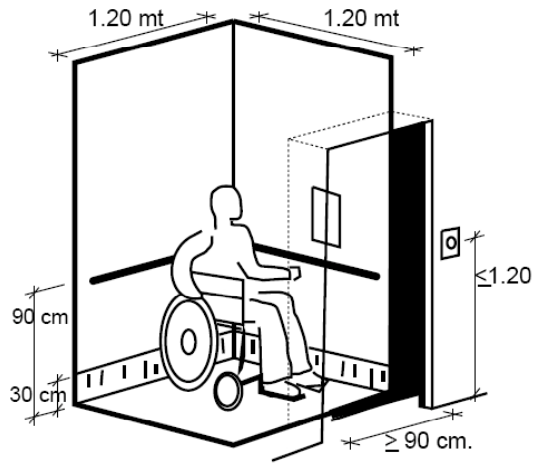
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Thank you

