



A new model of mobility and public space in Barcelona, based on Superblocks

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d'Ecologia Urbana
de Barcelona



Definition of the new Superblock

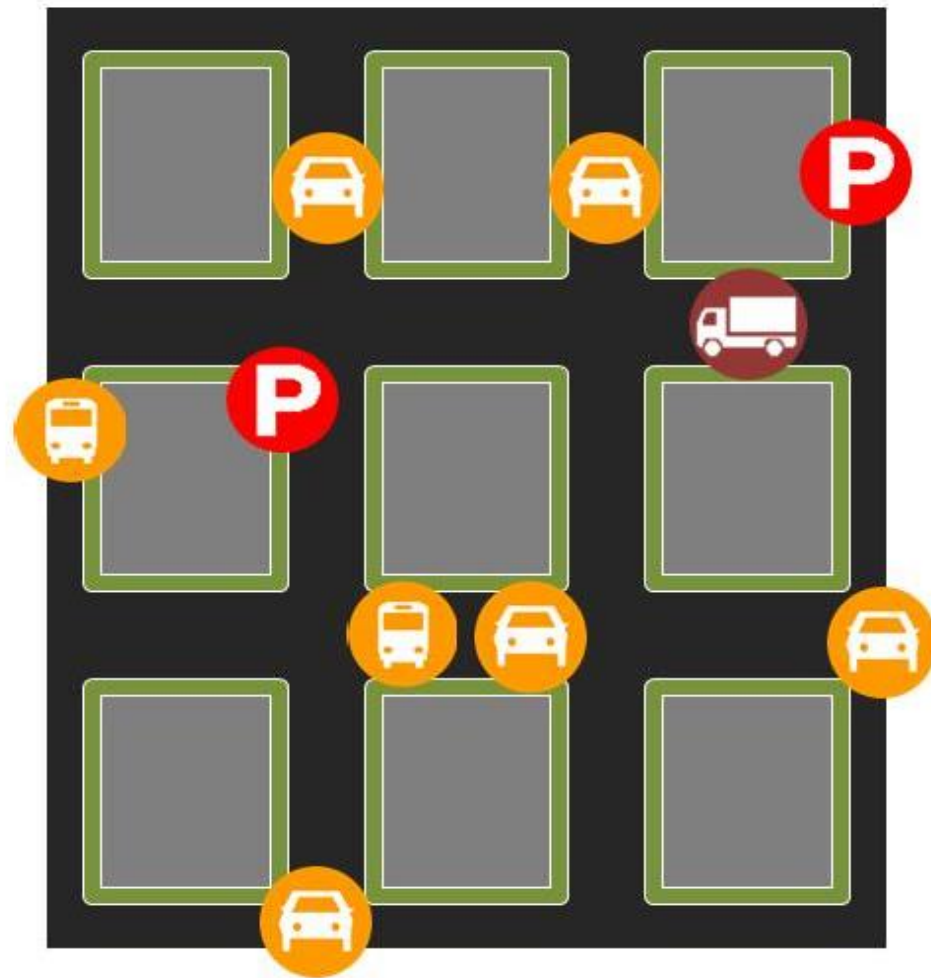
The new Superblock is an urban cell that provides the basis for the new functional model of Barcelona.

- Transforms the traditional concept of streets that gave priority to cars into open spaces for multiple recreation and citizen activities.
- Reduces negative impacts on the population.
- Allows fulfillment of the UMP 2013-2018 objectives.
- Adapts itself to the characteristics of each urban fabric.
- Integrates all urban networks without compromising the functionality of the urban system.

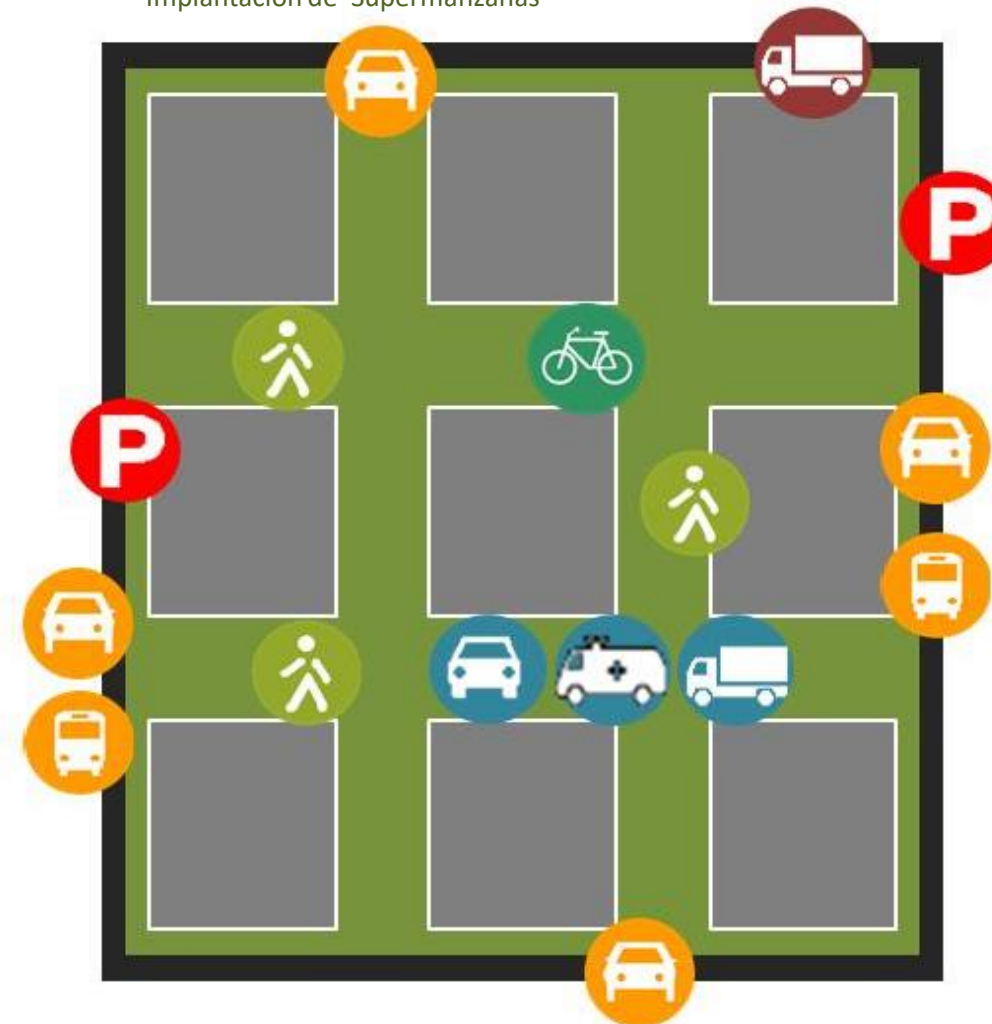
The new Superblock is defined by:

1. Perimeter of basic roads of 400 m x 400 m. The network of these basic roads connects different points of the city.
2. The network of inner roads is for local mobility. Private vehicles can circulate at limited speed (10 km/h).
3. It allows the population to actively use the public space of inner roads.

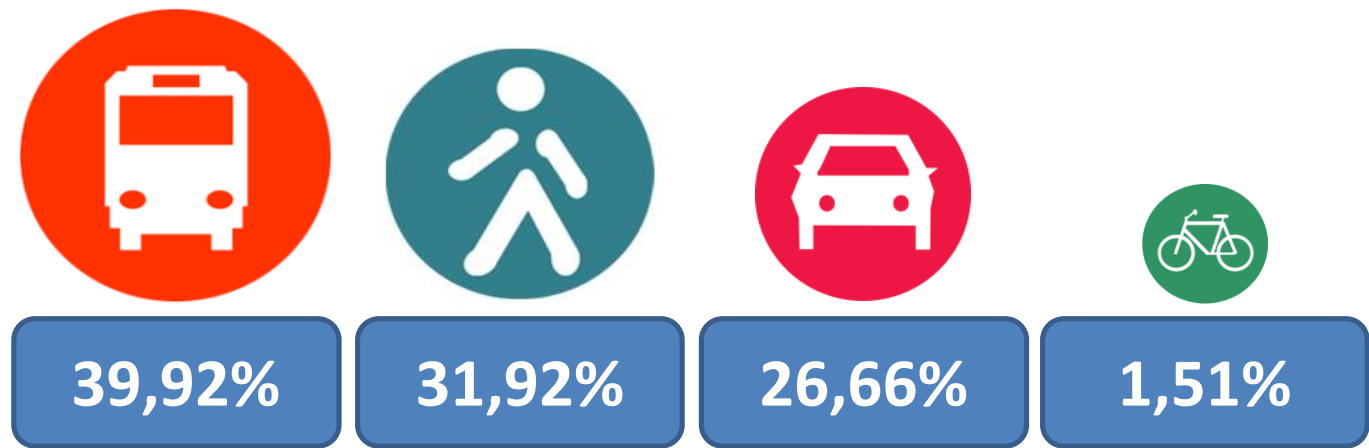
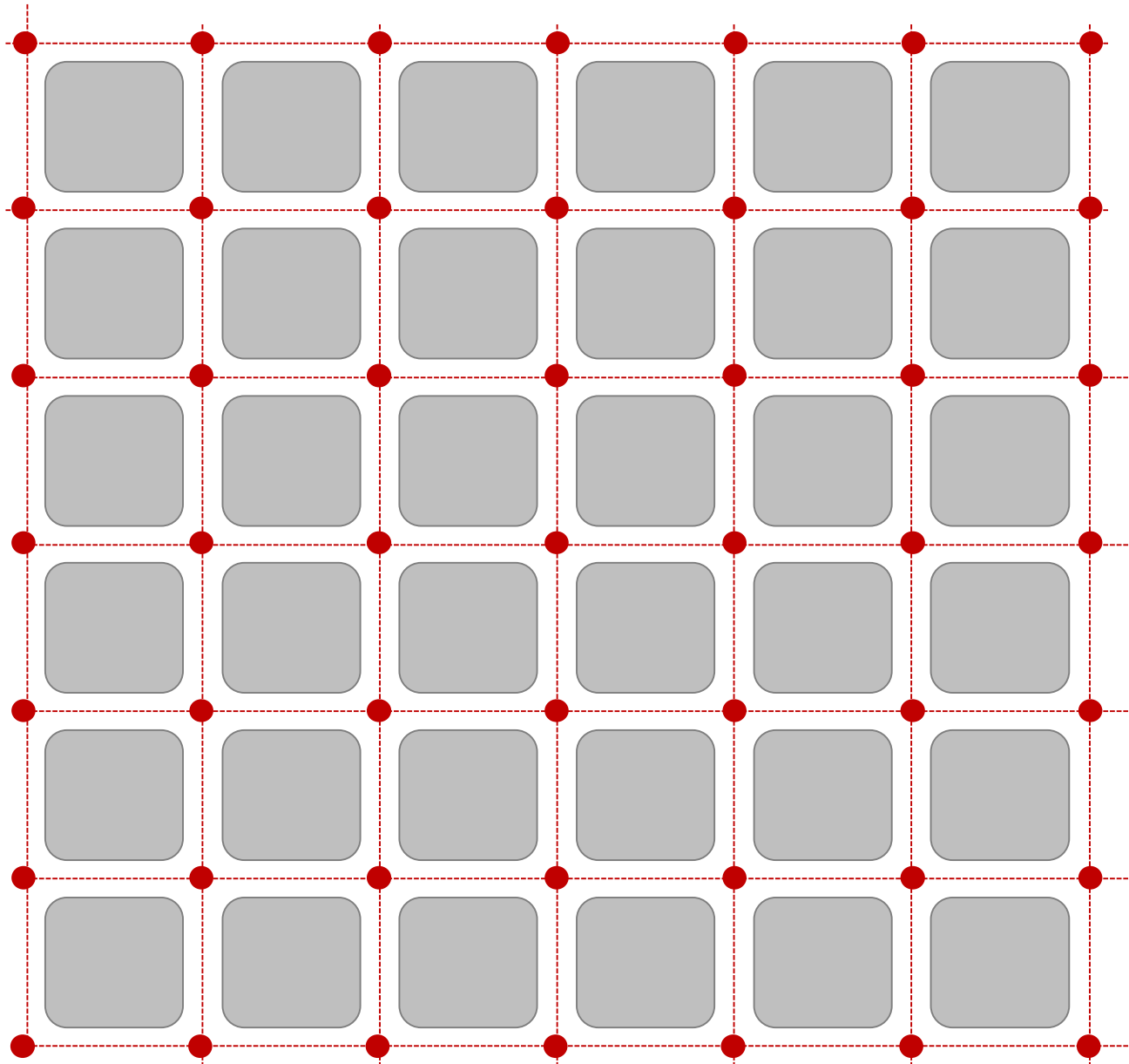
Sin Supermanzanas



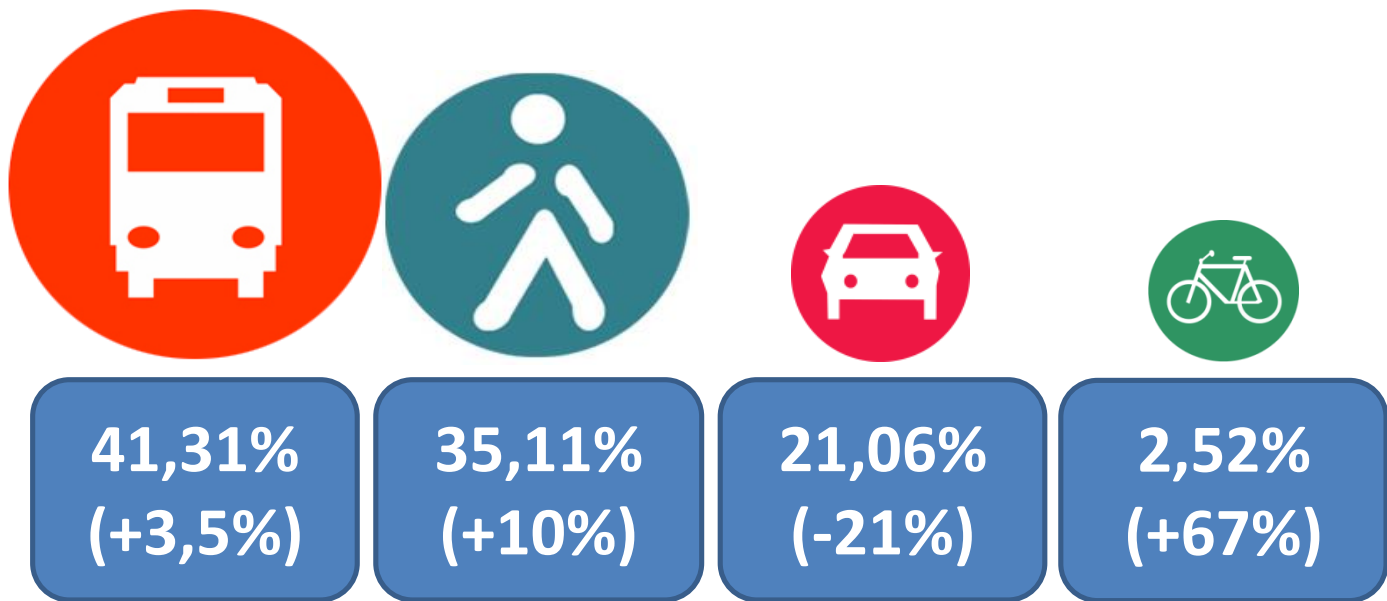
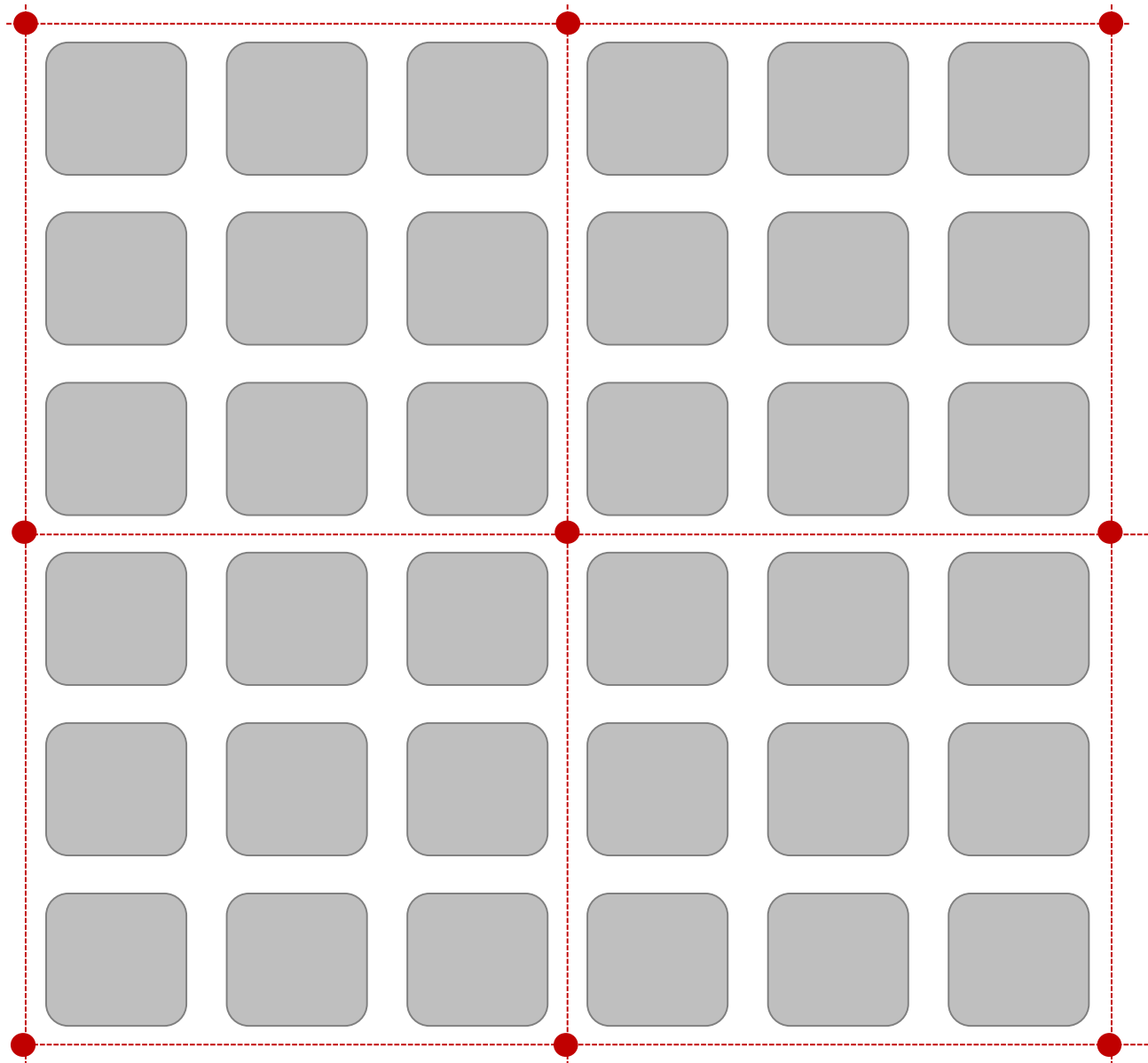
Implantación de Supermanzanas



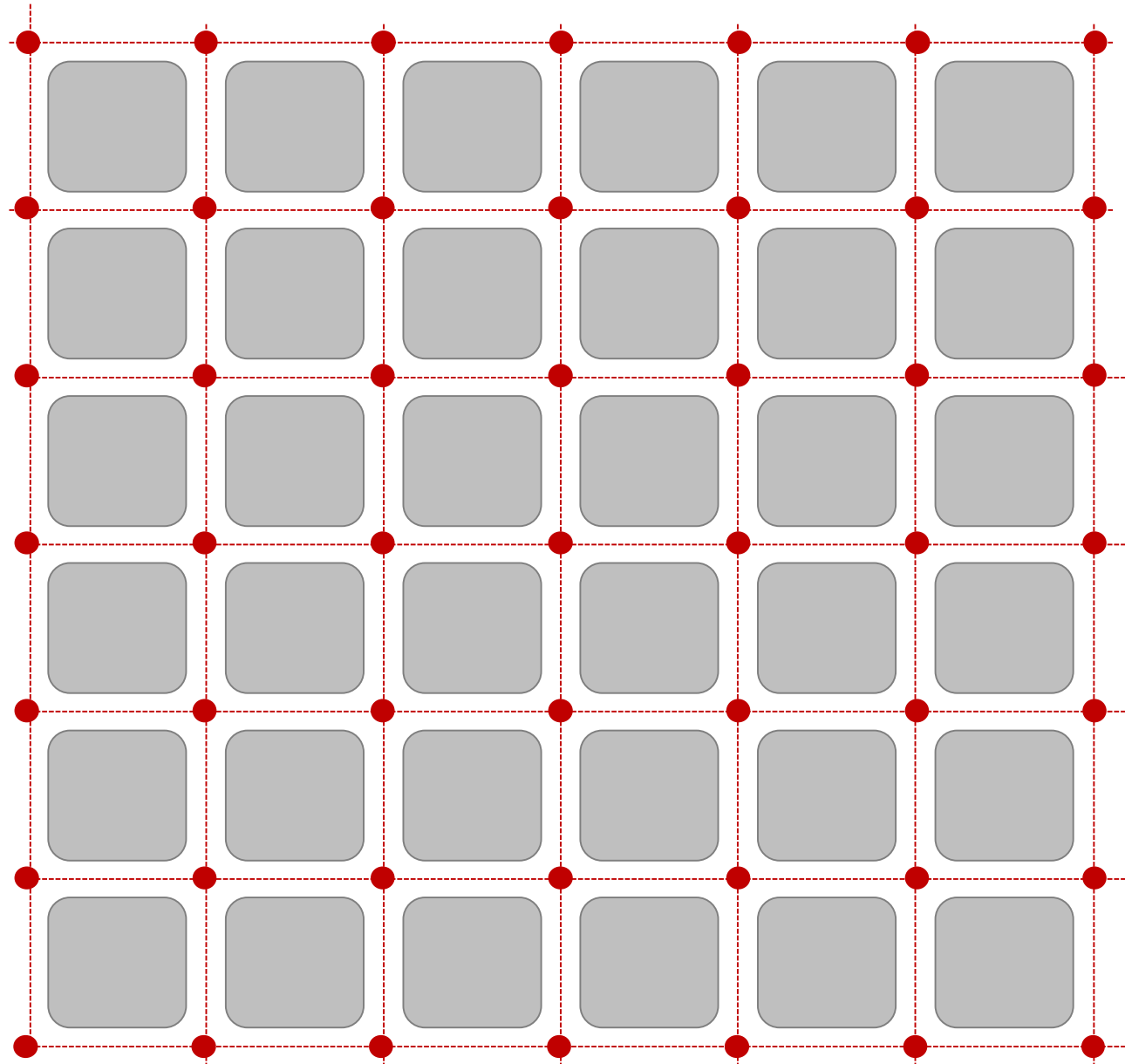
CURRENT MODEL



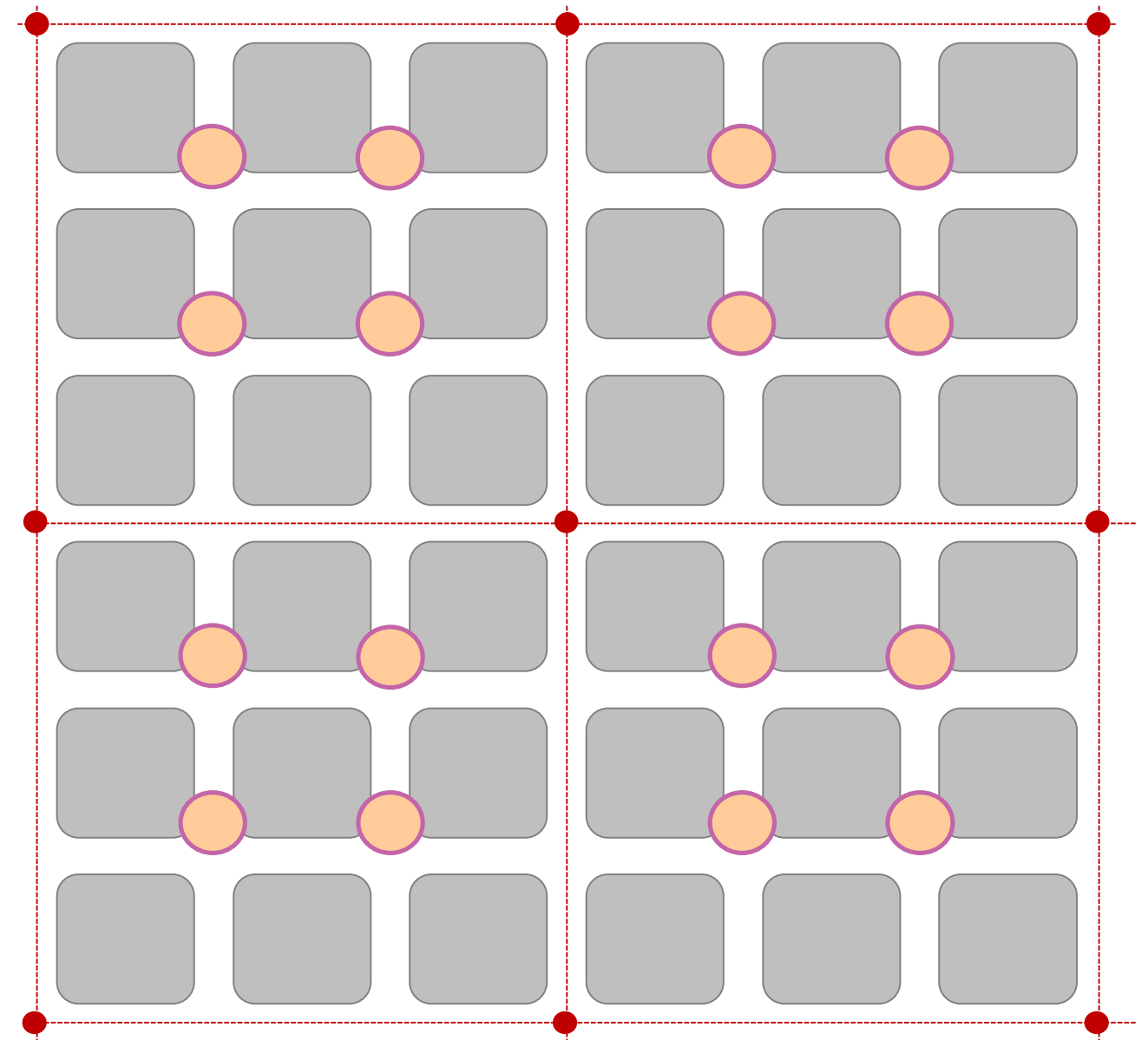
SUPERBLOCKS MODEL



ÚNICO USO: DERECHO DE PASO

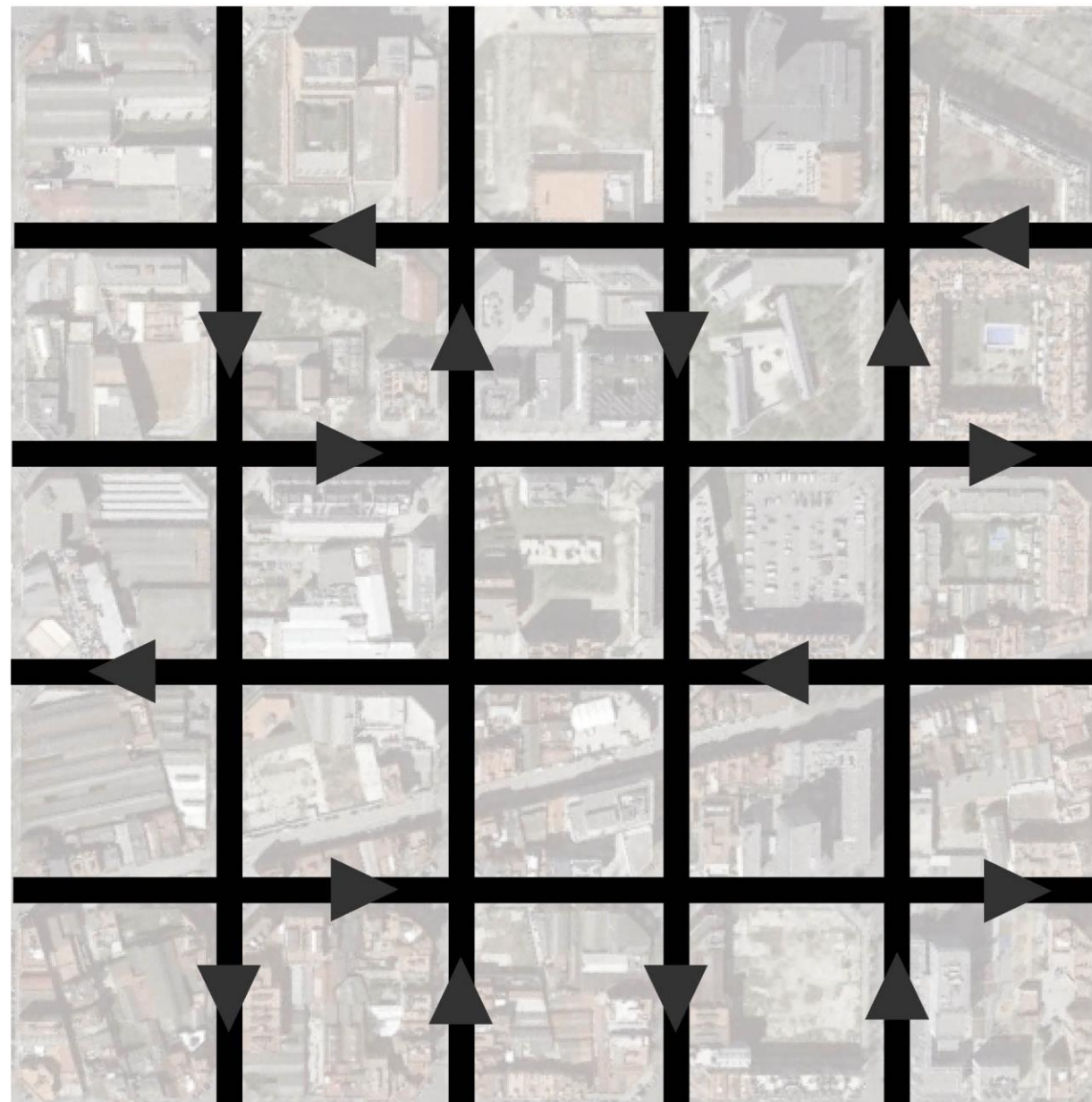


MULTIPLICIDAD DE USOS Y FUNCIONES



Road hierarchy in a Superblock model

CURRENT SITUATION



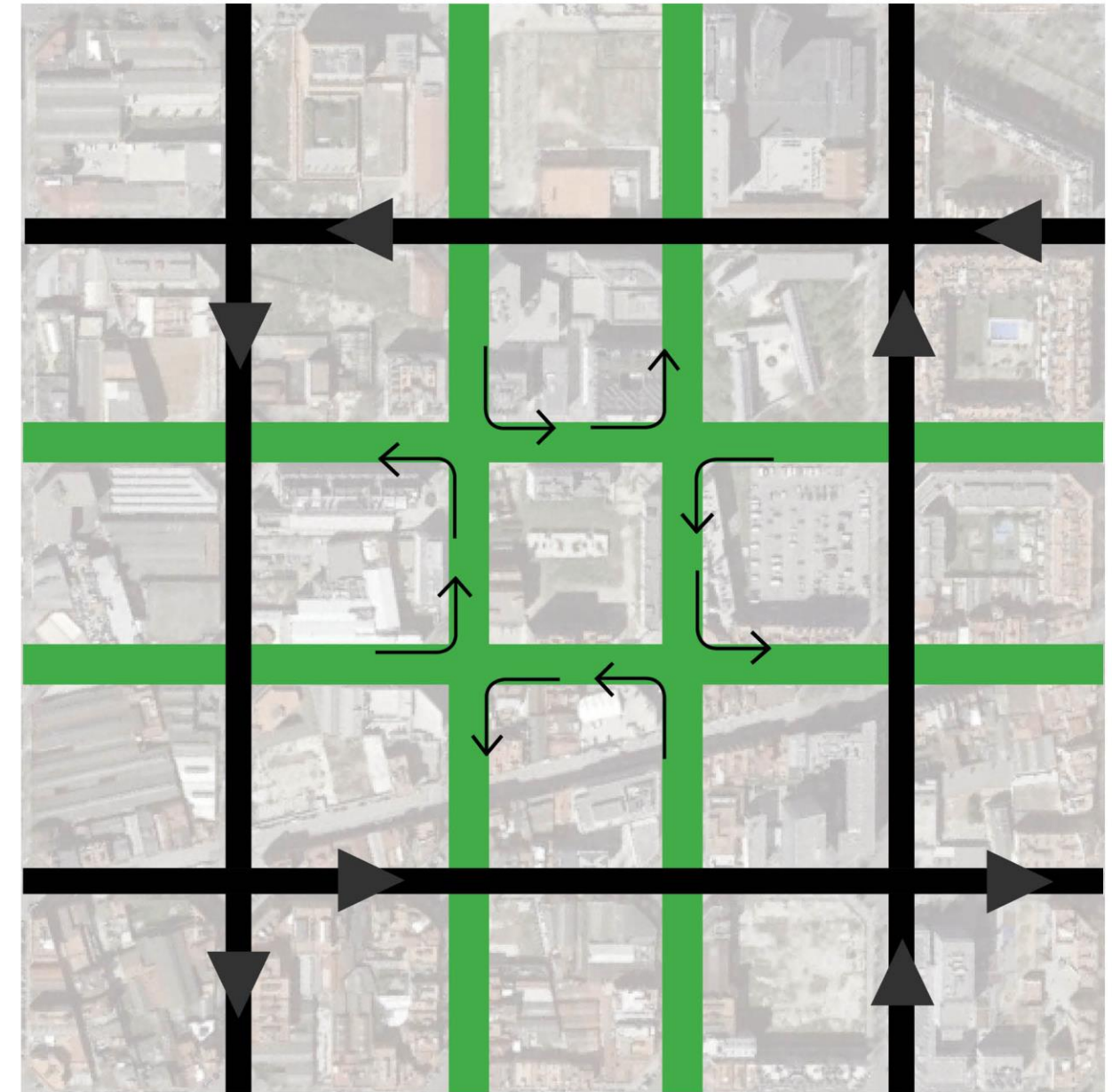
400 meters

Basic network: **50 km/h**



SOLE RIGHT: DISPLACEMENT.
HIGHEST AIM: PEDESTRIAN.

SUPERBLOCK



400 meters

Local network: **10 km/h**



EXERCISE OF ALL THE RIGHTS THAT THE CITY
OFFERS. HIGHEST AIM: CITIZEN.

**PASSING
VEHICLES
DO NOT GO
THROUGH**

Implementation

Functional Superblocks

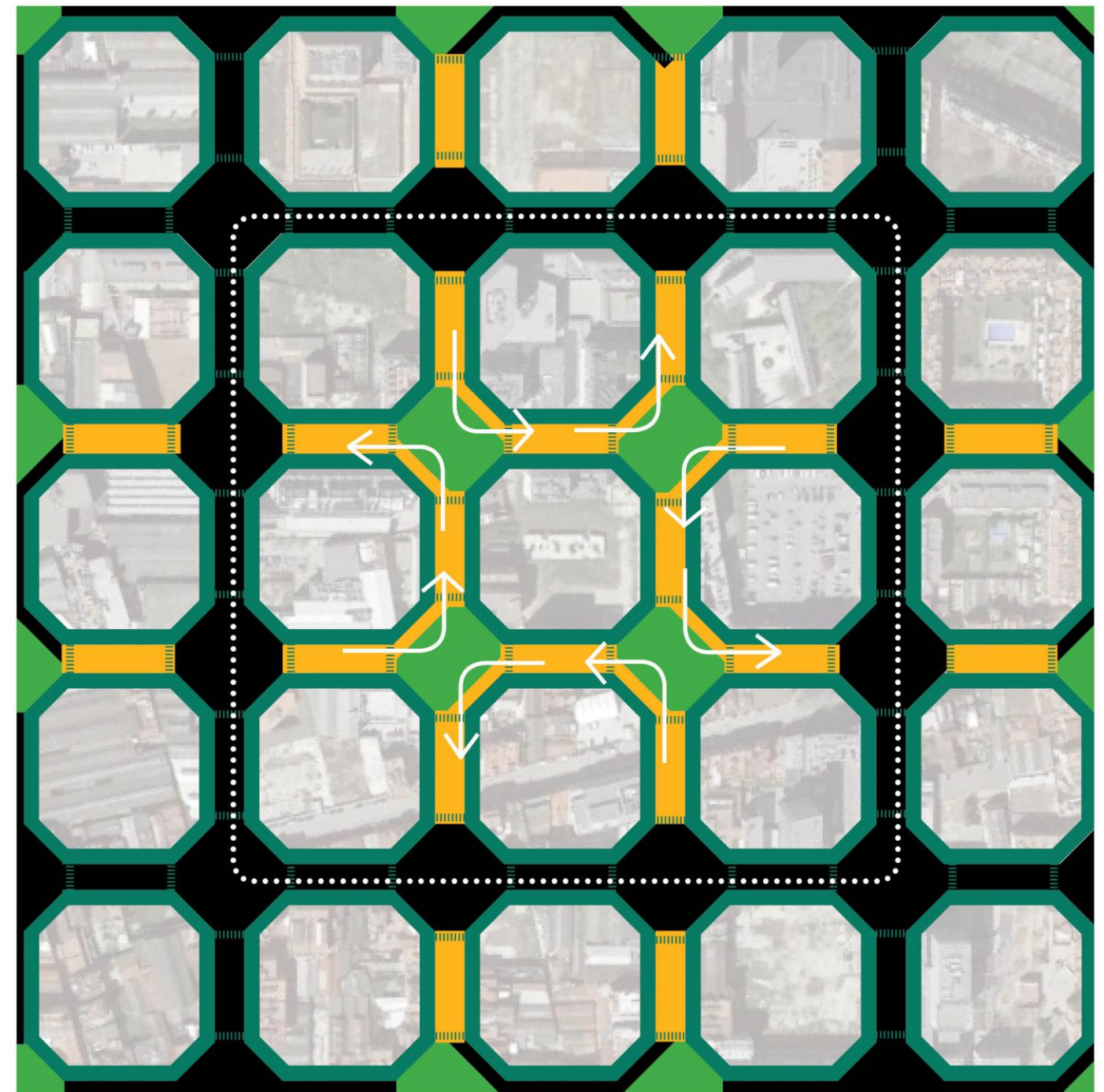
The functional Superblocks begin the process of transforming mobility and public space, integrating the entire transport network.

Functional Superblocks are defined by basic outer roads and prevents crossing through interior roads with a circulatory system of loops that force vehicles to circulate on the basic outer roads. Thus, circulation is divided into basic roads and areas of local mobility.

On the inner streets, **the maximum speed is 20 km/h.**

Phase 1 of implementation is done mainly through the change of traffic signs and signals.

Phase 1. Changing mobility patterns



Implementation

Urban Superblocks

The new Superblocks are transformed, expanding public spaces, where all citizen rights can be enjoyed, to almost all inner roads.

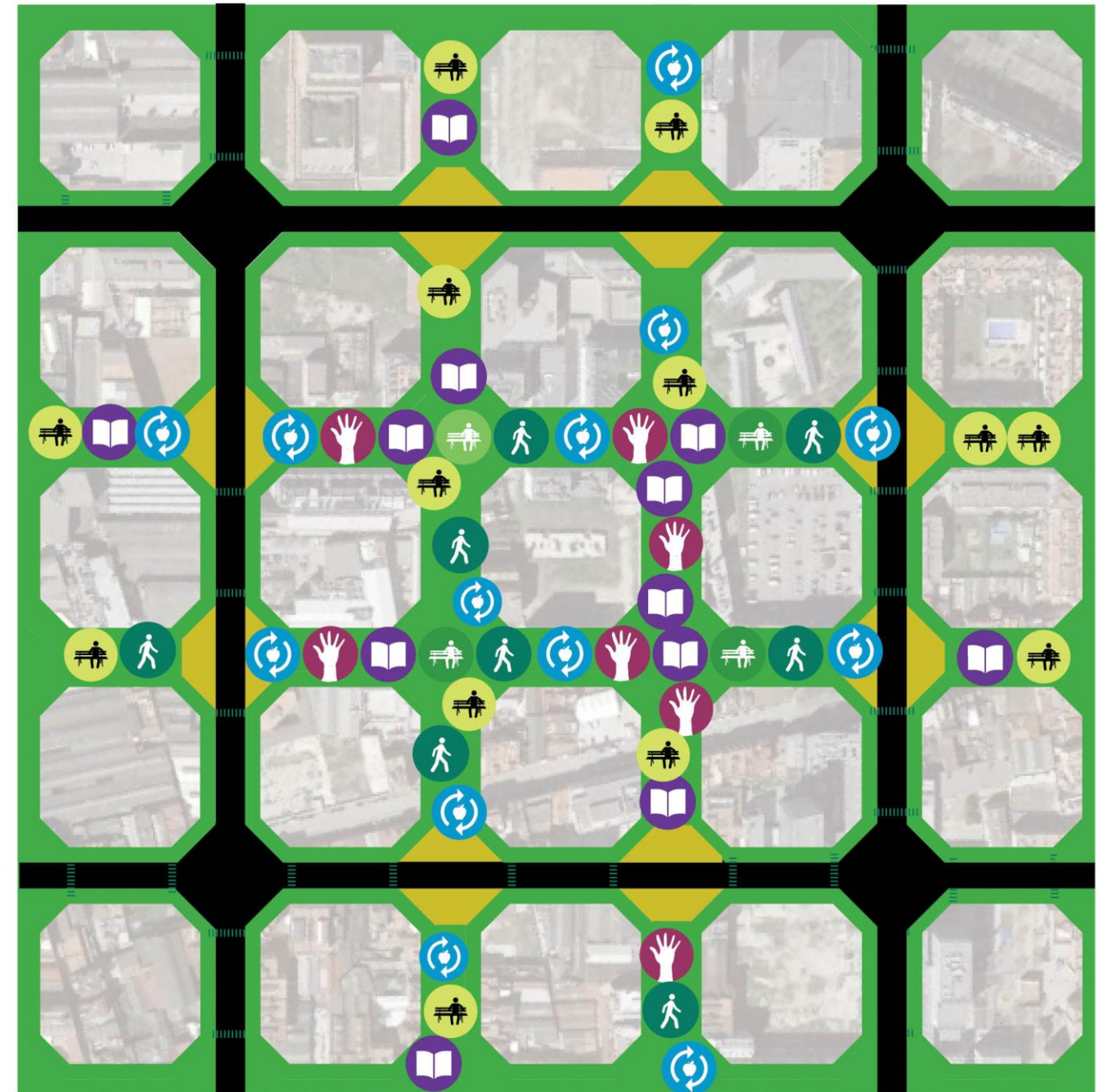
Its implementation can be carried out through pylons, a single platform and/or special signs.

The maximum speed permitted is 10 km/h.

Citizens occupy the entire space inside Superblocks. Vehicles (bicycles, scooters, cars) adapt their speed to pedestrians. On the basic outer roads pedestrians circulate on the sidewalks.

Inside the Superblock, 94% of total road space becomes public space.

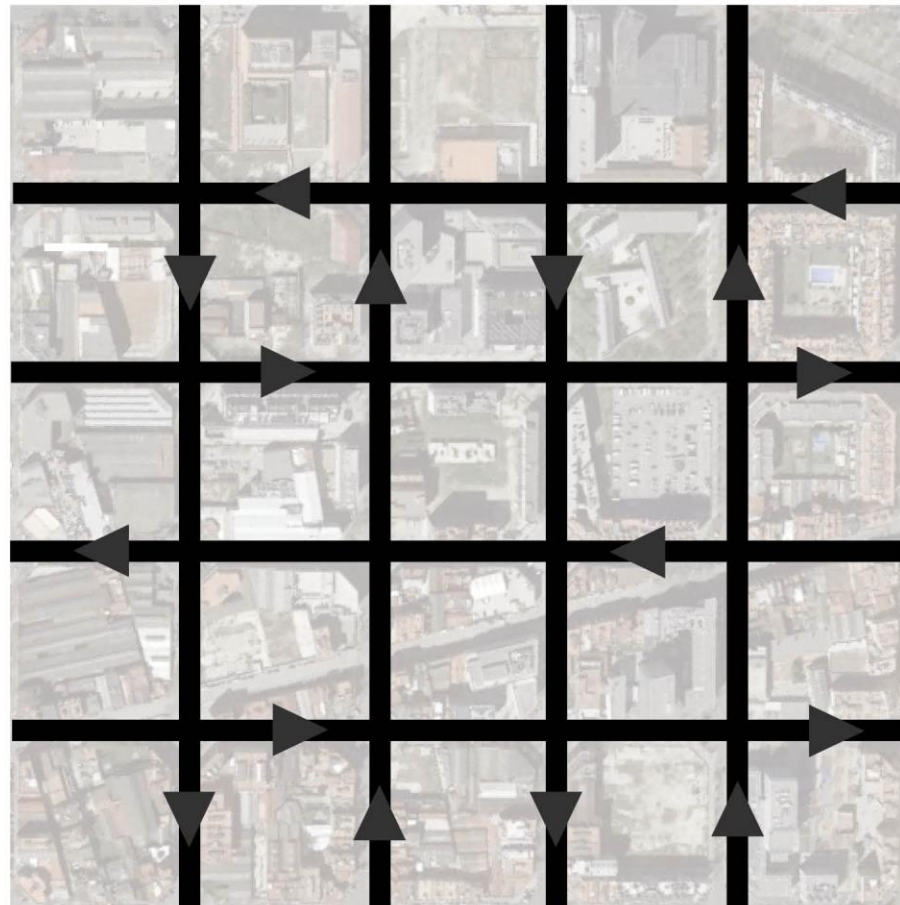
Phase 2. Transforming public spaces



Road hierarchy

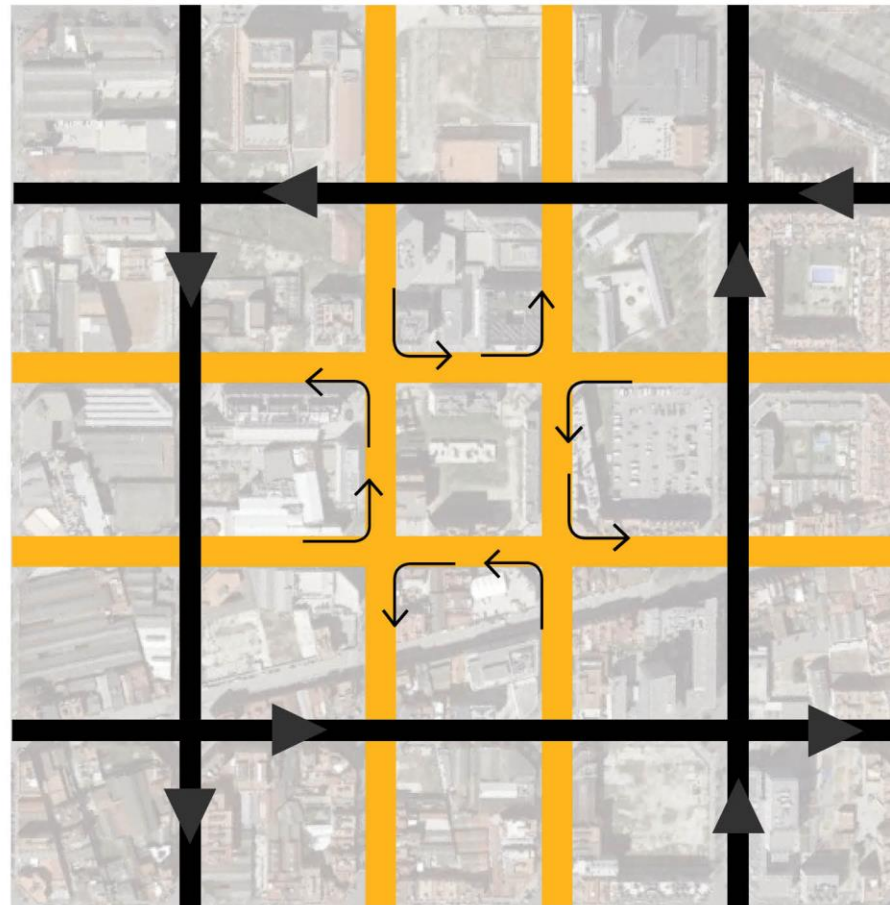
Private vehicles

CURRENT SITUATION



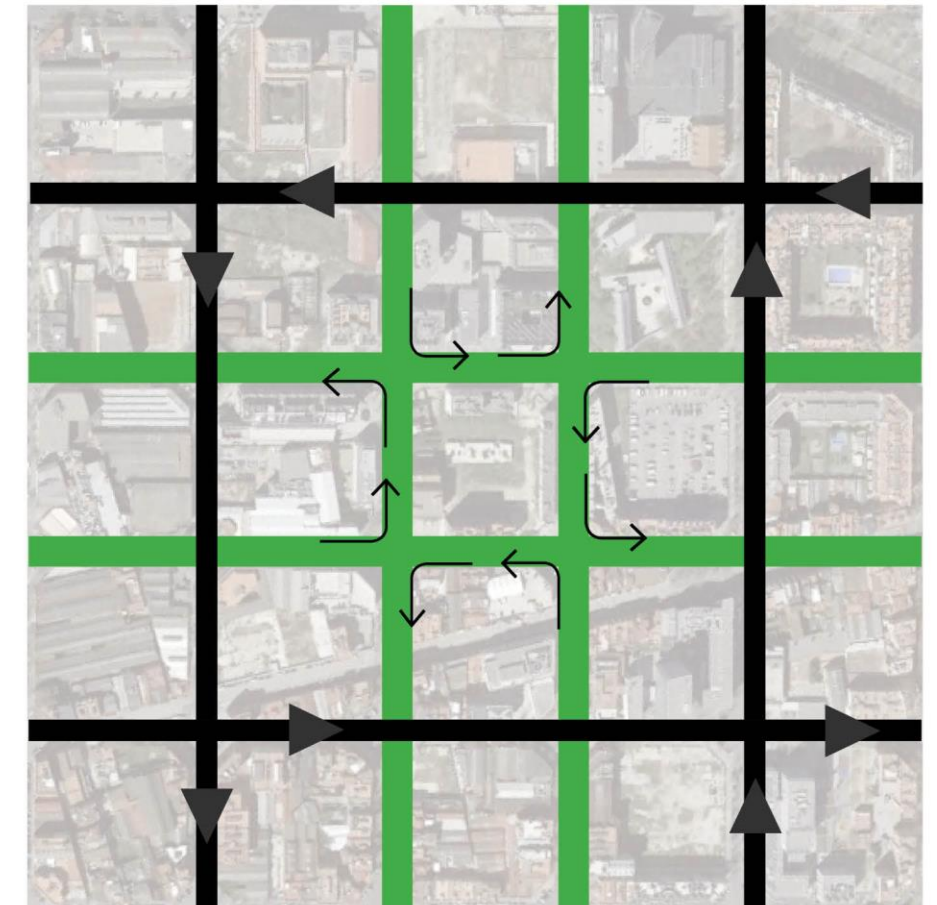
- Basic network: 50 km/h
- Traffic direction

PHASE 1. FUNCTIONAL SUPERBLOCKS



- Basic network: 50 km/h
- Local network: 20 km/h
Bicycles circulate in local network in both directions

PHASE 2. URBAN SUPERBLOCKS



- Basic network: 50 km/h
- Public space: 10 km/h; bicycles circulate in both directions



Maximum speed

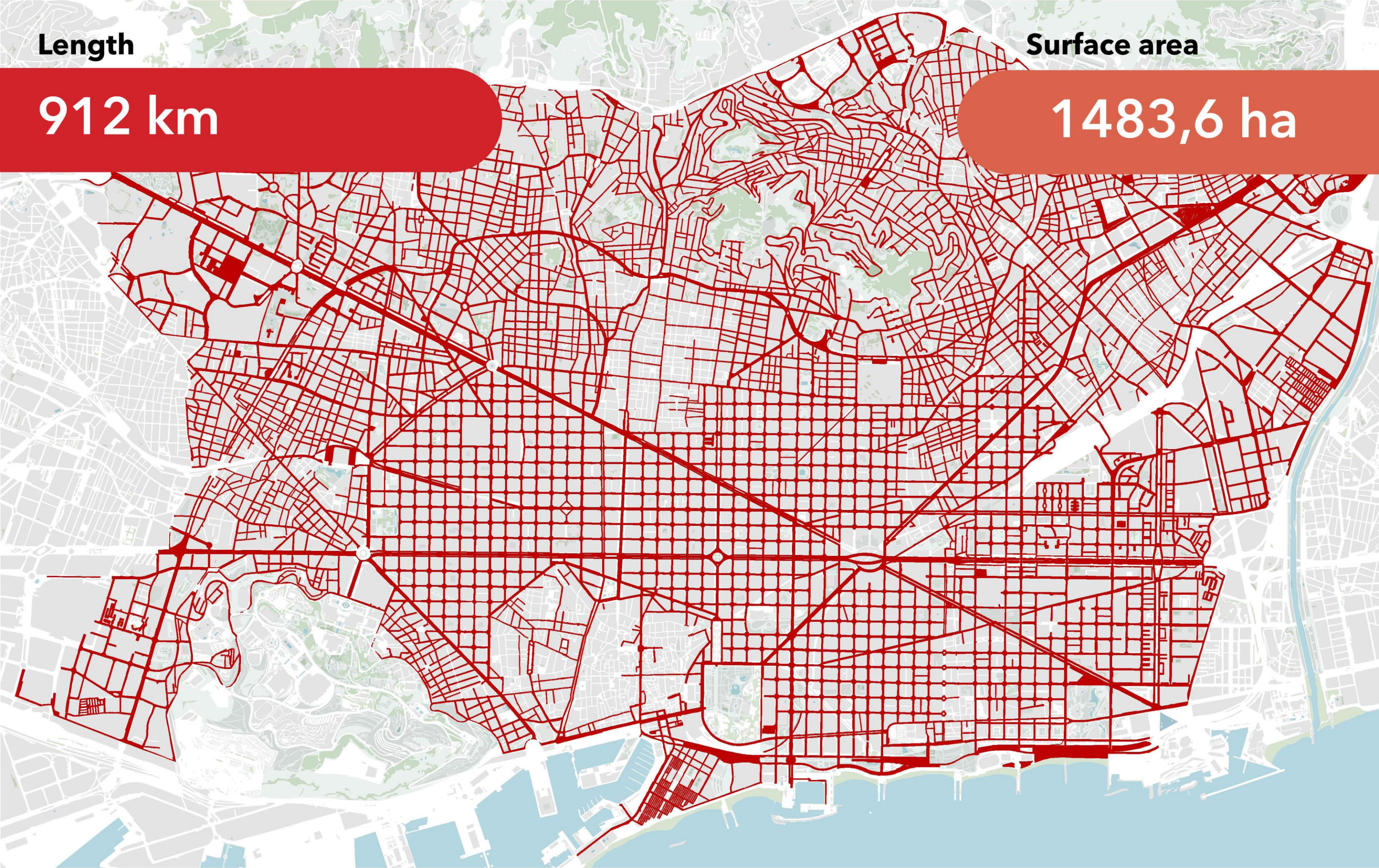
- Basic network: 50 km/h
- Local network: 20 km/h
- Local network: 10 km/h

Length

912 km

Surface area

1483,6 ha



Barcelona road network (streets and sidewalks)
CURRENT SITUATION



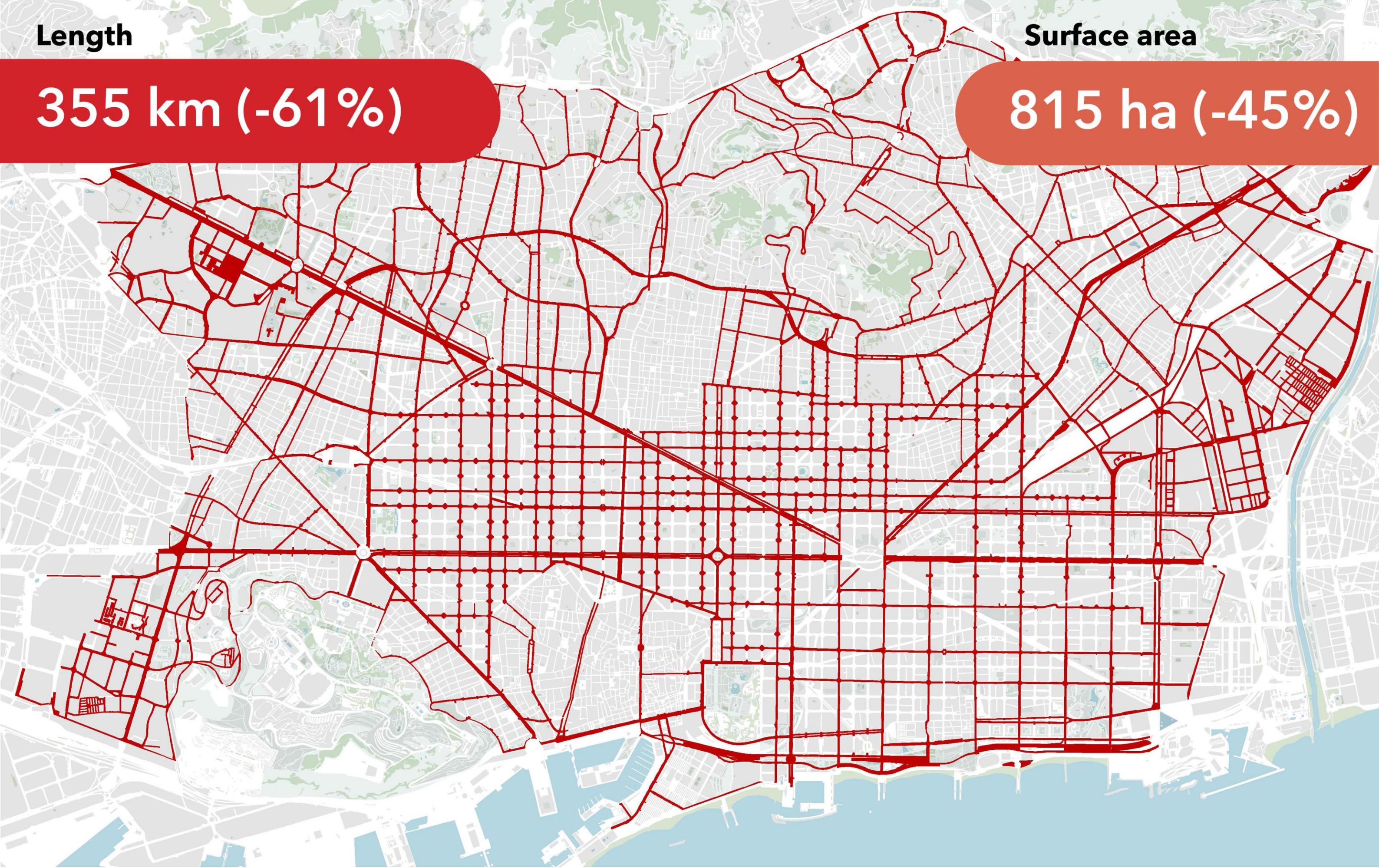


Length

355 km (-61%)

Surface area

815 ha (-45%)

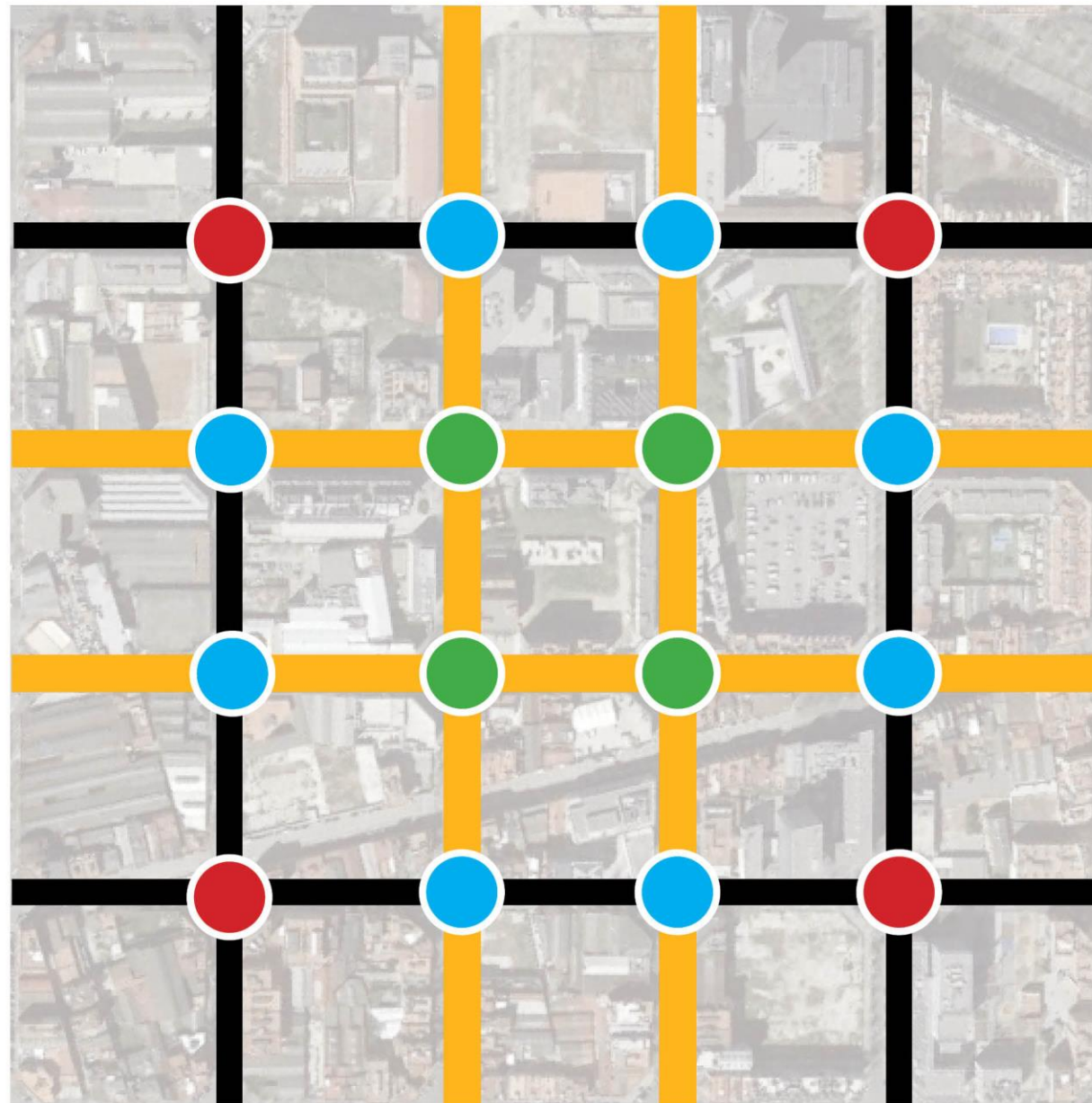


Barcelona road network (streets and sidewalks)
FUTURE SCENARIO WITH NEW SUPERBLOCKS



STRUCTURAL ELEMENTS OF NEW SUPERBLOCK: CREATING NODES: INTERSECTIONS WITH DIFFERENT FUNCTIONALITIES

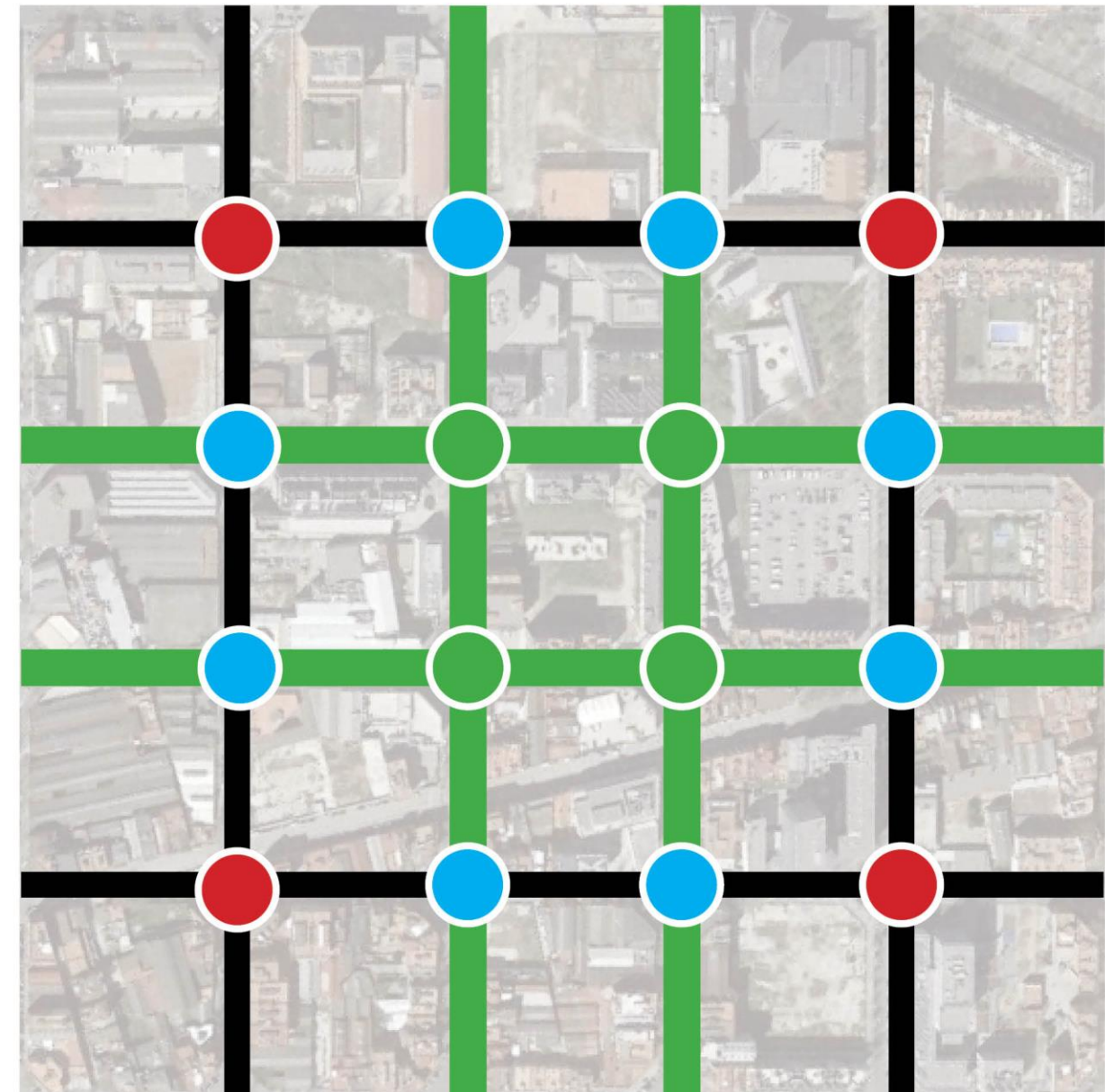
PHASE 1. FUNCTIONAL SUPERBLOCK



Basic network: 50 km/h
Local network: 20 km/h

INTERMODAL NODE
SERVICES NODE
NEIGHBOUR NODE

PHASE 2. URBAN SUPERBLOCK



Basic network: 50 km/h
Local network: 10 km/h

Urban Mobility Plan of Barcelona 2013-2018

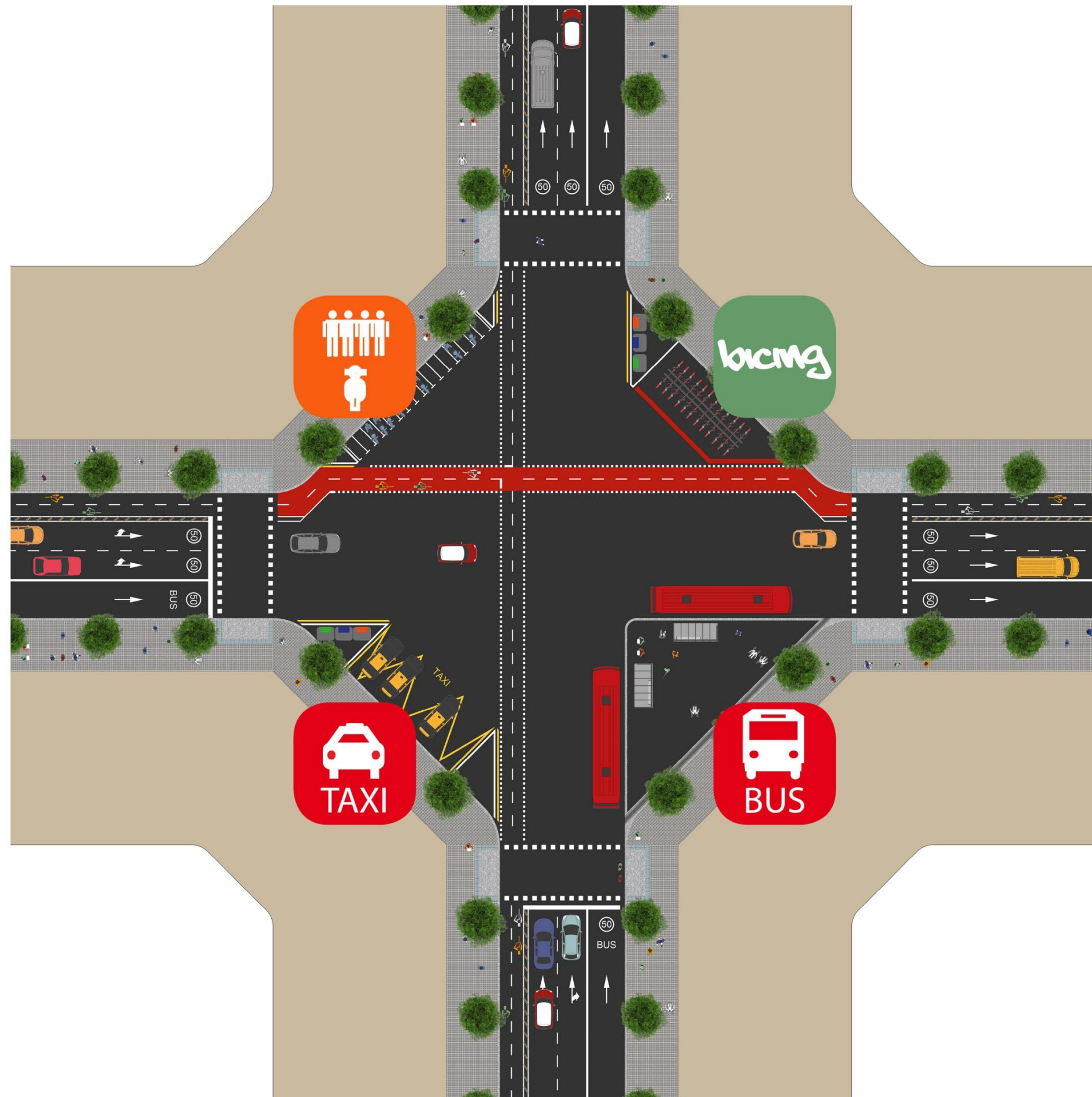
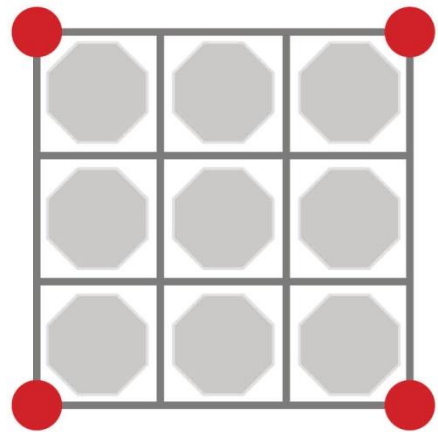
120 potential Neighbour Nodes
(= 23 ha.)

- Neighbour Node
- Urban Green Connectors
- Existing 30 km/h Zone
- == Superblocks



INTERMODAL NODE Intersection of Basic road - Basic road

FASE 1



Public Bicycle



Moto sharing

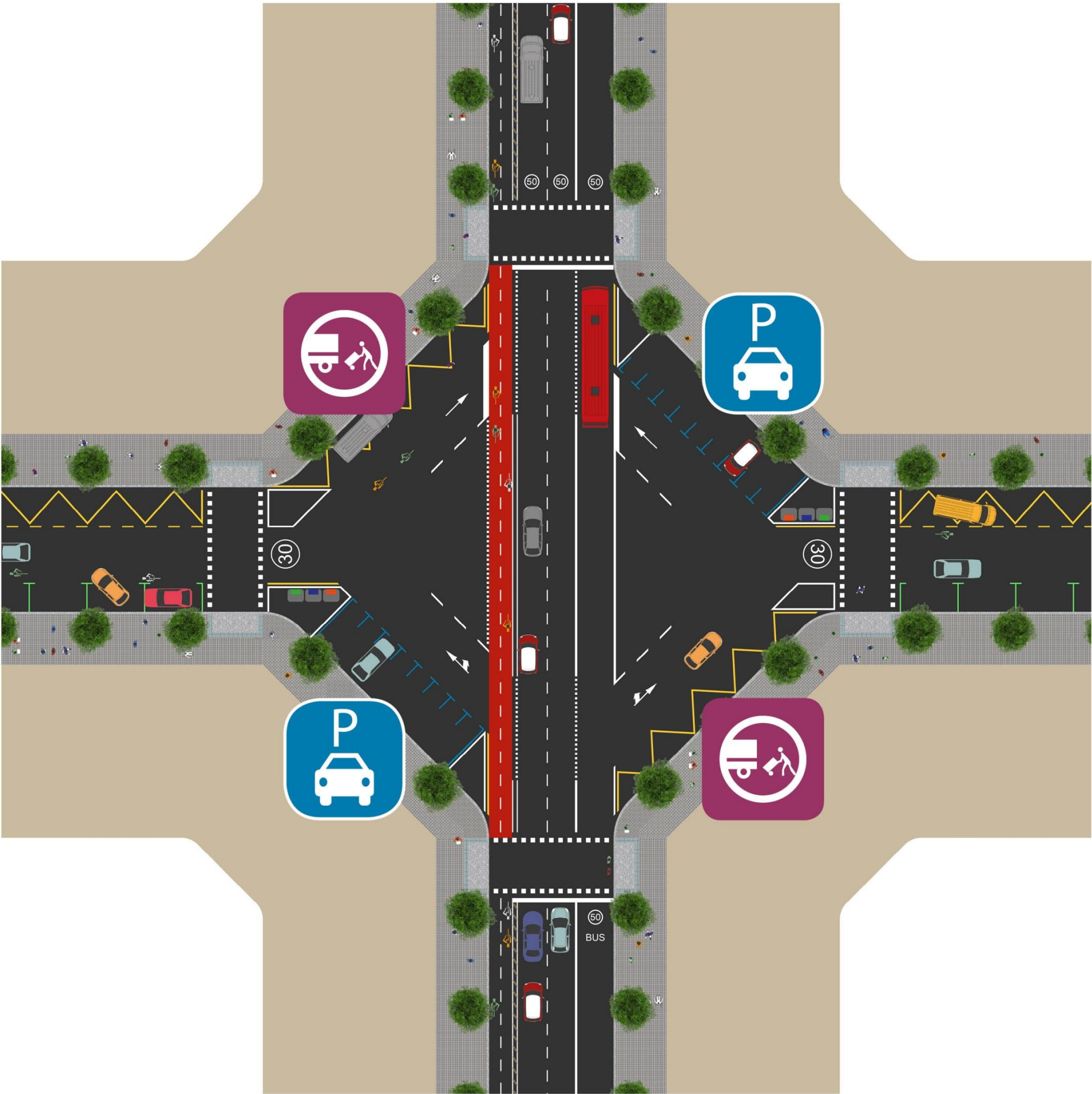
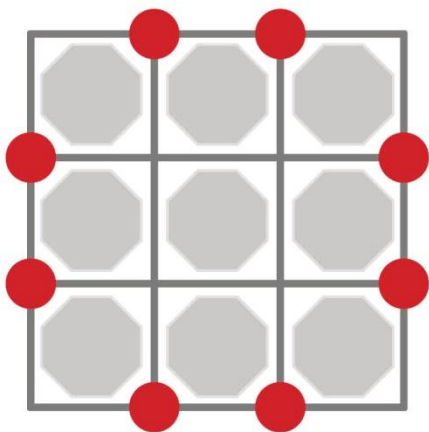


Bus stop (intermodal)



Taxi

SERVICES NODE Intersection of Basic road - Inner via of Superblock
FASE 1

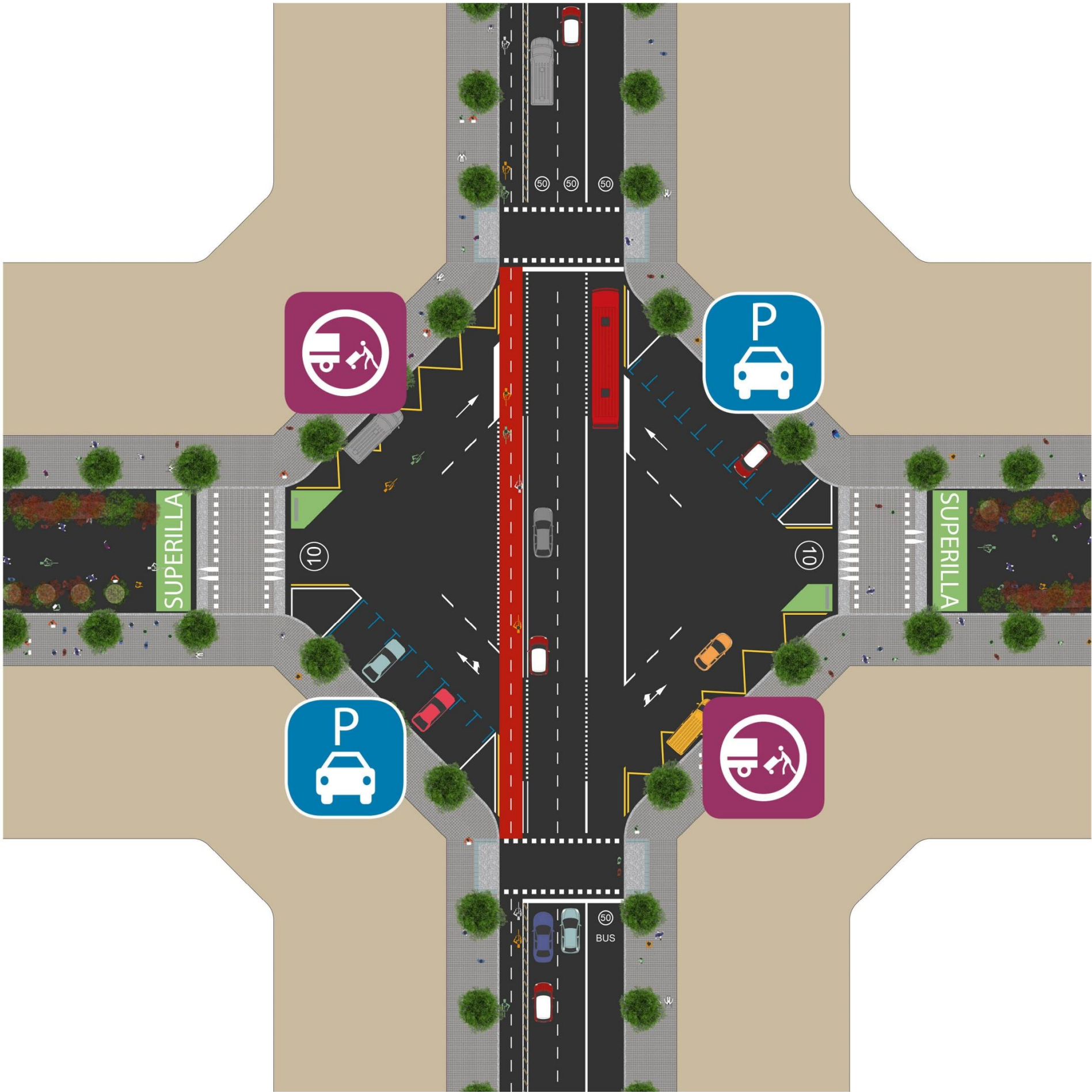
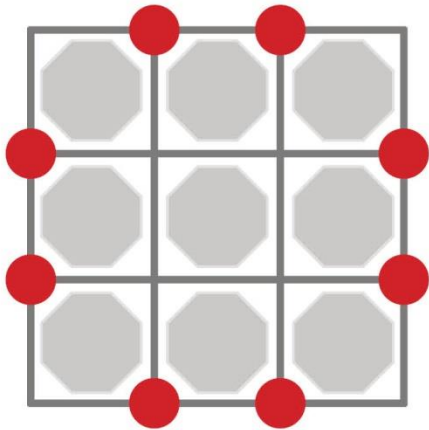


Loading and Unloading



Parking rotation

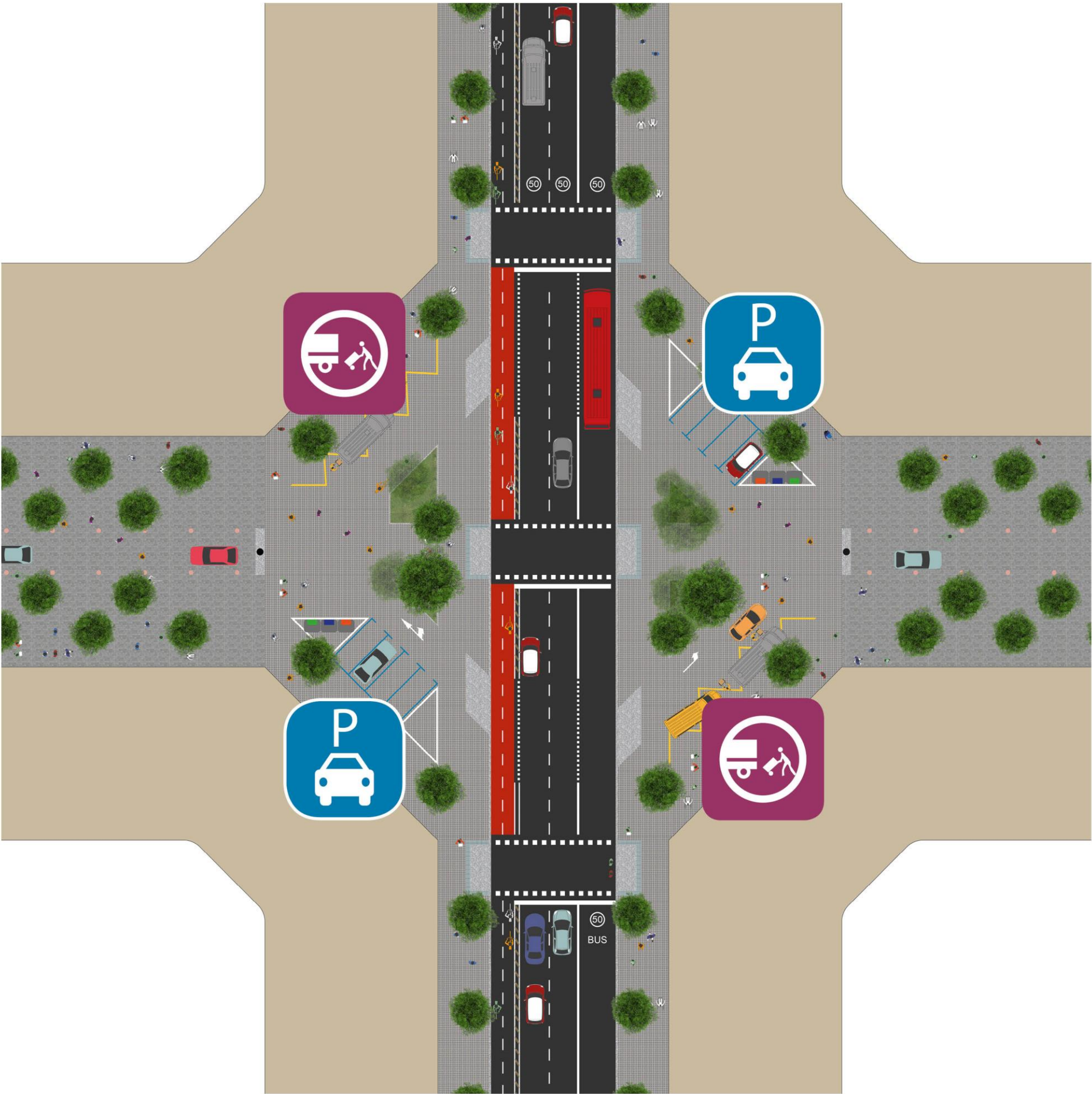
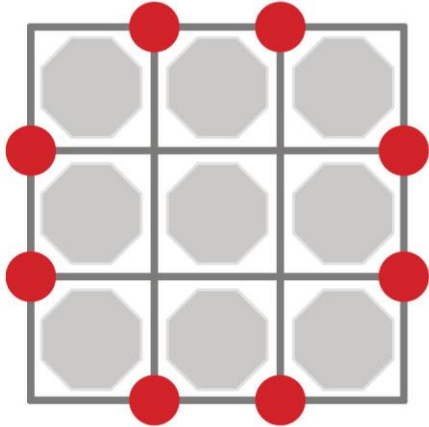
SERVICES NODE Intersection of Basic road - Inner via of Superblock
FASE 2



Loading and Unloading

Parking rotation

SERVICES NODE Intersection of Basic road - Inner via of Superblock
FASE 2



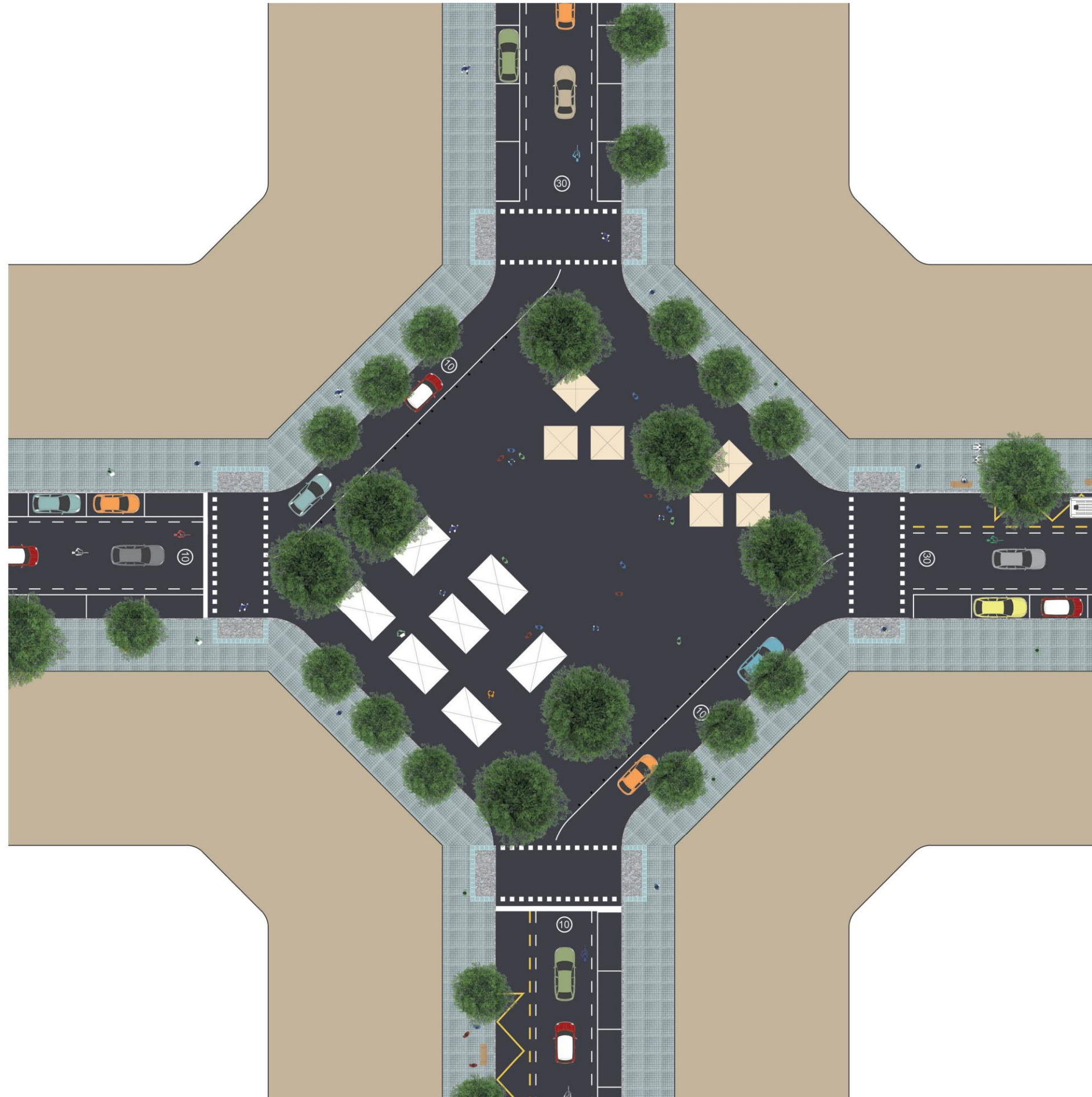
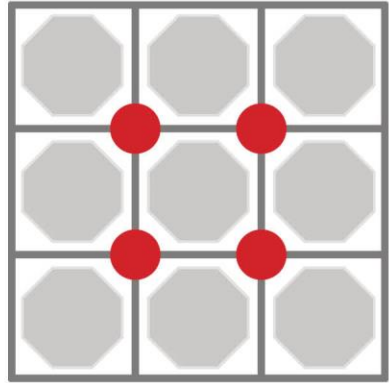
Loading and Unloading



Parking rotation

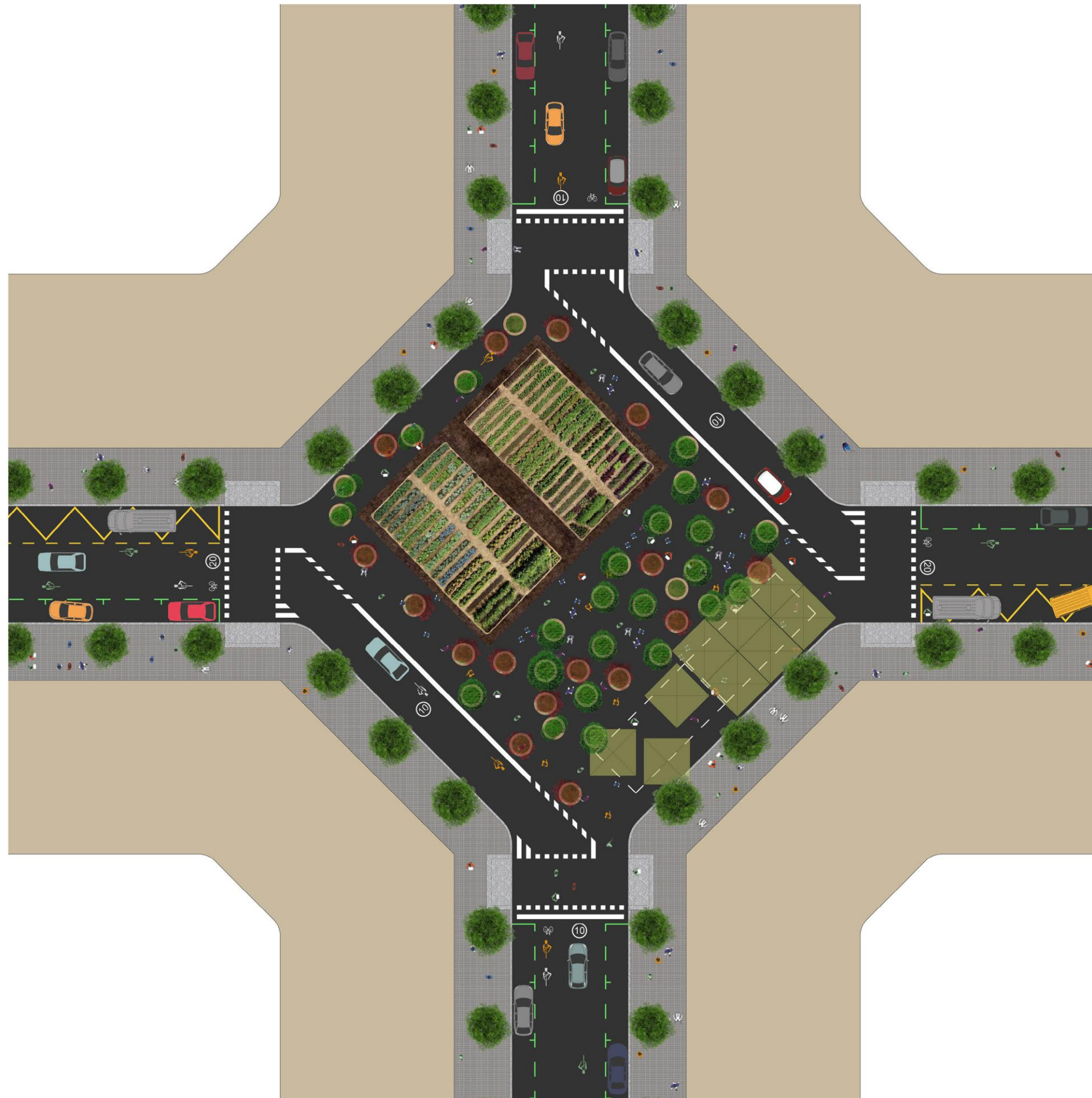
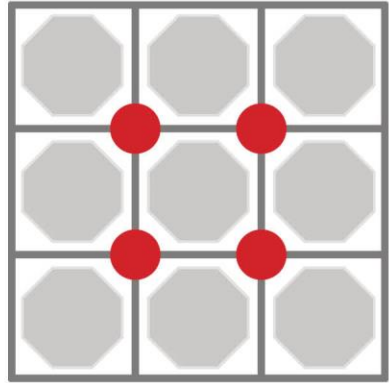
NEIGHBORS NODE Intersection of Inner via of Superblock - Inner via of Superblock

FASE 1



NEIGHBORS NODE Intersection of Inner Road - Inner Road

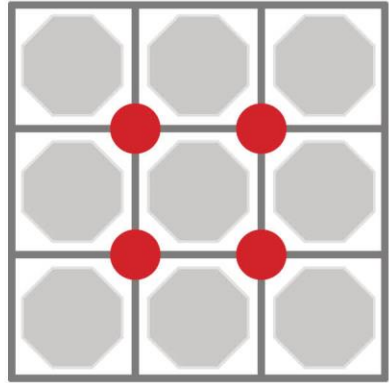
PHASE 1



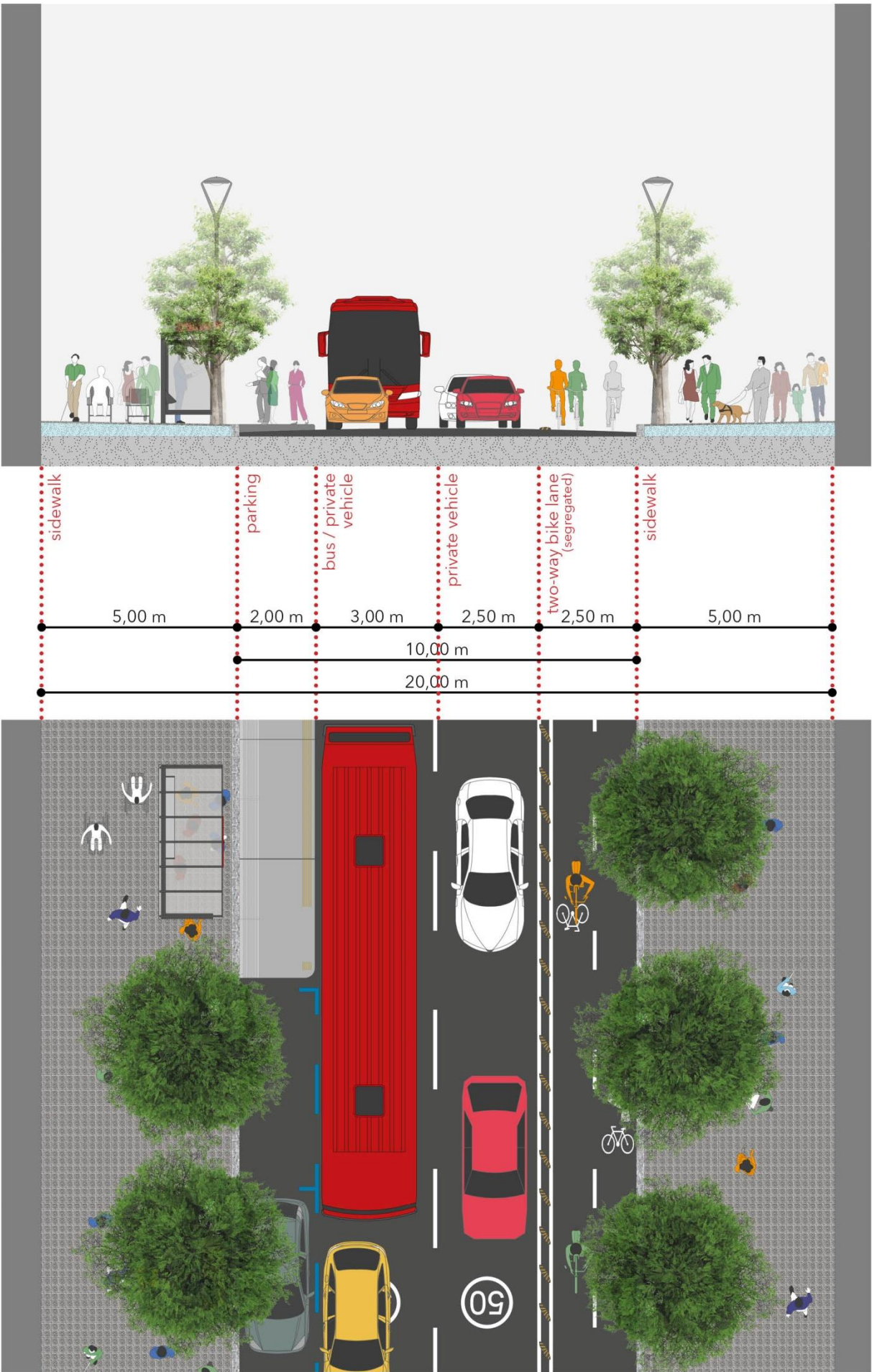
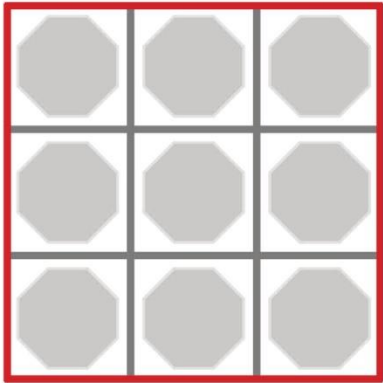
Urban gardens

NEIGHBORS NODE Intersection of Inner Road - Inner Road

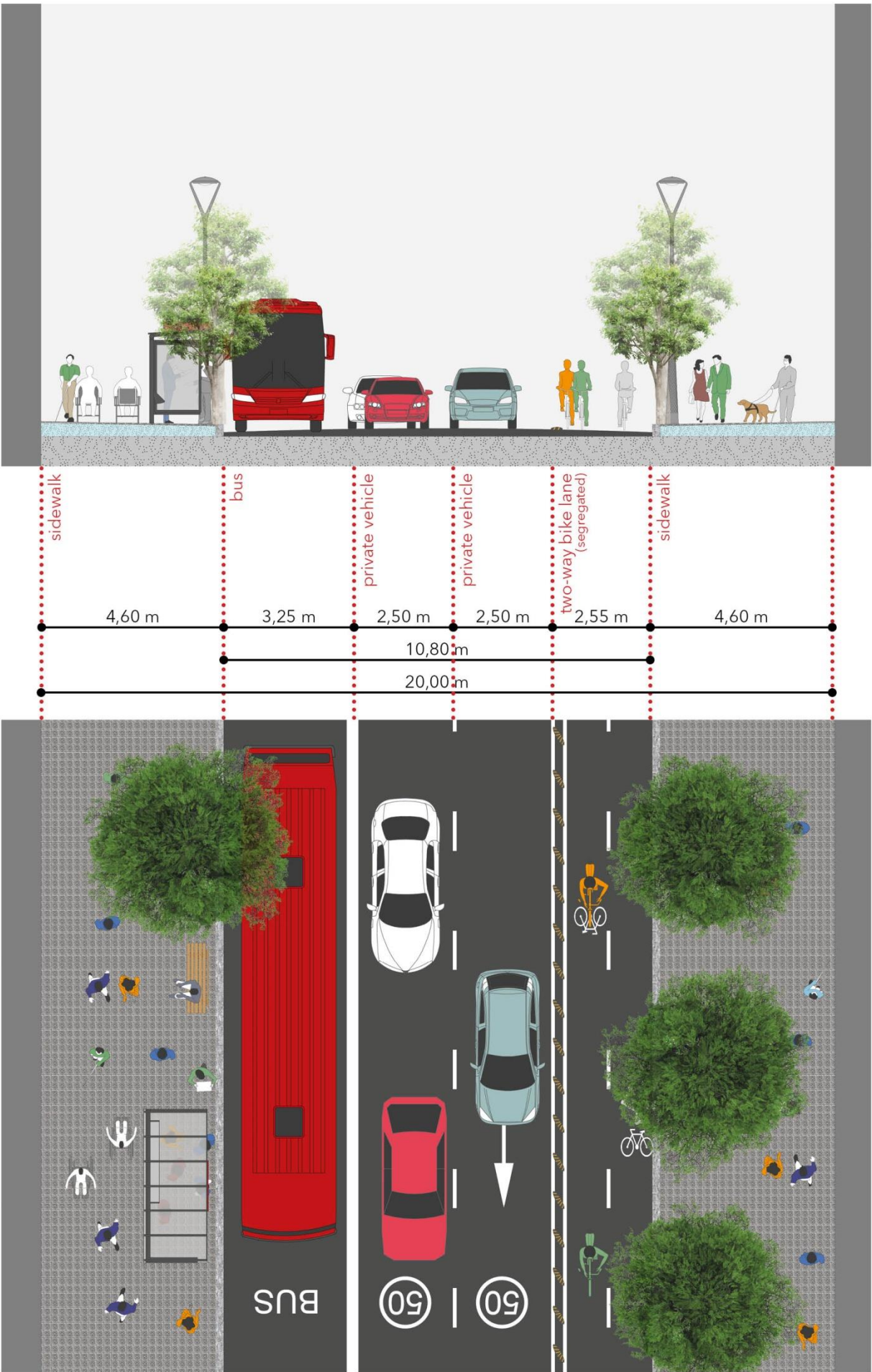
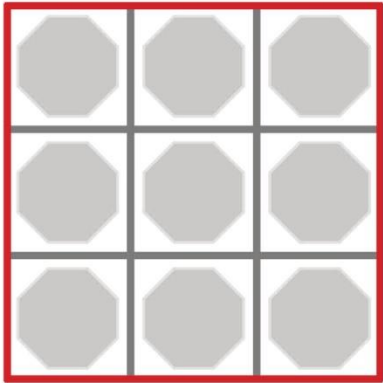
PHASE 2



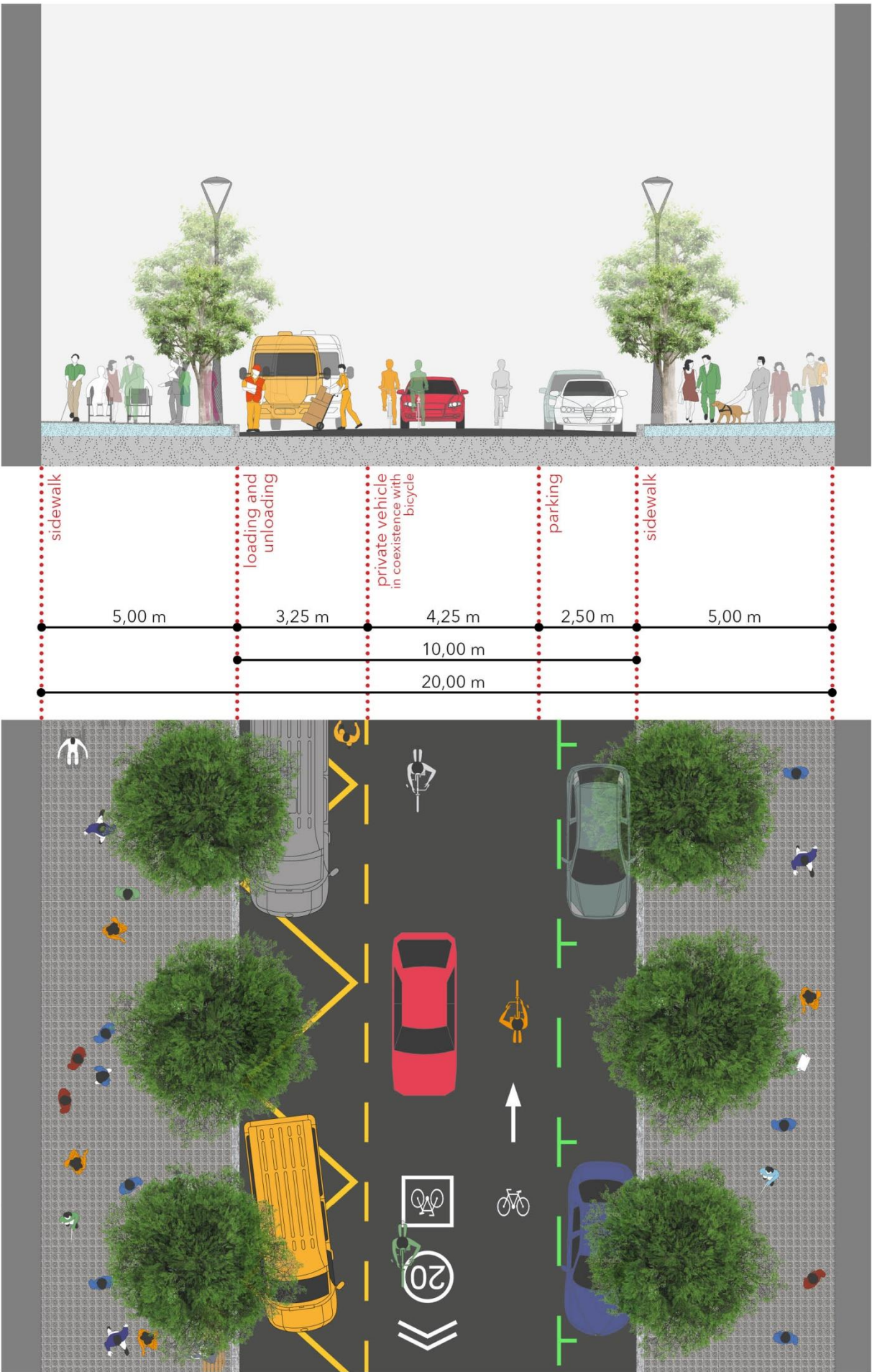
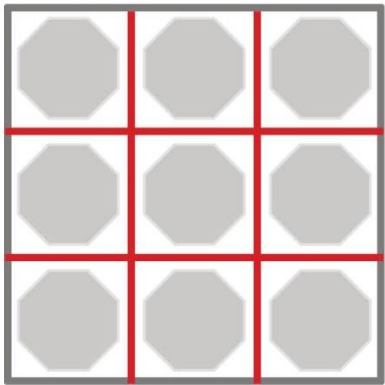
50 Km/h Basic network
PHASE 1



50 Km/h Basic network
PHASE 1/2

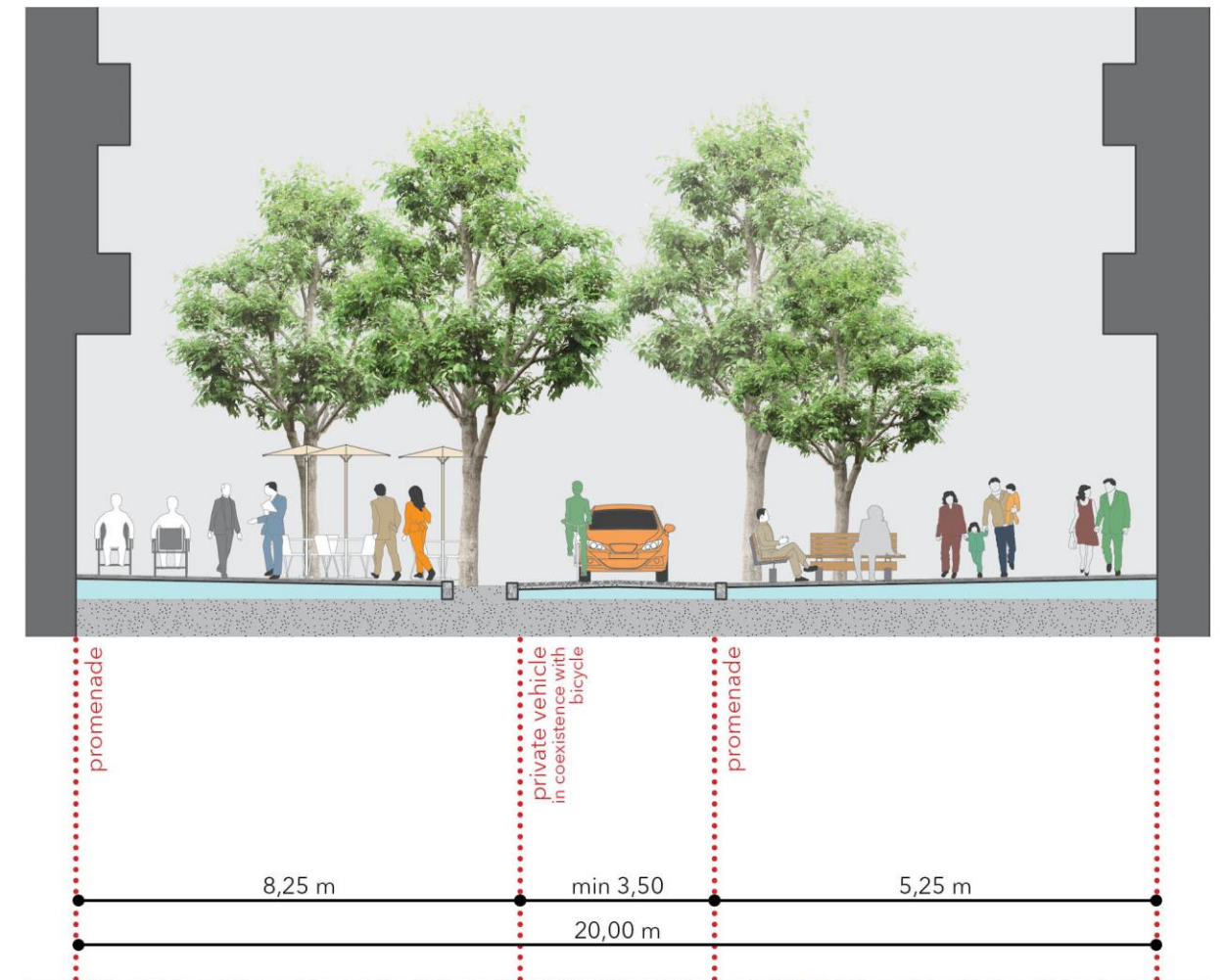
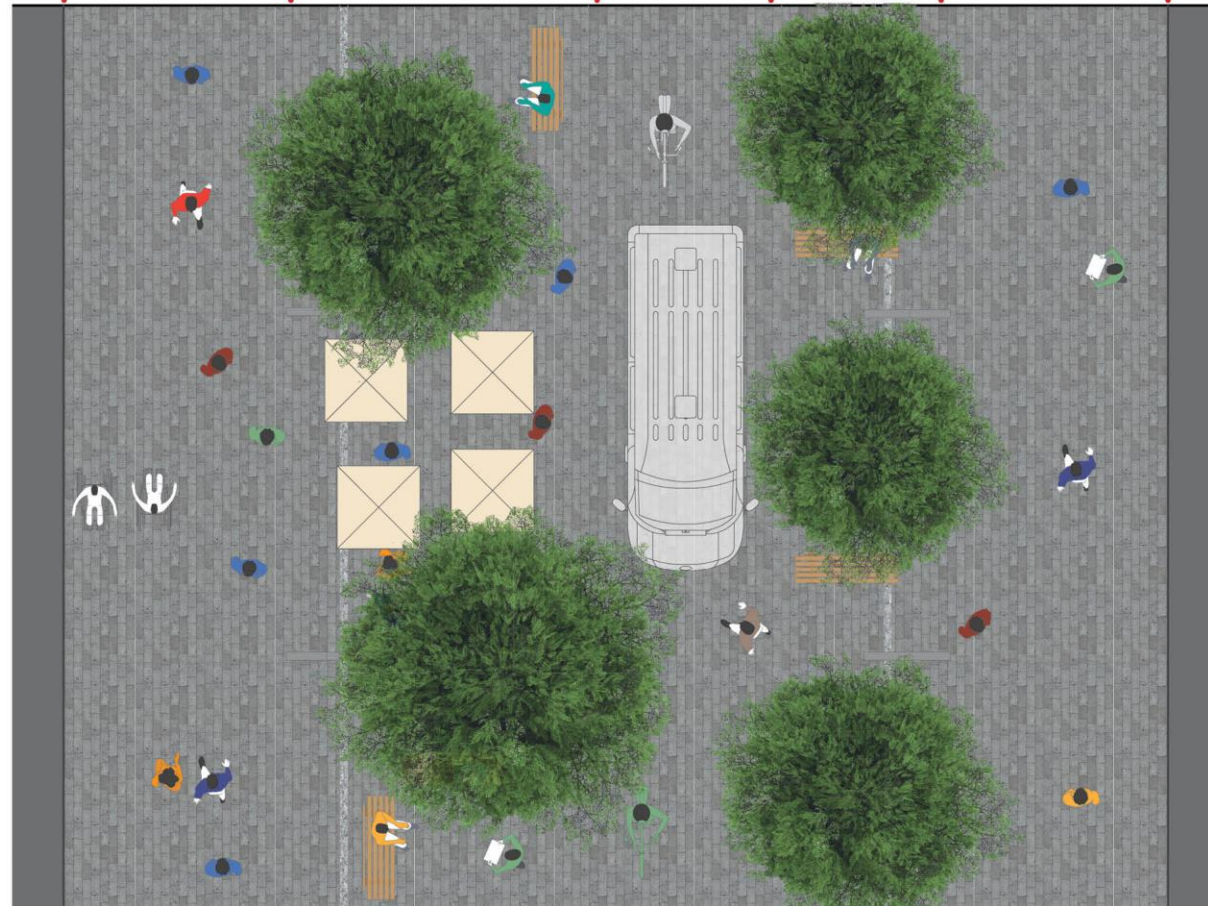
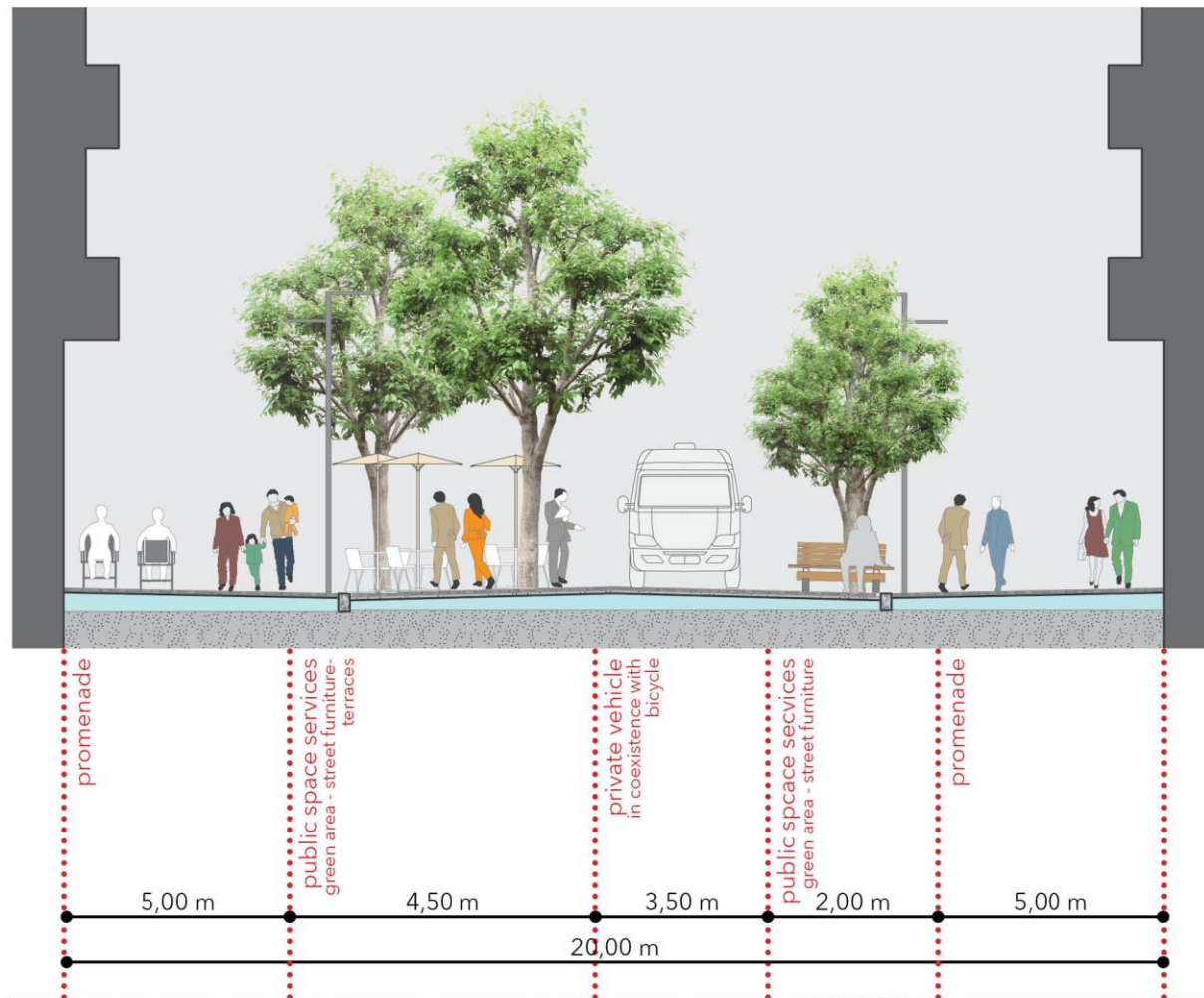
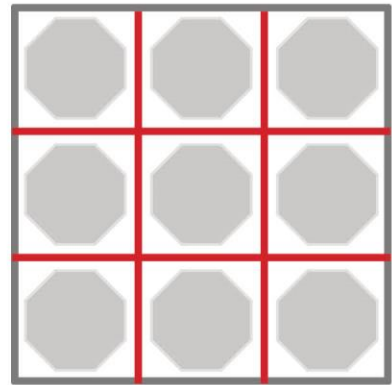


20 Km/h Inner Road
PHASE 1



10 Km/h Inner Road

PHASE 2



Information panels at Superblock entrances

Urban Superblock (10 km/h)

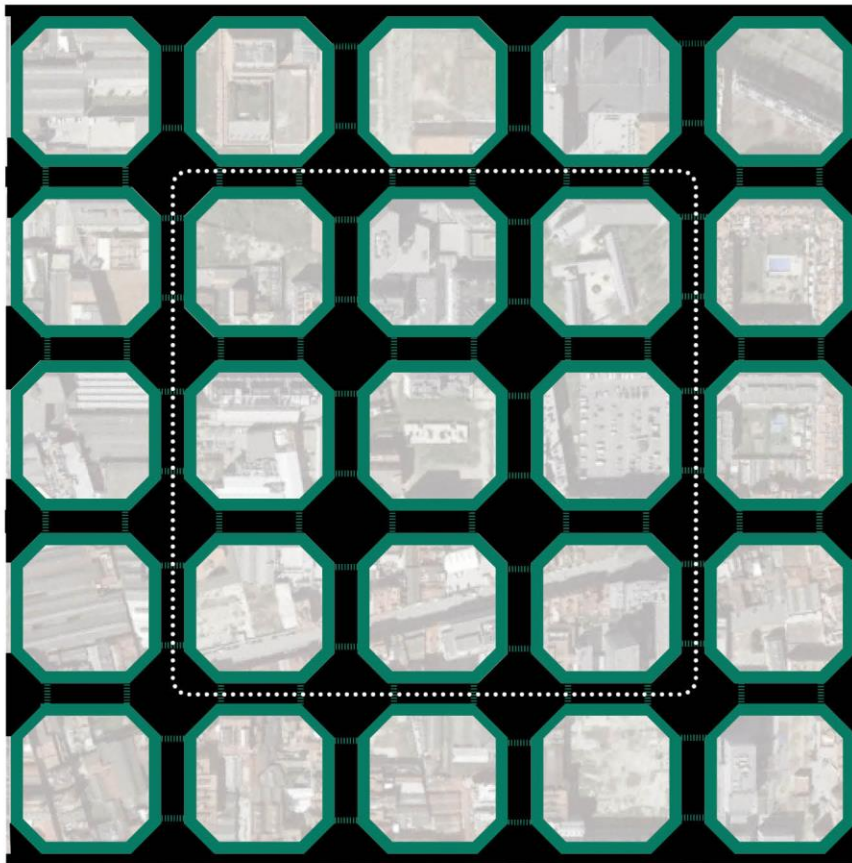


Functional Superblock (20 km/h)



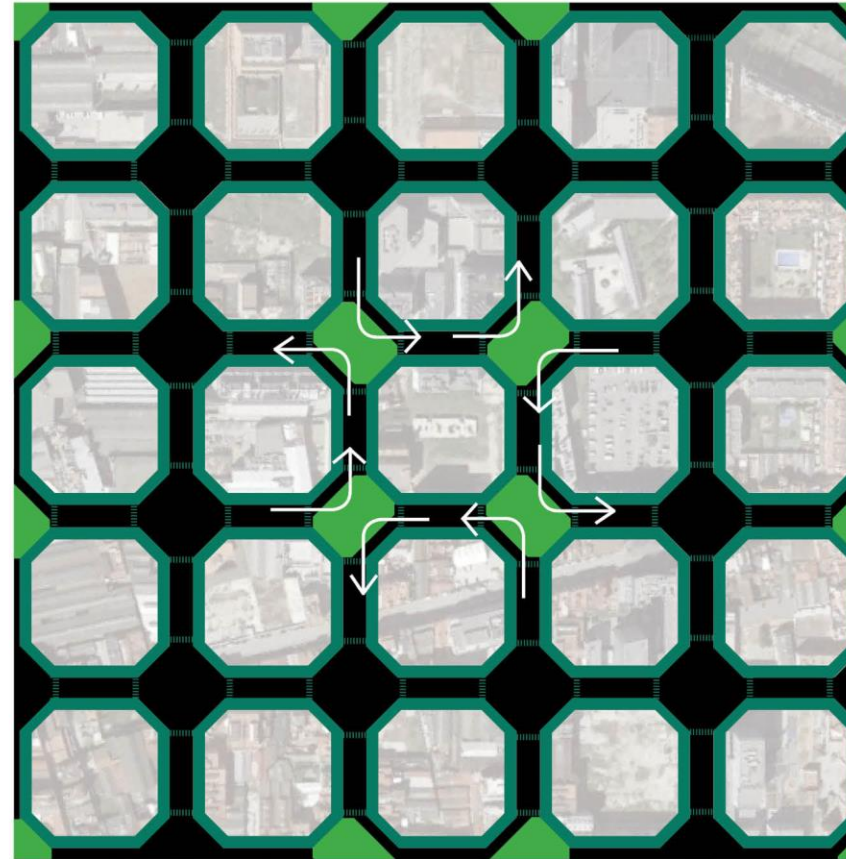
Pedestrians

CURRENT SITUATION



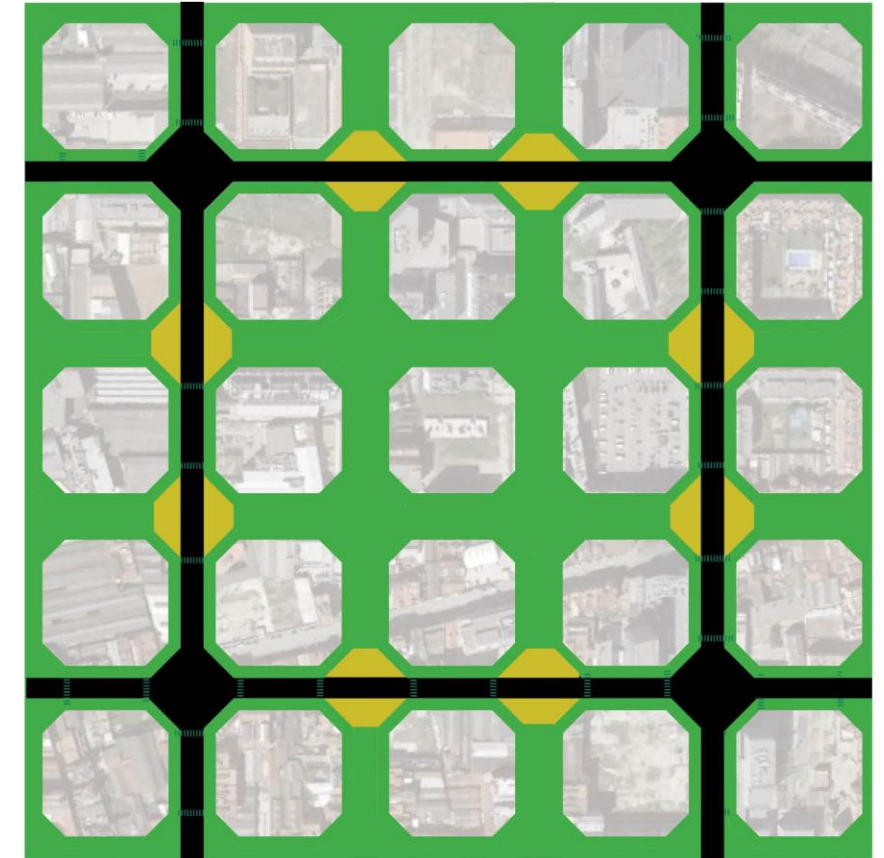
40 %

PHASE 1. FUNCTIONAL SUPERBLOCKS



53 %

PHASE 2. URBAN SUPERBLOCKS

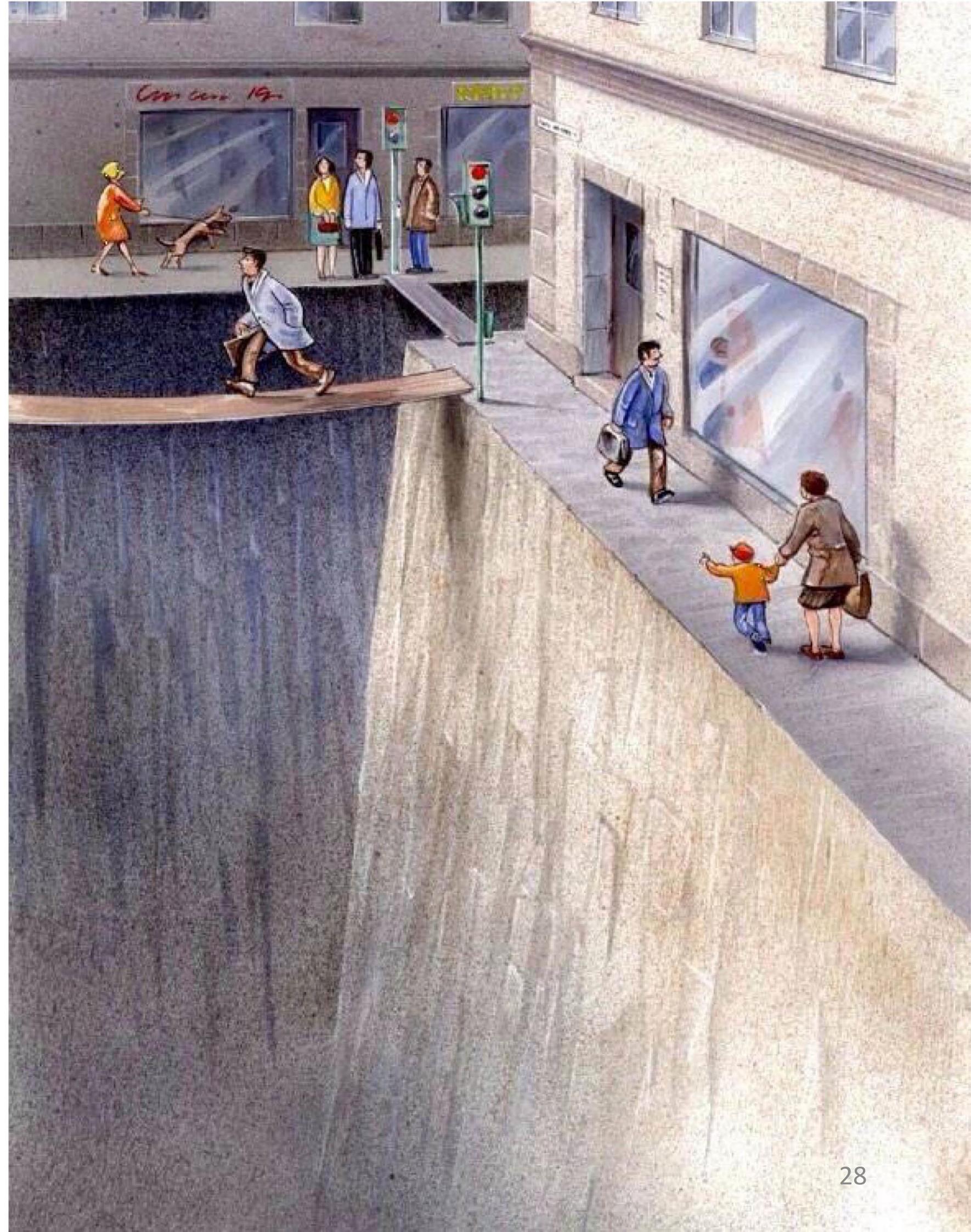


94 %



- Pedestrian space**
Sidewalks, pedestrian priority streets, boulevards, promenades
- Accessible citizen space**
- Services area**
Mixed area for parking, loading and unloading and pedestrian traffic

Pedestrians. CURRENT SITUATION



Pedestrians. SUPERBLOCK

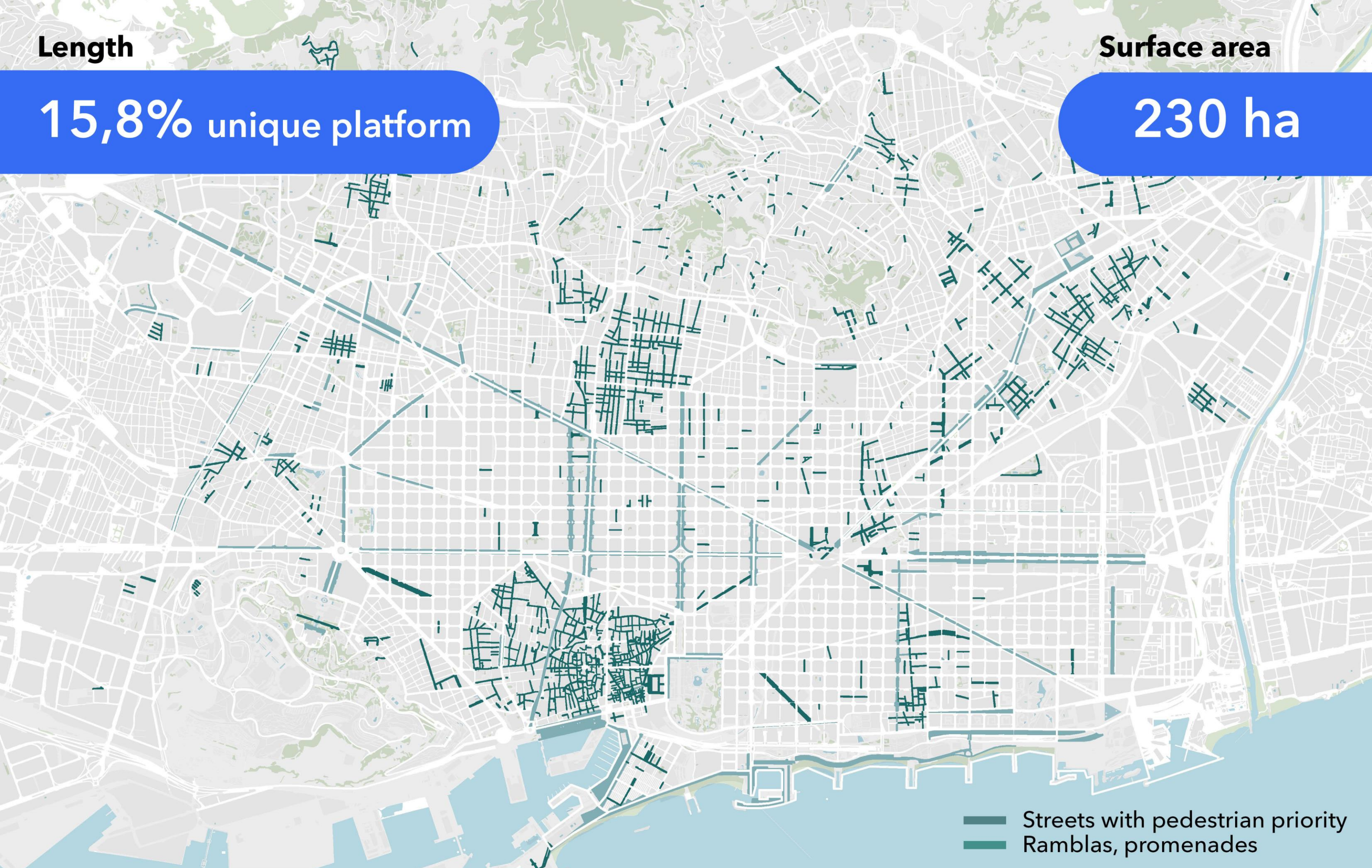


Length

15,8% unique platform

Surface area

230 ha



Streets with pedestrian priority
Ramblas, promenades

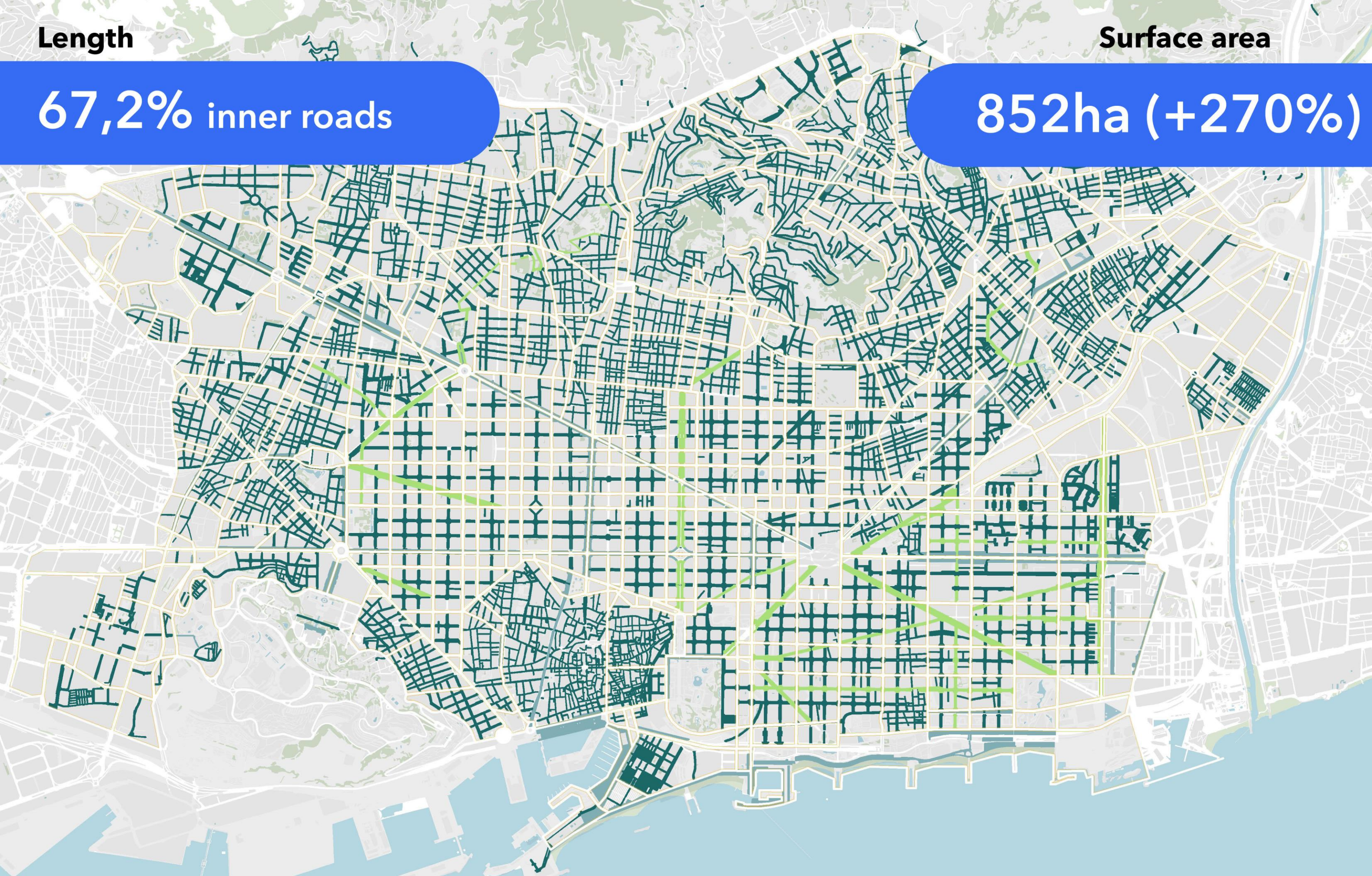
Citizen accessible space
BARCELONA CURRENT SITUATION

Length

67,2% inner roads

Surface area

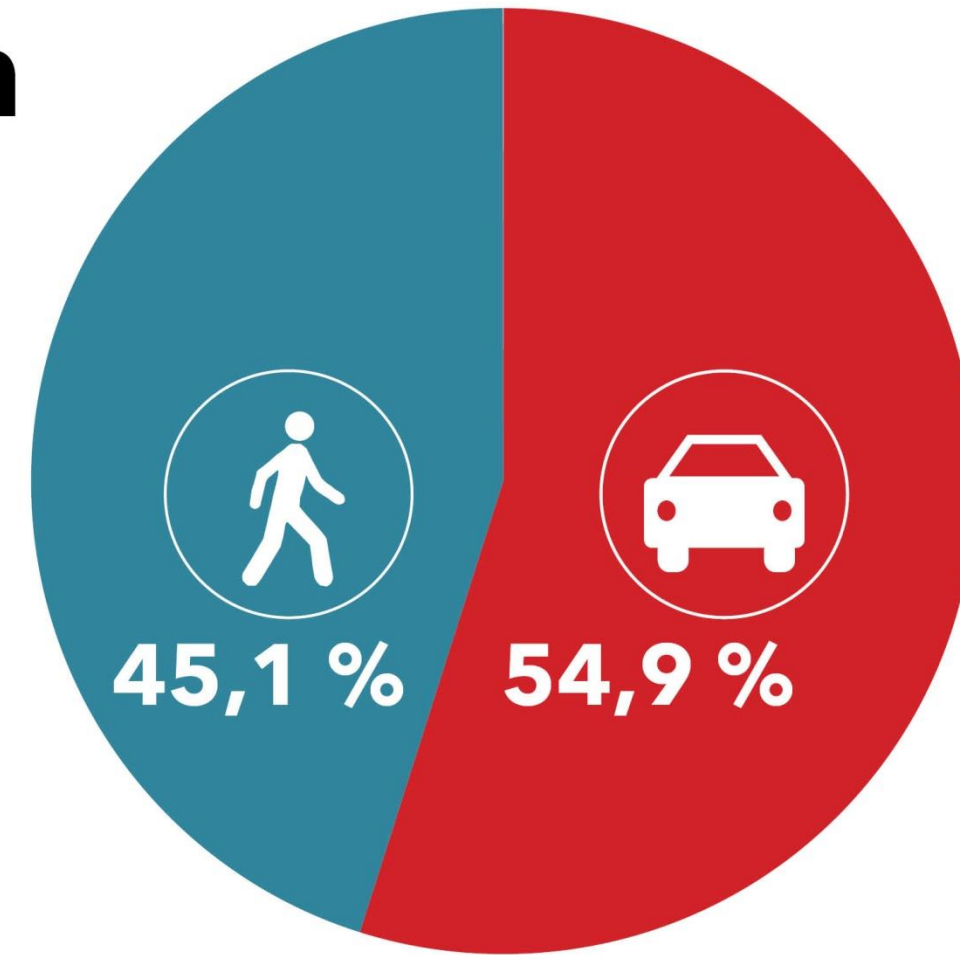
852ha (+270%)



Citizen accessible space
BARCELONA FUTURE SCENARIO WITH NEW SUPERBLOCKS

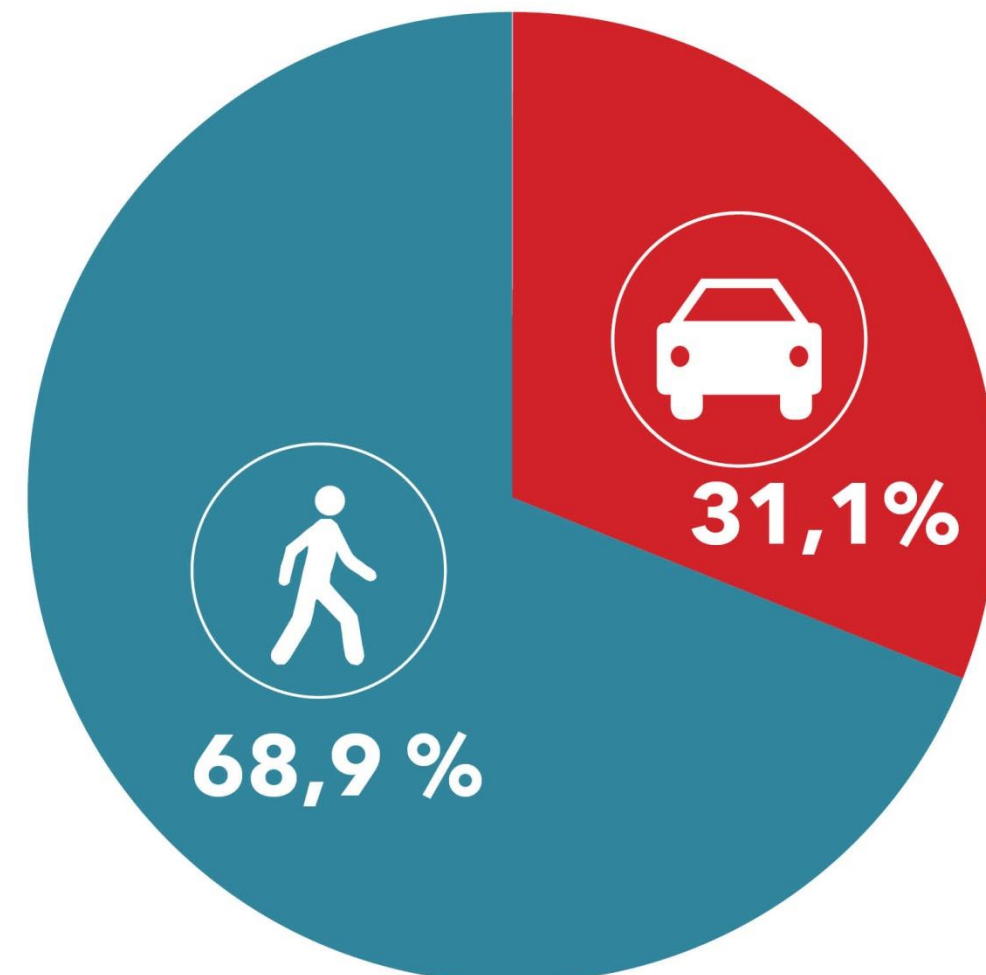
Street Space Distribution

Current situation



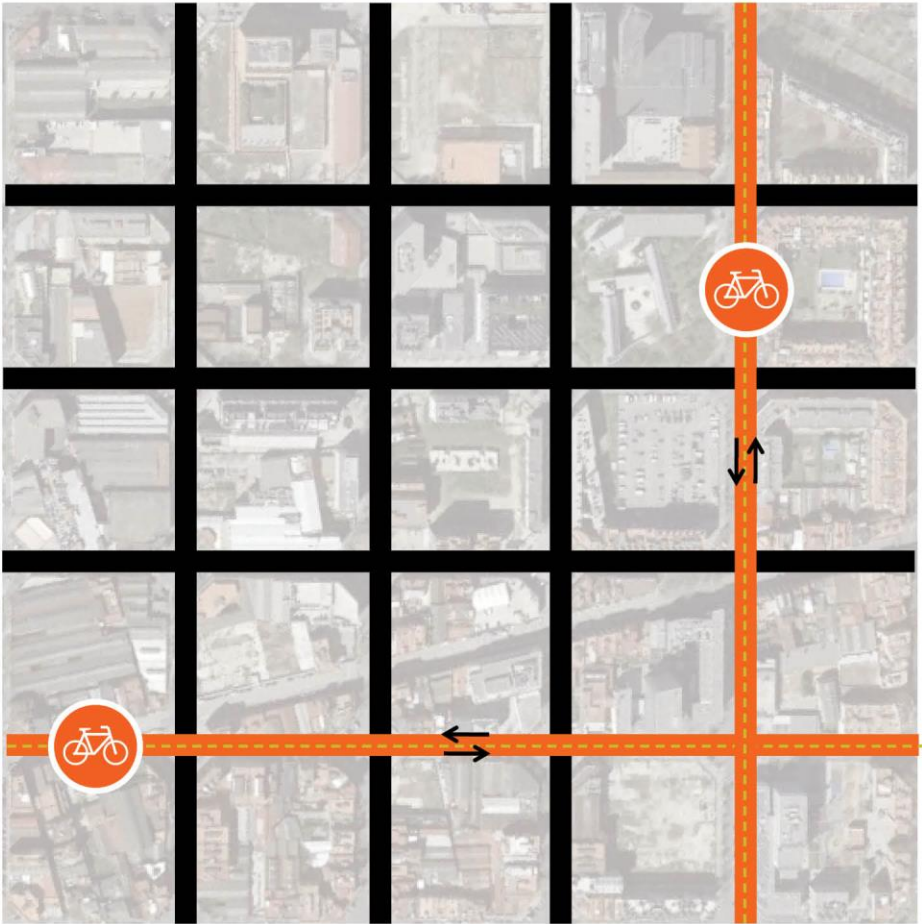
**PEDESTRIAN SPACE
vs
MOTORIZED SPACE**

Superblock Scenario

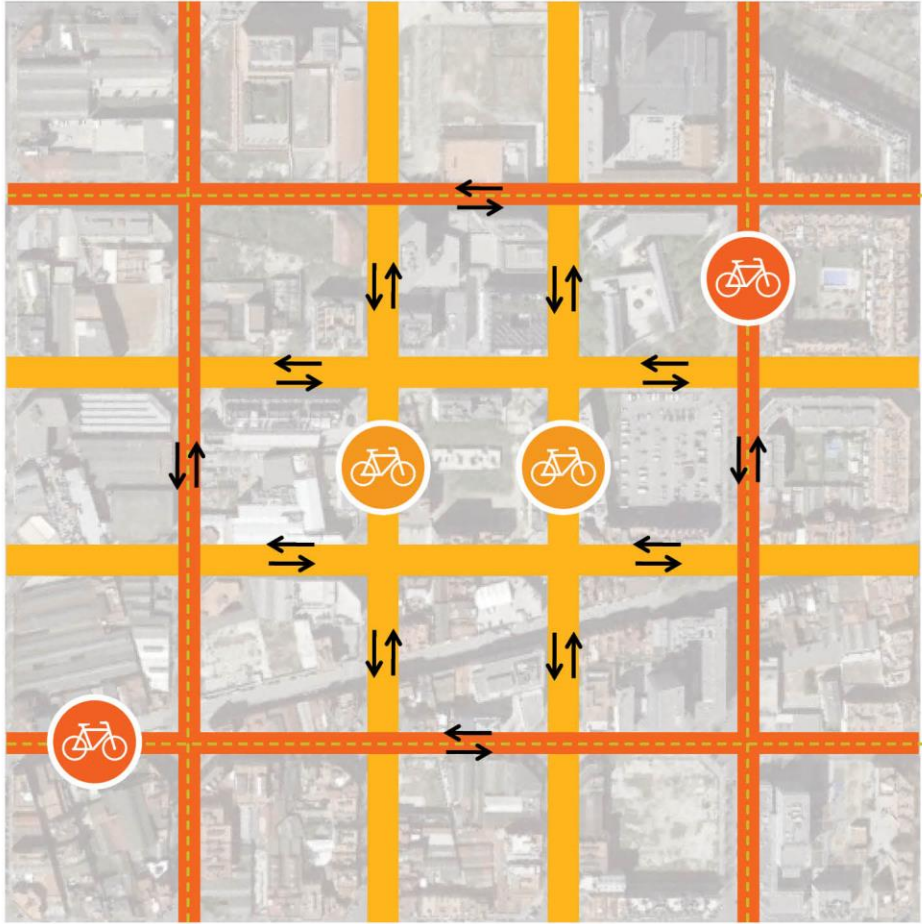


Bicycles

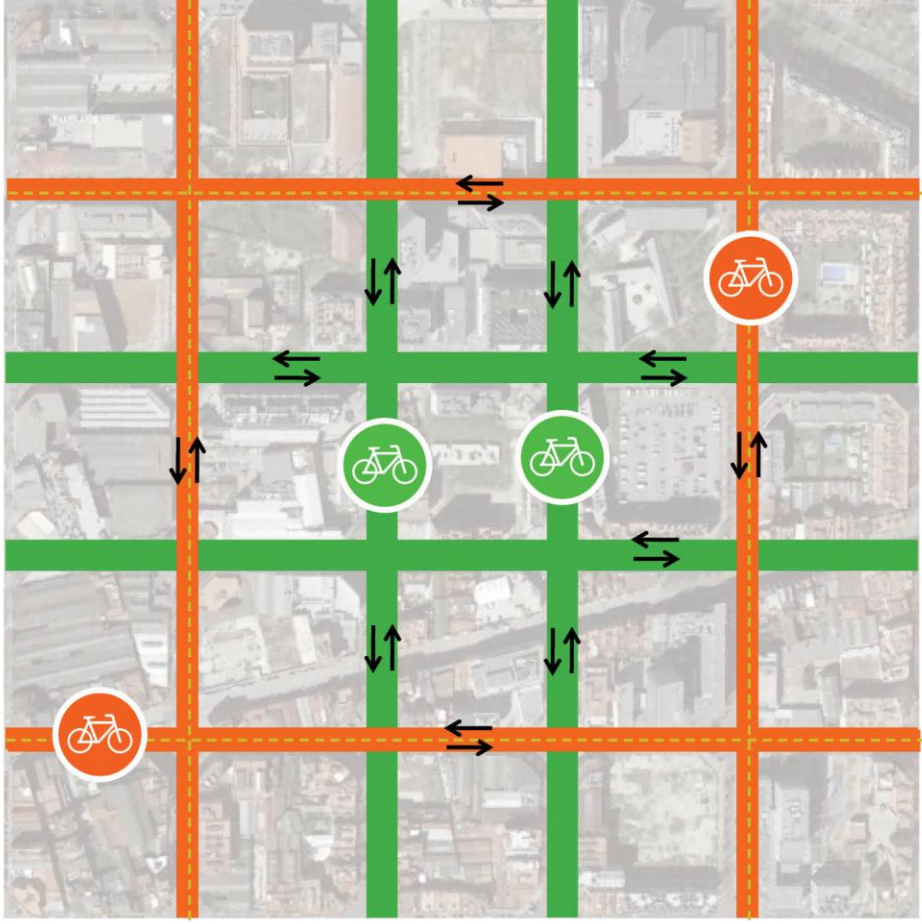
CURRENT SITUATION



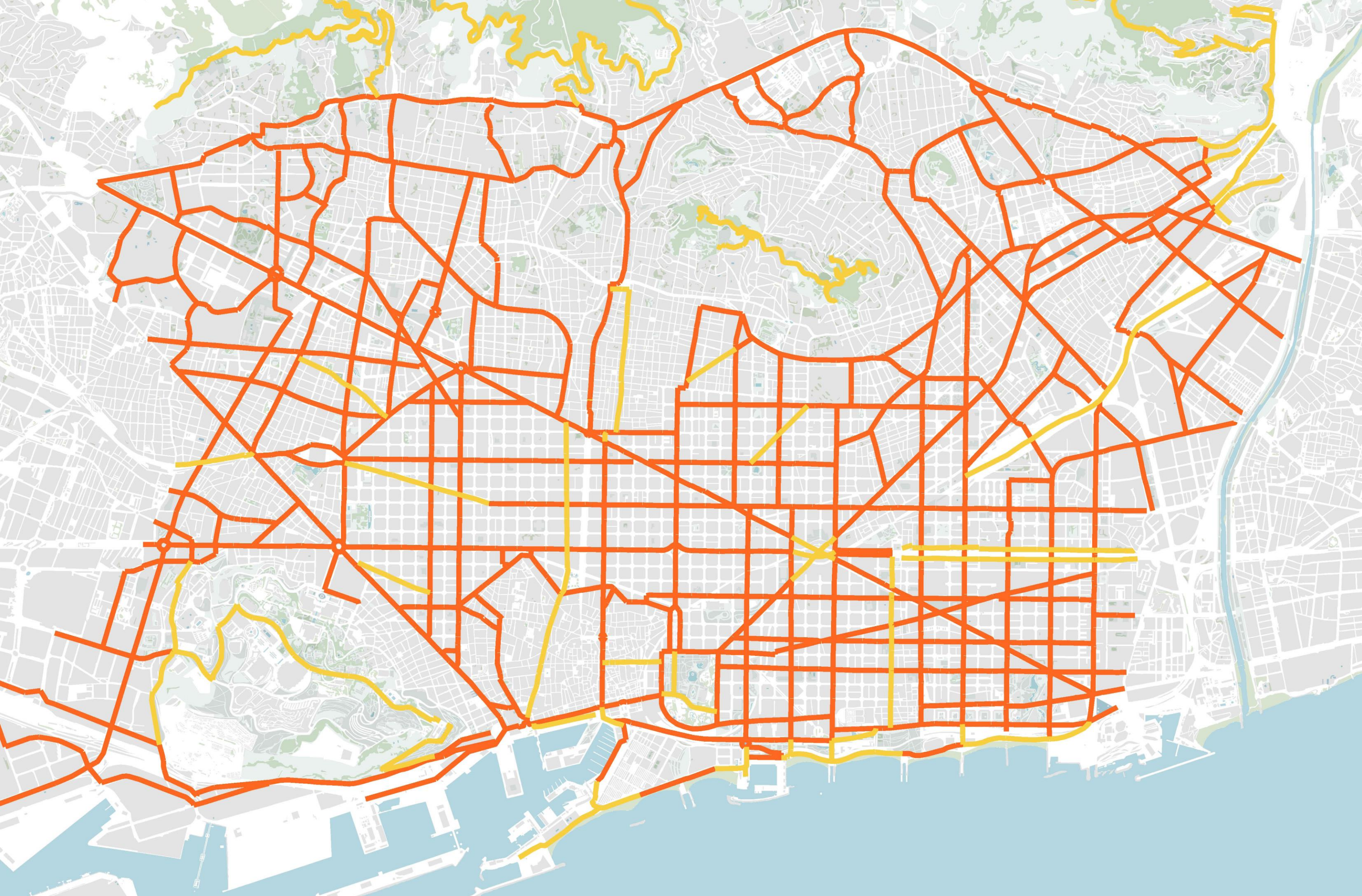
PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS



- Bicycle network**
-  Main (bicycle lane)
 -  Secondary (30 Km/h)
 -  Living space cyclist/pedestrian (10 Km/h)

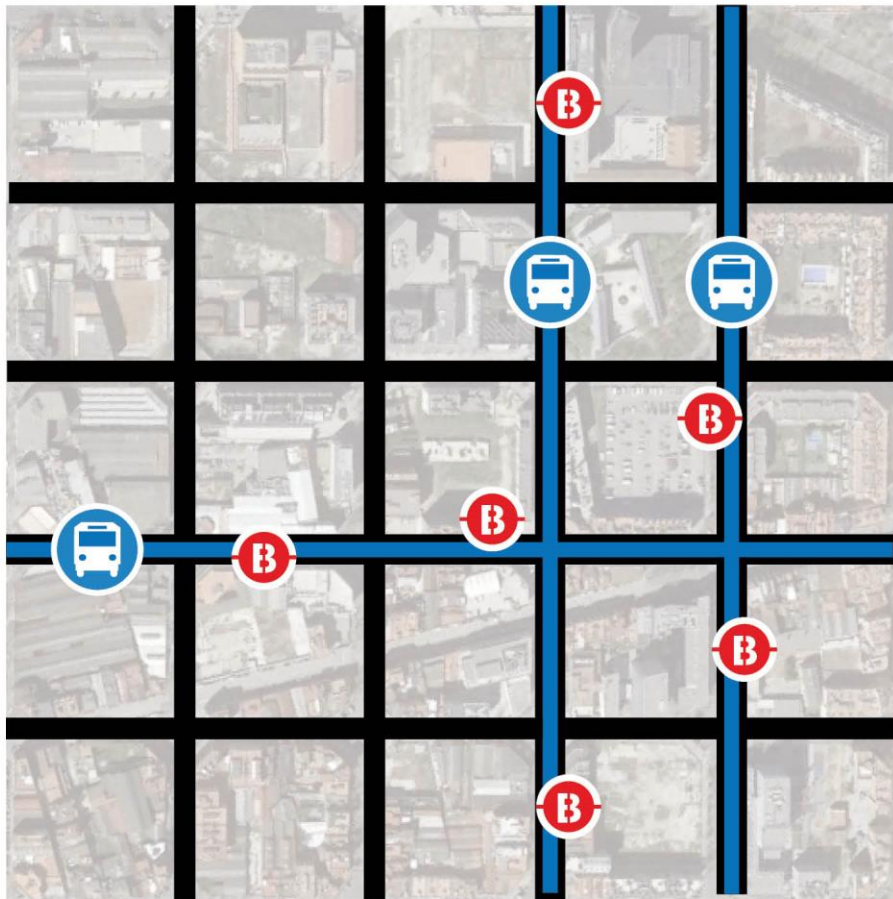


Bicycle network proposal. BARCELONA

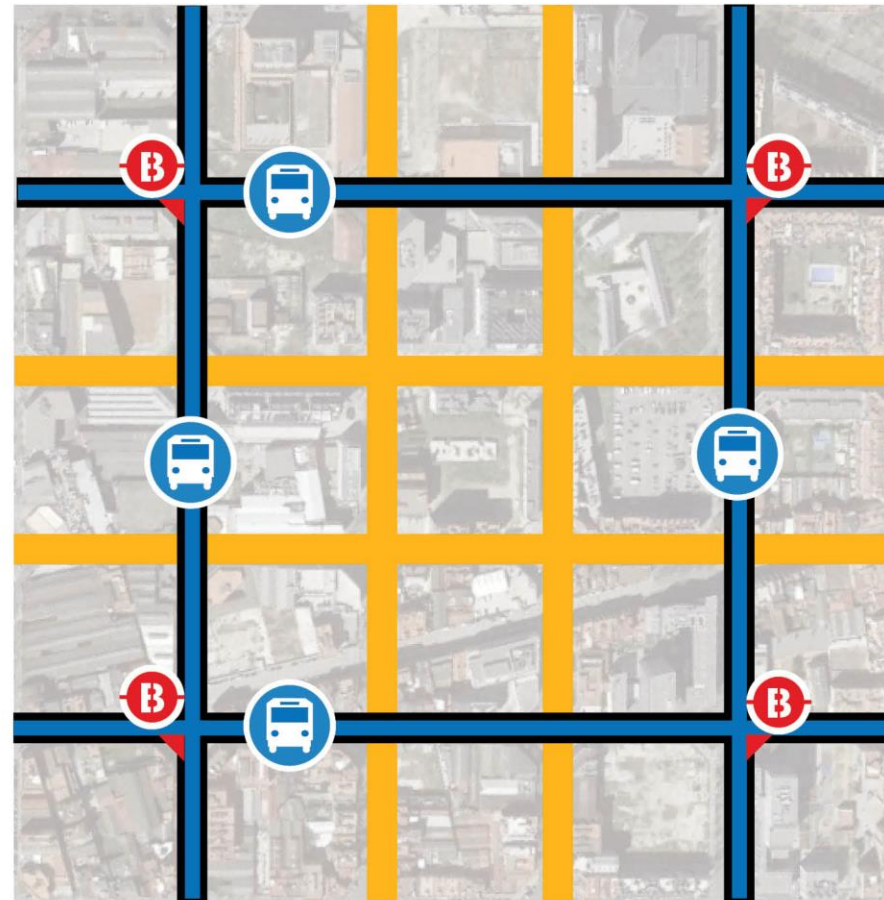
- Main network - segregated lane
- Main network with coexistence

Public Transport

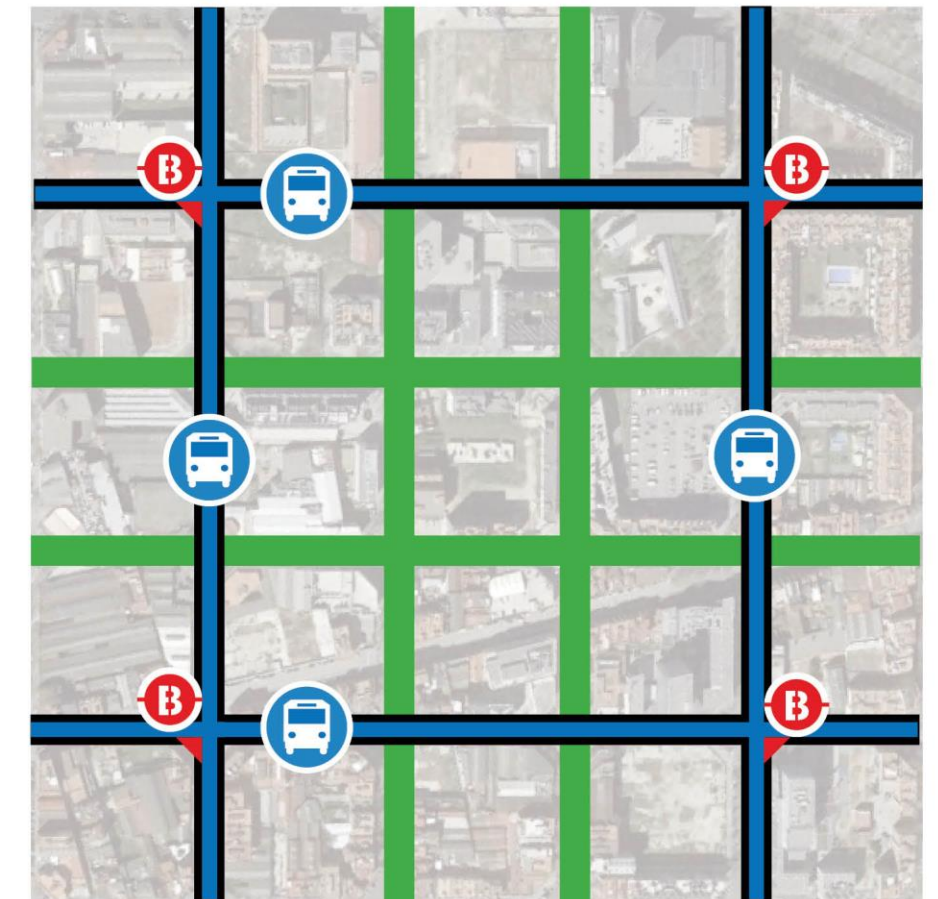
CURRENT SITUATION



PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS



Maximum speed

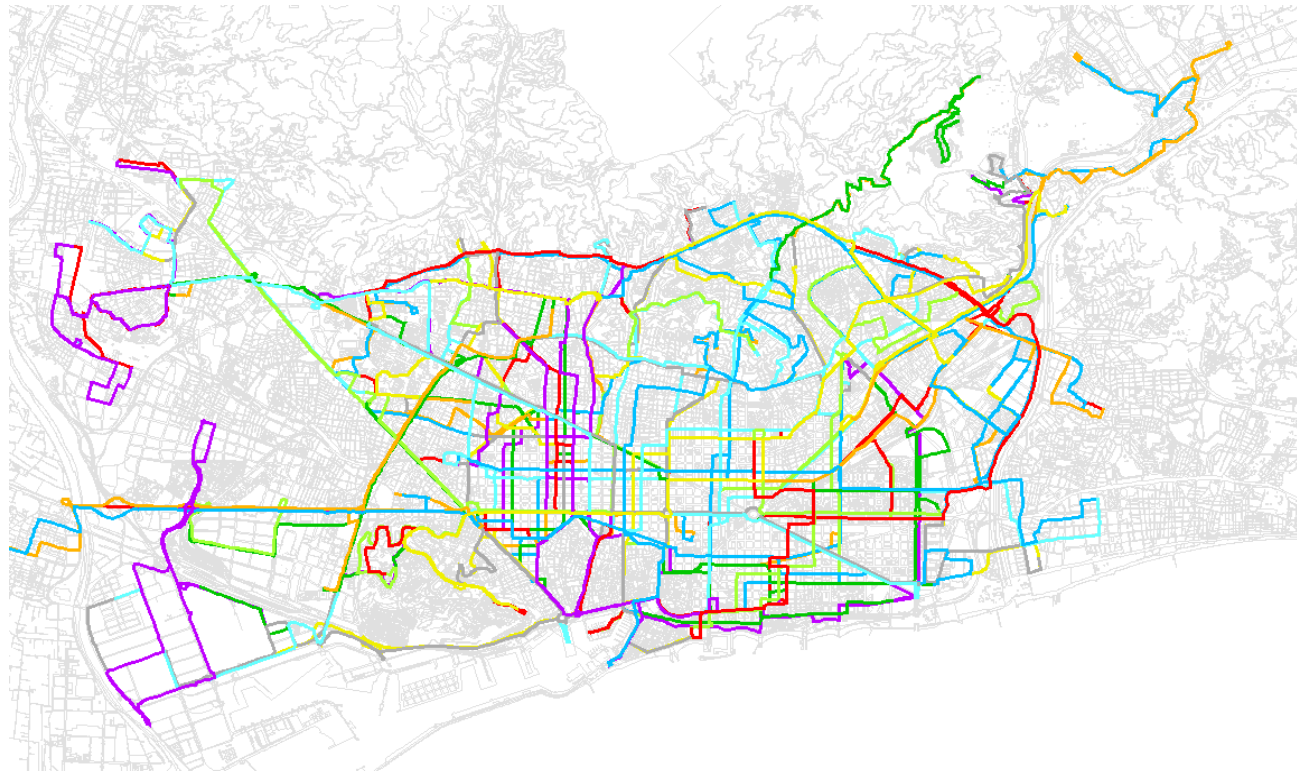
- Basic network: 50 km/h
- Local network: 30 km/h
- Local network: 10 km/h



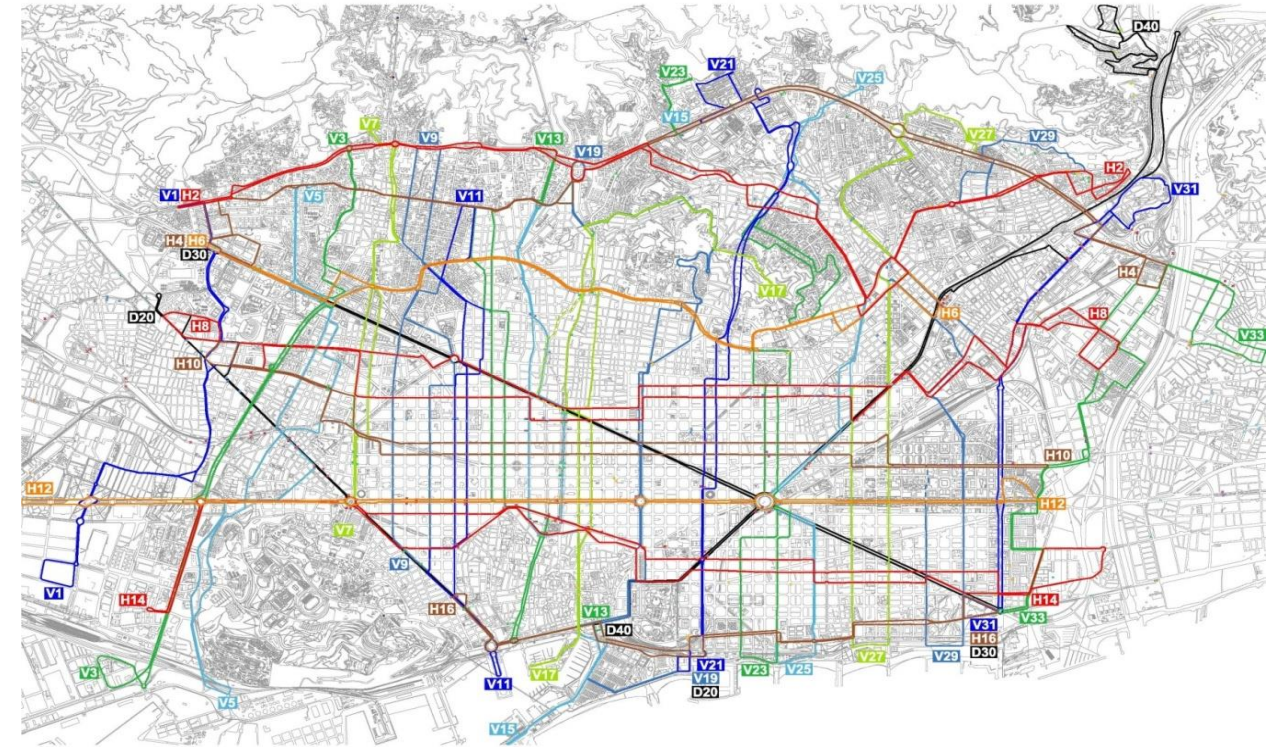
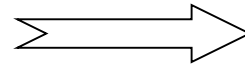
Bus network



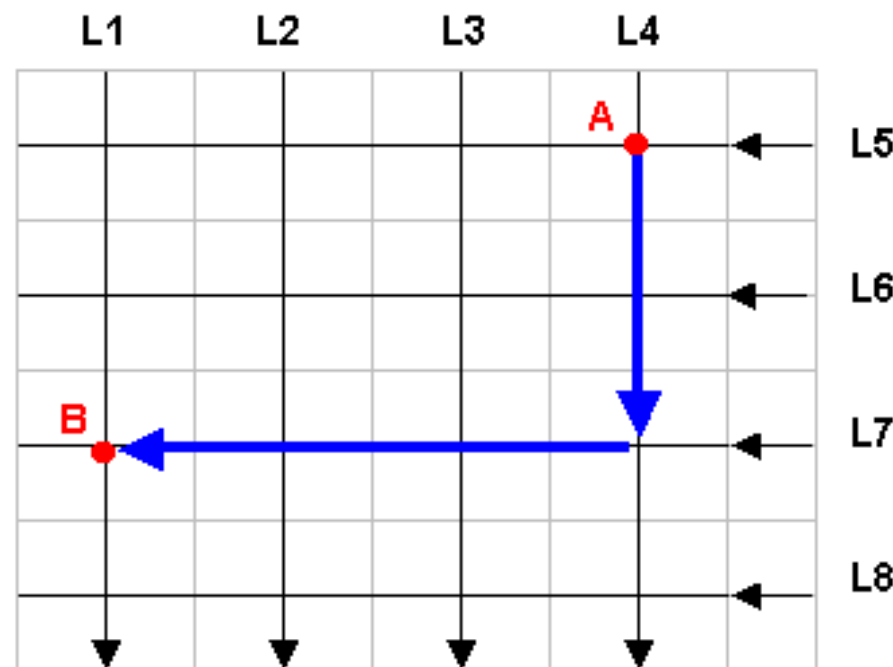
Bus stop



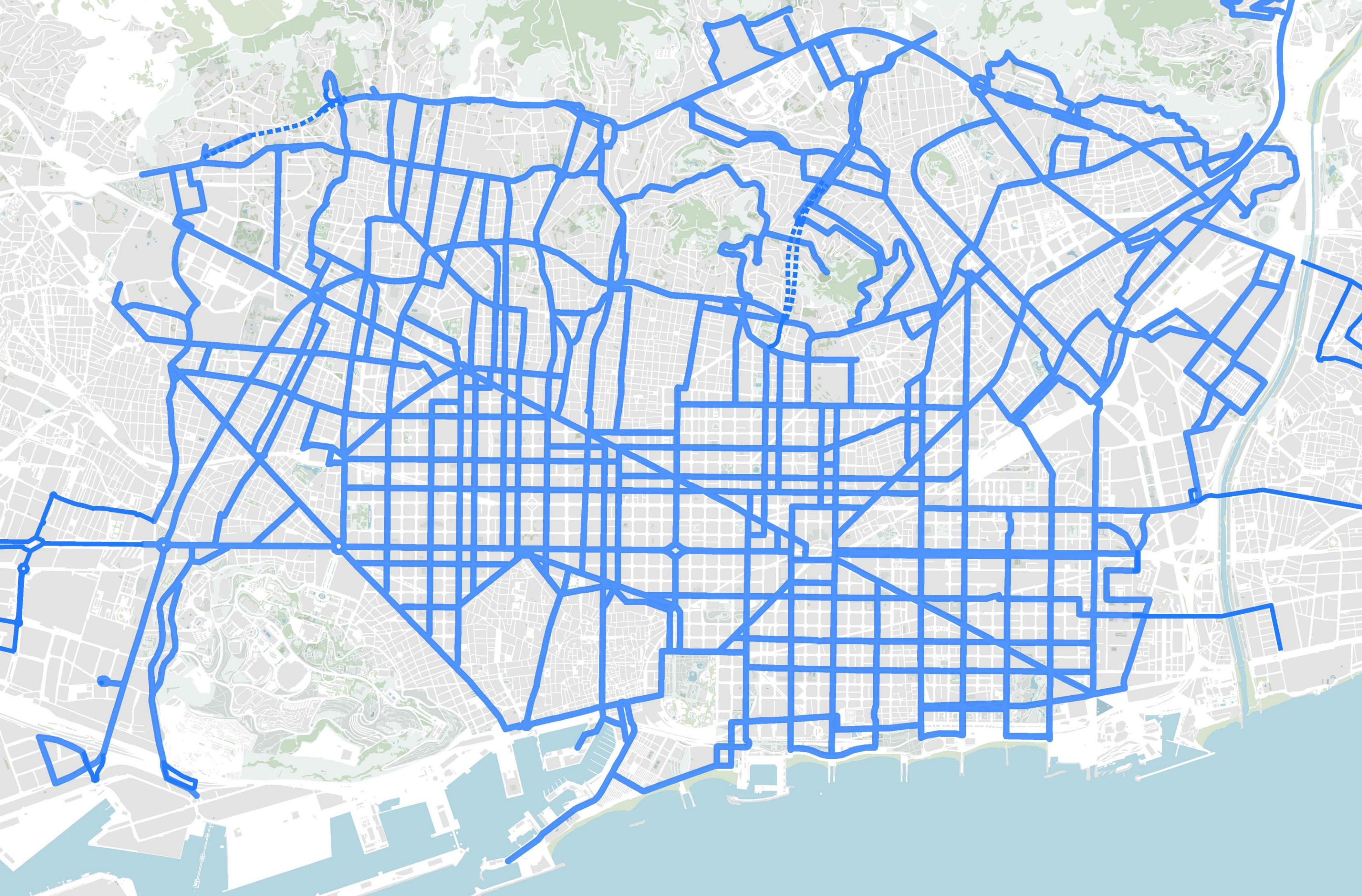
Transporte público en superficie actual en Barcelona. Es una suma de líneas poco eficiente. Frecuencia media de 14 minutos y velocidad comercial 11,03 Km/h.



Propuesta de red ortogonal de bus manteniendo el número de autobuses. Se simplifica considerablemente en relación a la situación actual. Permite plantear un servicio con frecuencia de paso de 5 minutos, isotrópica en todo el territorio y una velocidad comercial de 13 Km/h. Esta red está en proceso de implantación, estando en servicio ya varias líneas nuevas.



Se articula como una red de metro en superficie, legible, conexa y conectiva.

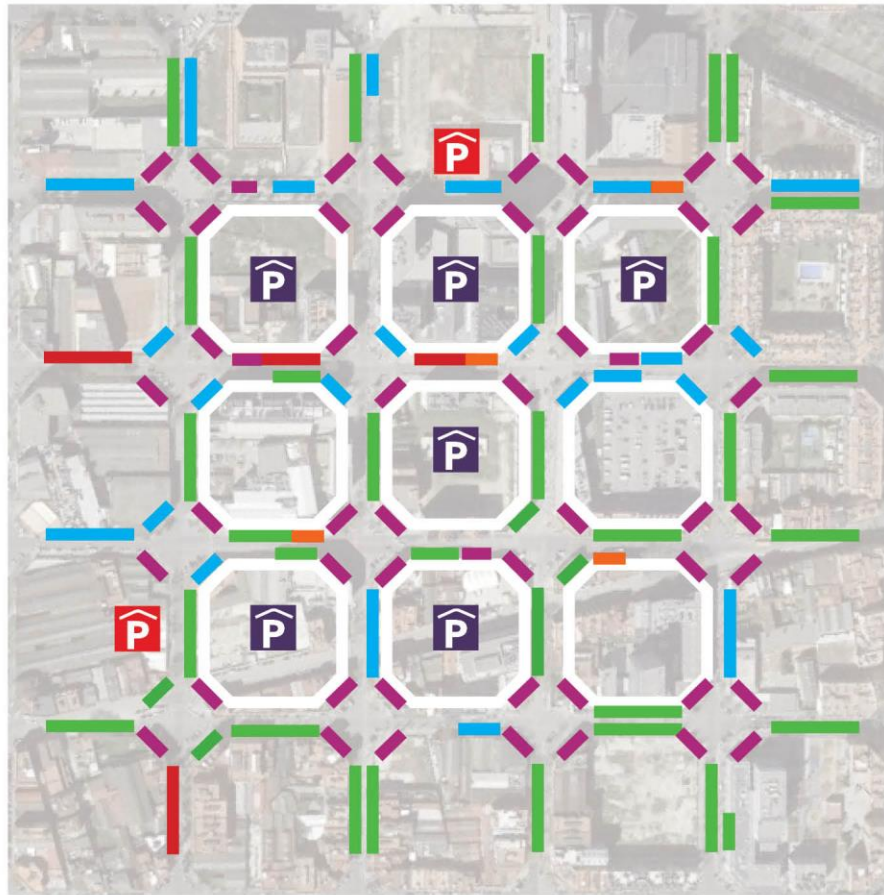


Bus network proposal. BARCELONA

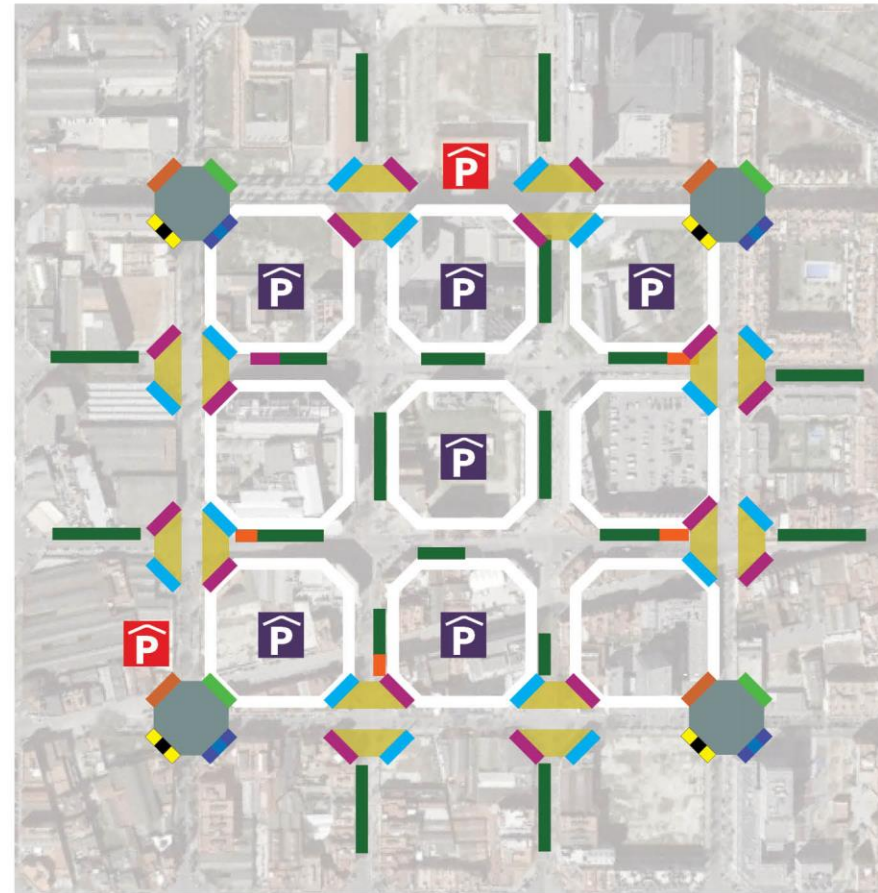
— Bus

Parking

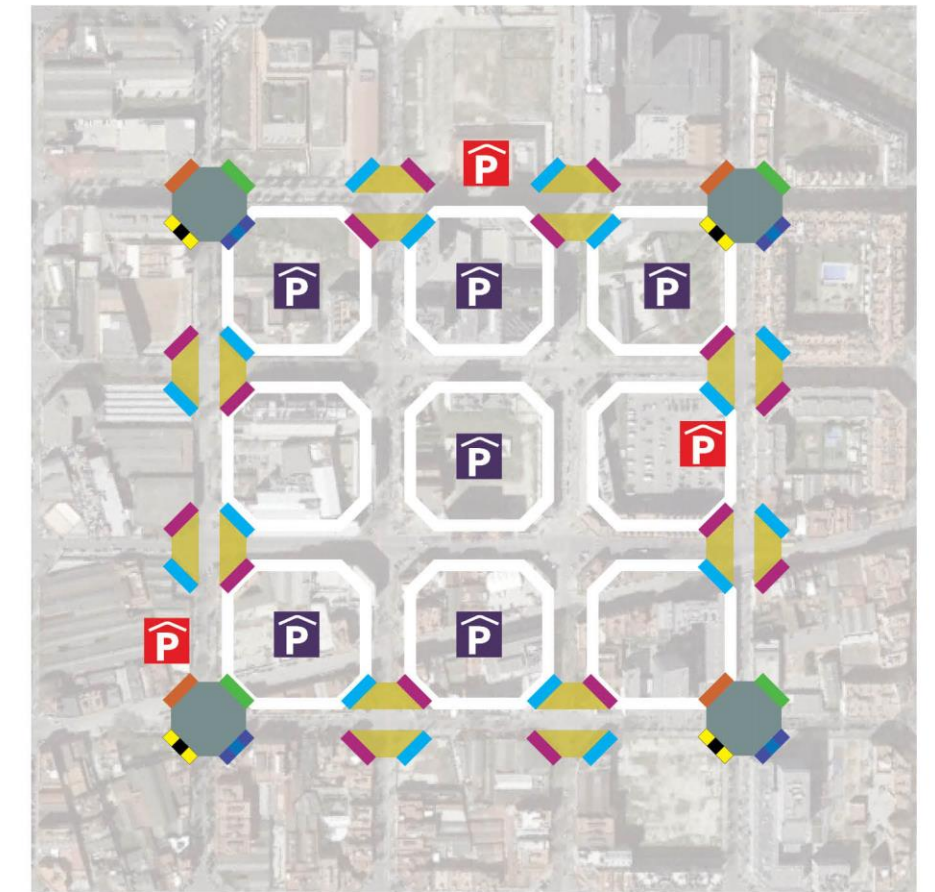
CURRENT SITUATION



PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS



Types of parking

- Free
- Blue Zone (paid)
- Green Zone (preferential residents)
- Green Zone (exclusive residents)
- Loading and Unloading Zone (L/U)
- Motorcycles

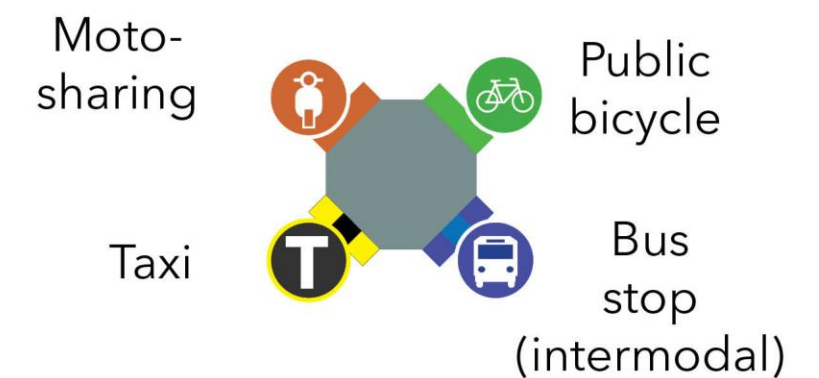
Parking off-road

- P Private (neighbours)
- P Public Access Parking

Basic / Inner Road intersection

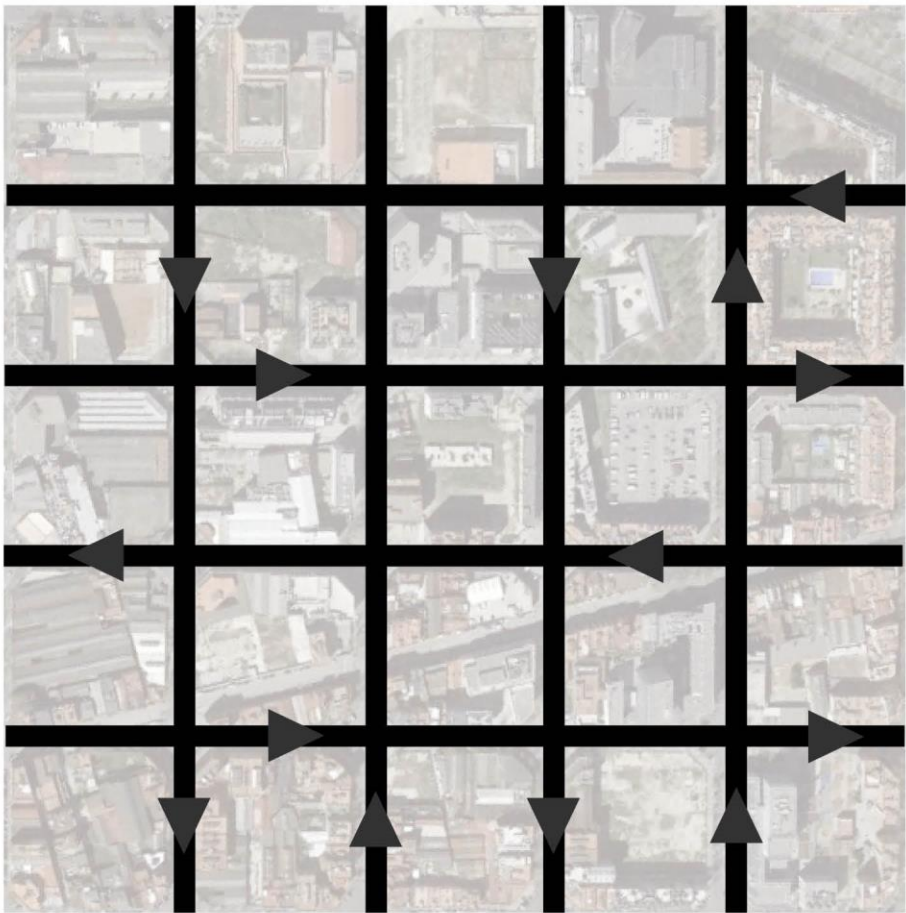


Basic / Basic intersection

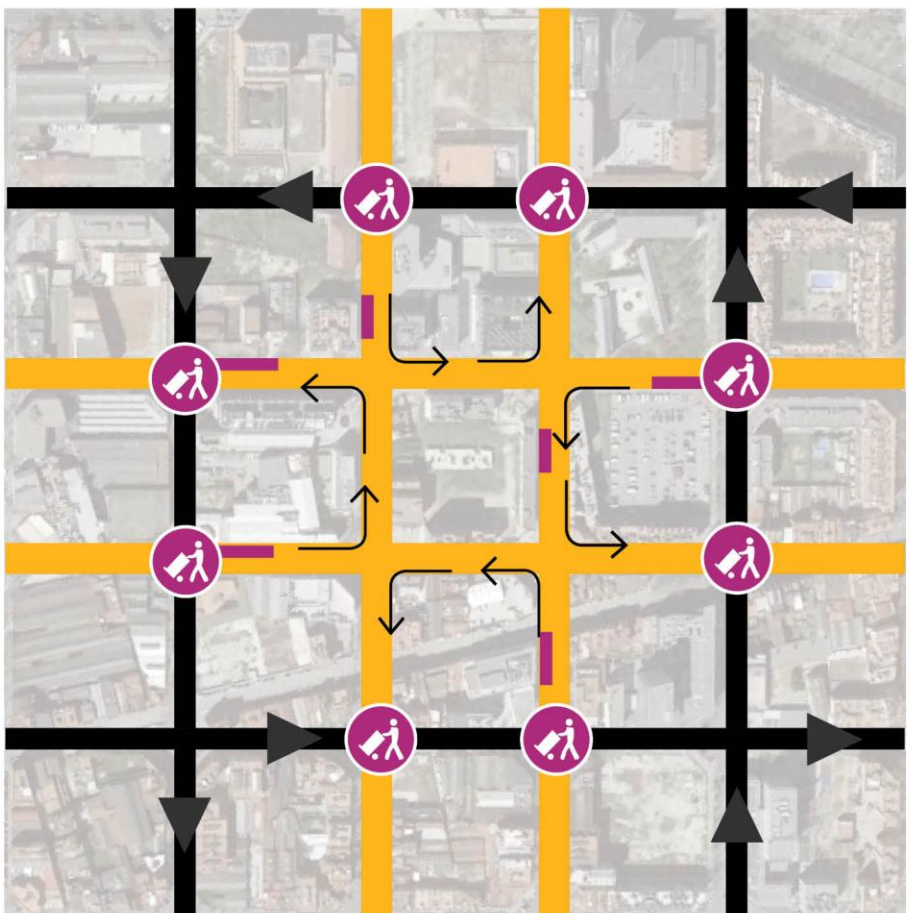


Urban distribution of goods

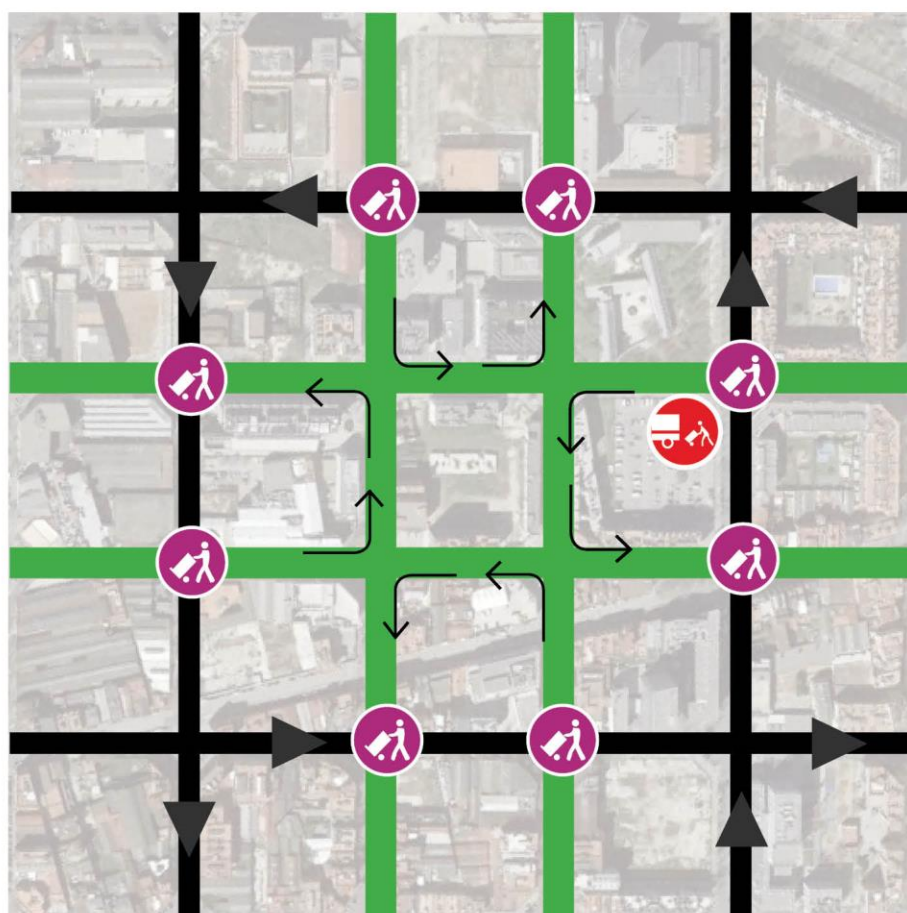
CURRENT SITUATION



PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS

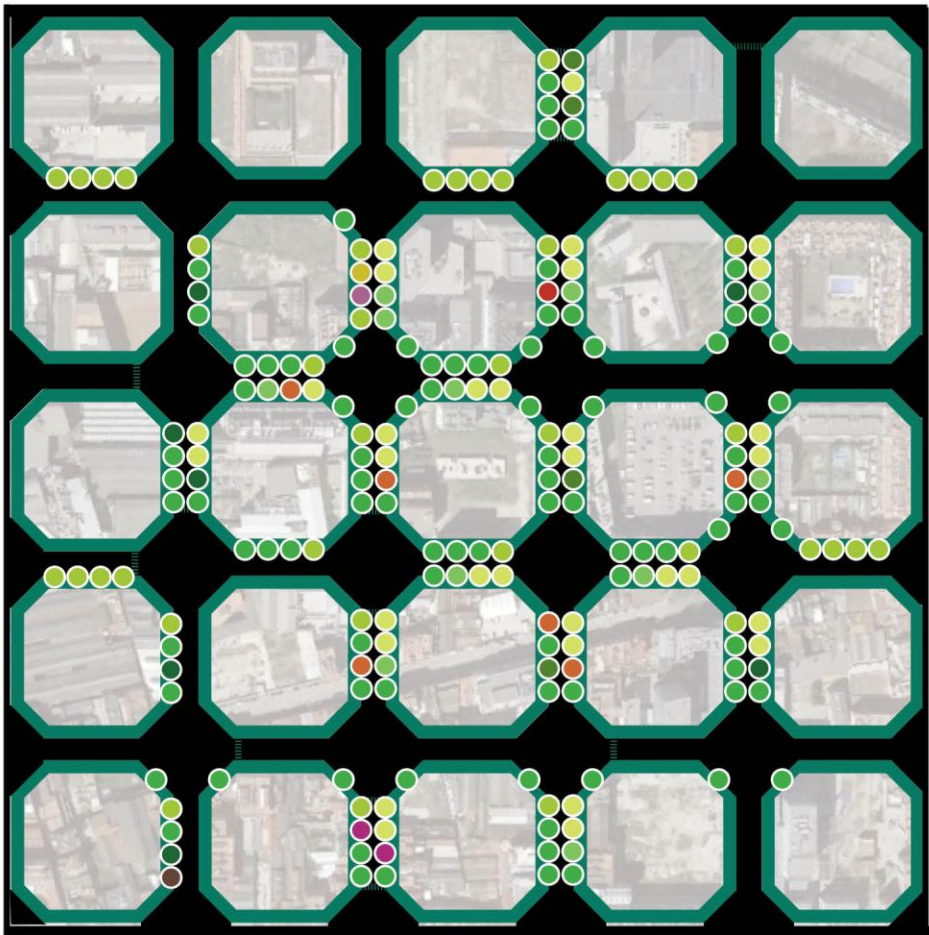


- Maximum speed**
- Basic network: 50 km/h
 - Local network: 30 km/h
 - Local network: 10 km/h

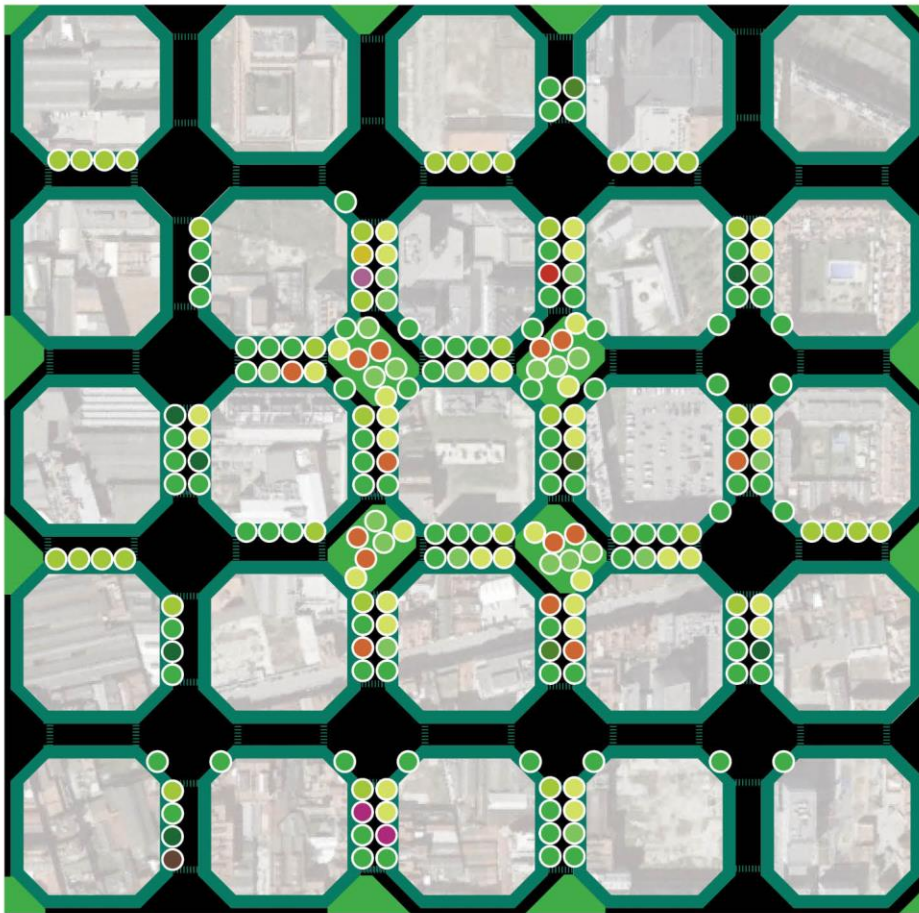
- Intersections**
- Service node (intersection Basic Road - Inner Road)
 - Loading/Unloading points
 - Logistics platform

Urban green space

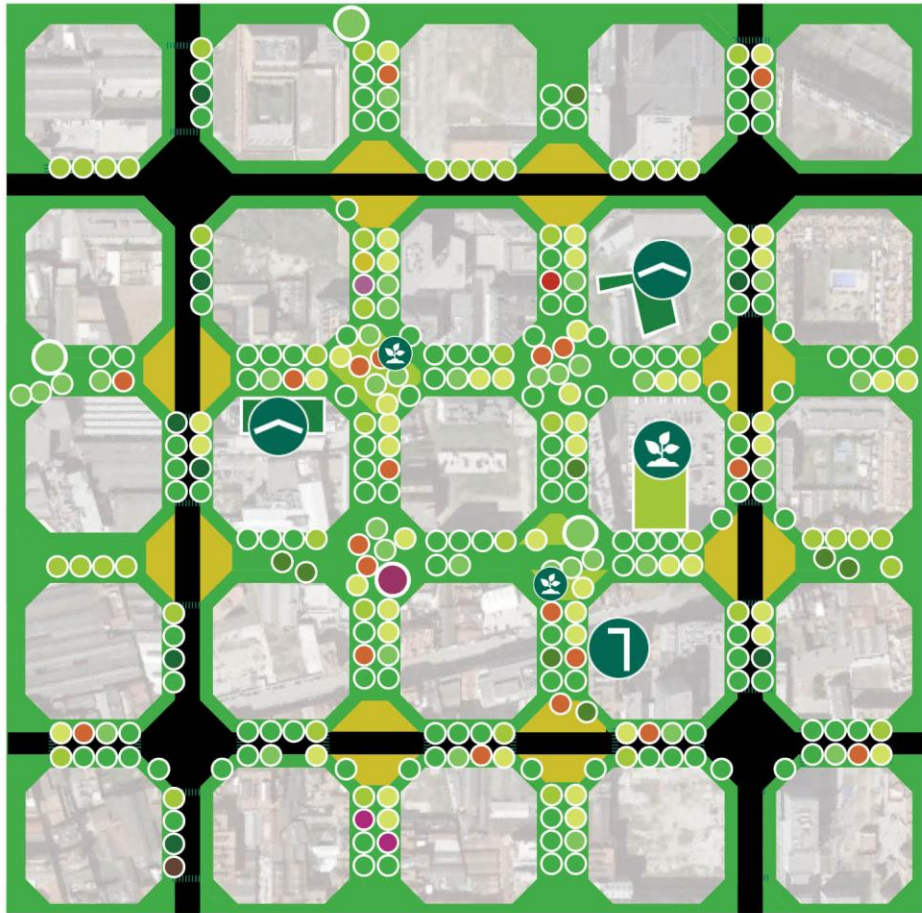
CURRENT SITUATION



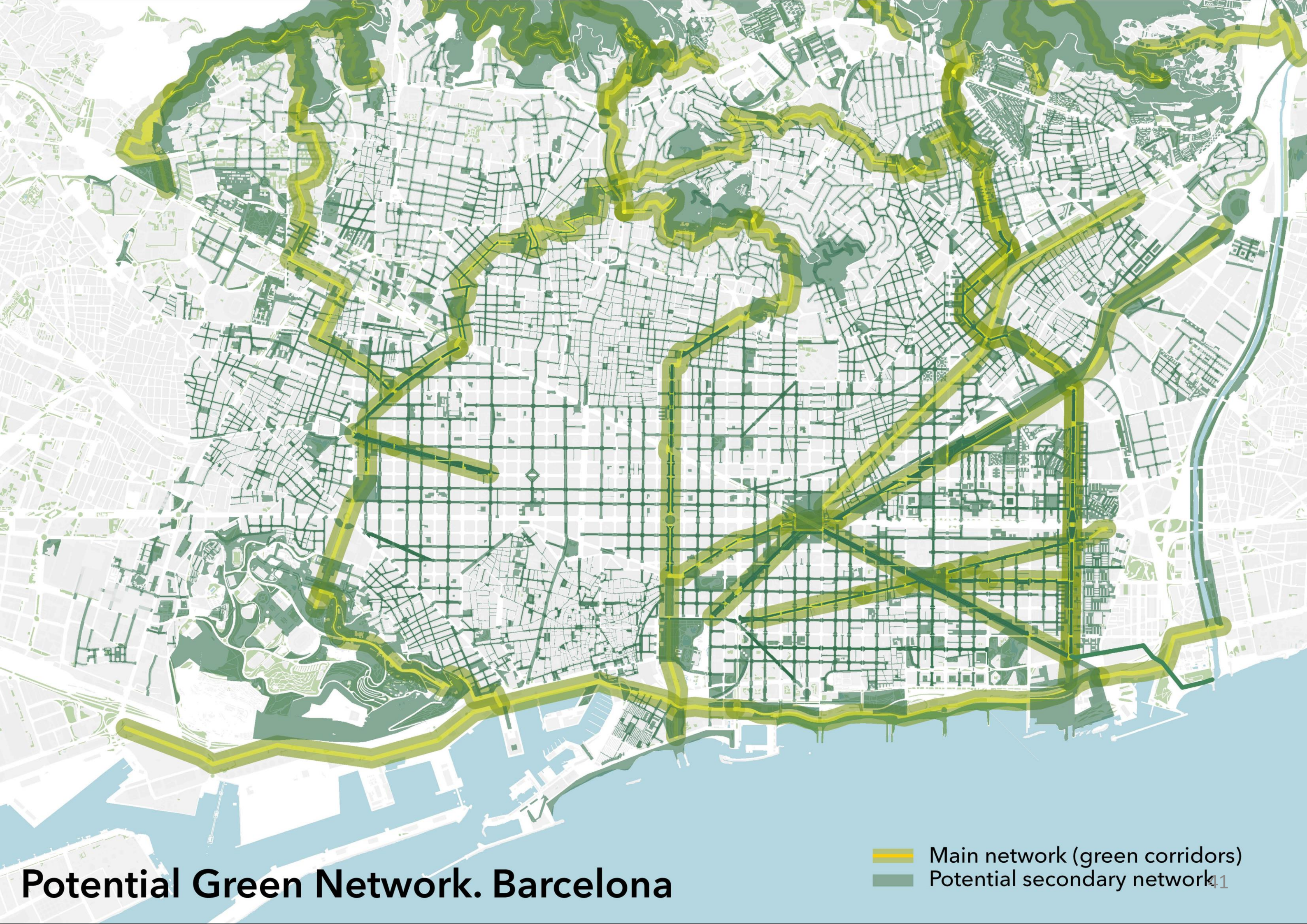
PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS



- Street trees
- Green space potential (permeable)
- 🌿 Urban garden
- 🏠 Green roof
- 🏢 Green wall

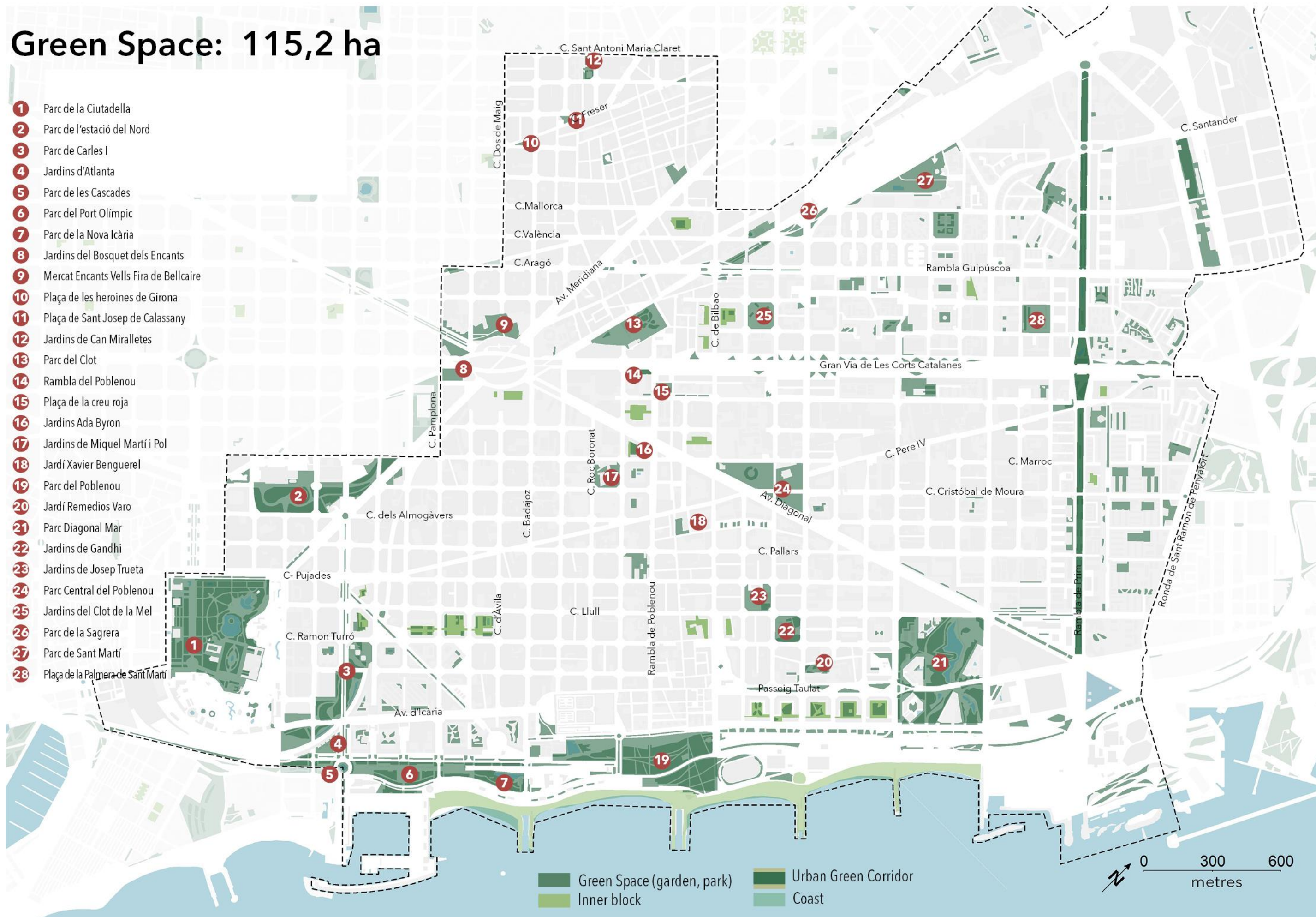


Potential Green Network. Barcelona

-  Main network (green corridors)
-  Potential secondary network

Green Space: 115,2 ha

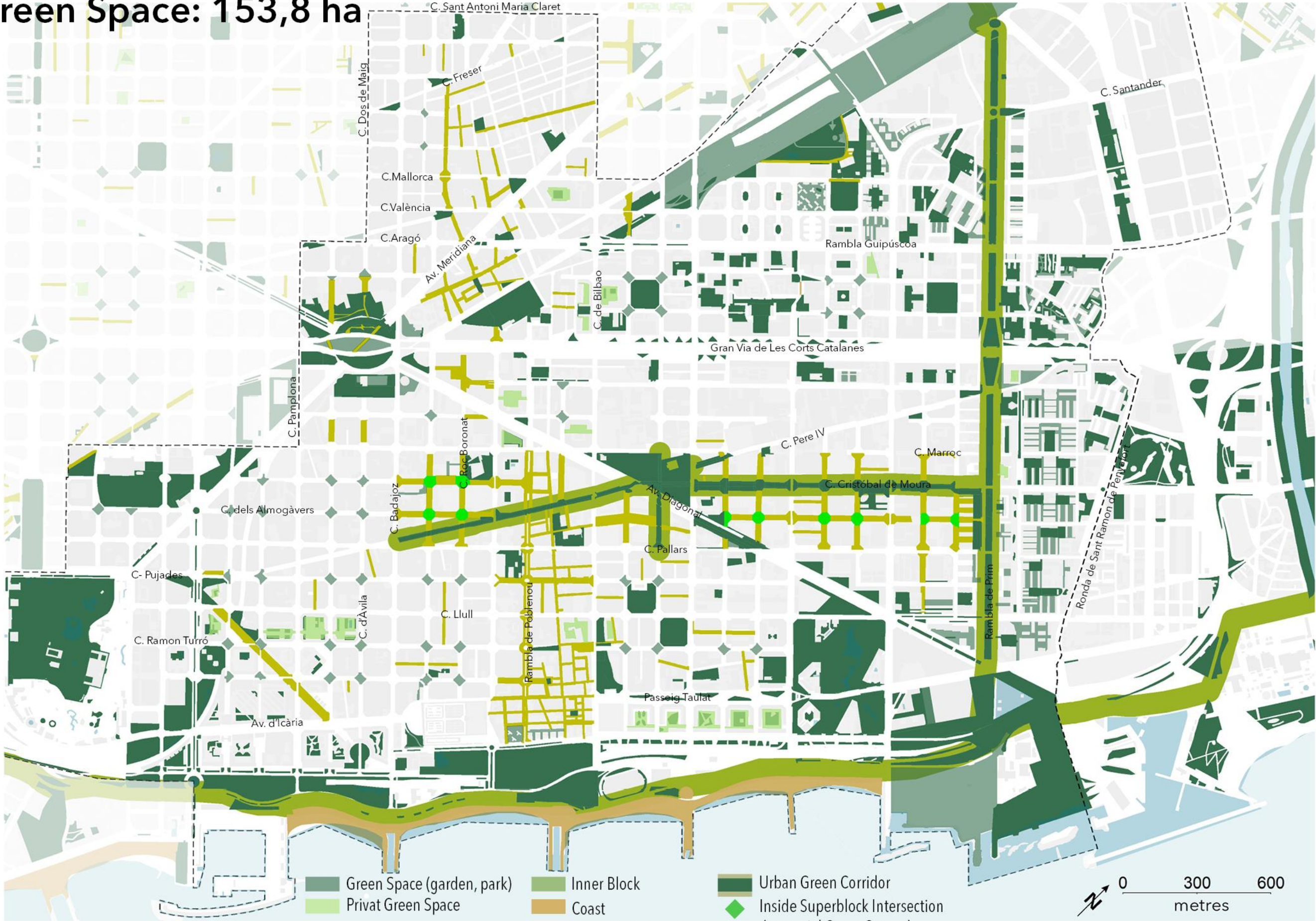
- 1 Parc de la Ciutadella
- 2 Parc de l'estació del Nord
- 3 Parc de Carles I
- 4 Jardins d'Atlanta
- 5 Parc de les Cascades
- 6 Parc del Port Olímpic
- 7 Parc de la Nova Icària
- 8 Jardins del Bosquet dels Encants
- 9 Mercat Encants Vells Fira de Bellcaire
- 10 Plaça de les heroïnes de Girona
- 11 Plaça de Sant Josep de Calassany
- 12 Jardins de Can Miralletes
- 13 Parc del Clot
- 14 Rambla del Poblenou
- 15 Plaça de la creu roja
- 16 Jardins Ada Byron
- 17 Jardins de Miquel Martí i Pol
- 18 Jardí Xavier Benguerel
- 19 Parc del Poblenou
- 20 Jardí Remedios Varo
- 21 Parc Diagonal Mar
- 22 Jardins de Gandhi
- 23 Jardins de Josep Trueta
- 24 Parc Central del Poblenou
- 25 Jardins del Clot de la Mel
- 26 Parc de la Sagrera
- 27 Parc de Sant Martí
- 28 Plaça de la Palmera de Sant Martí



Green Spaces in Sant Martí District. Barcelona

Current situation

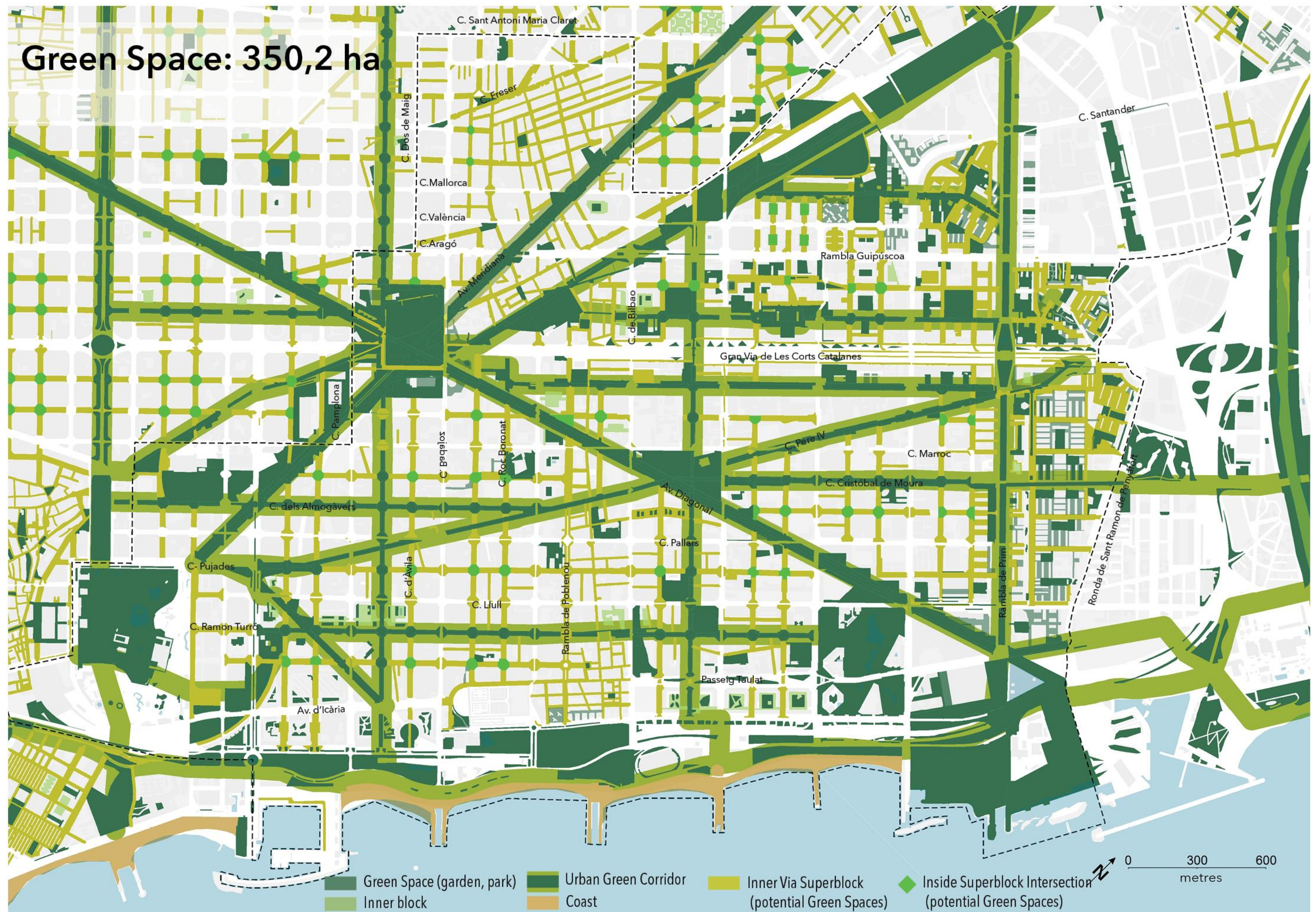
Green Space: 153,8 ha



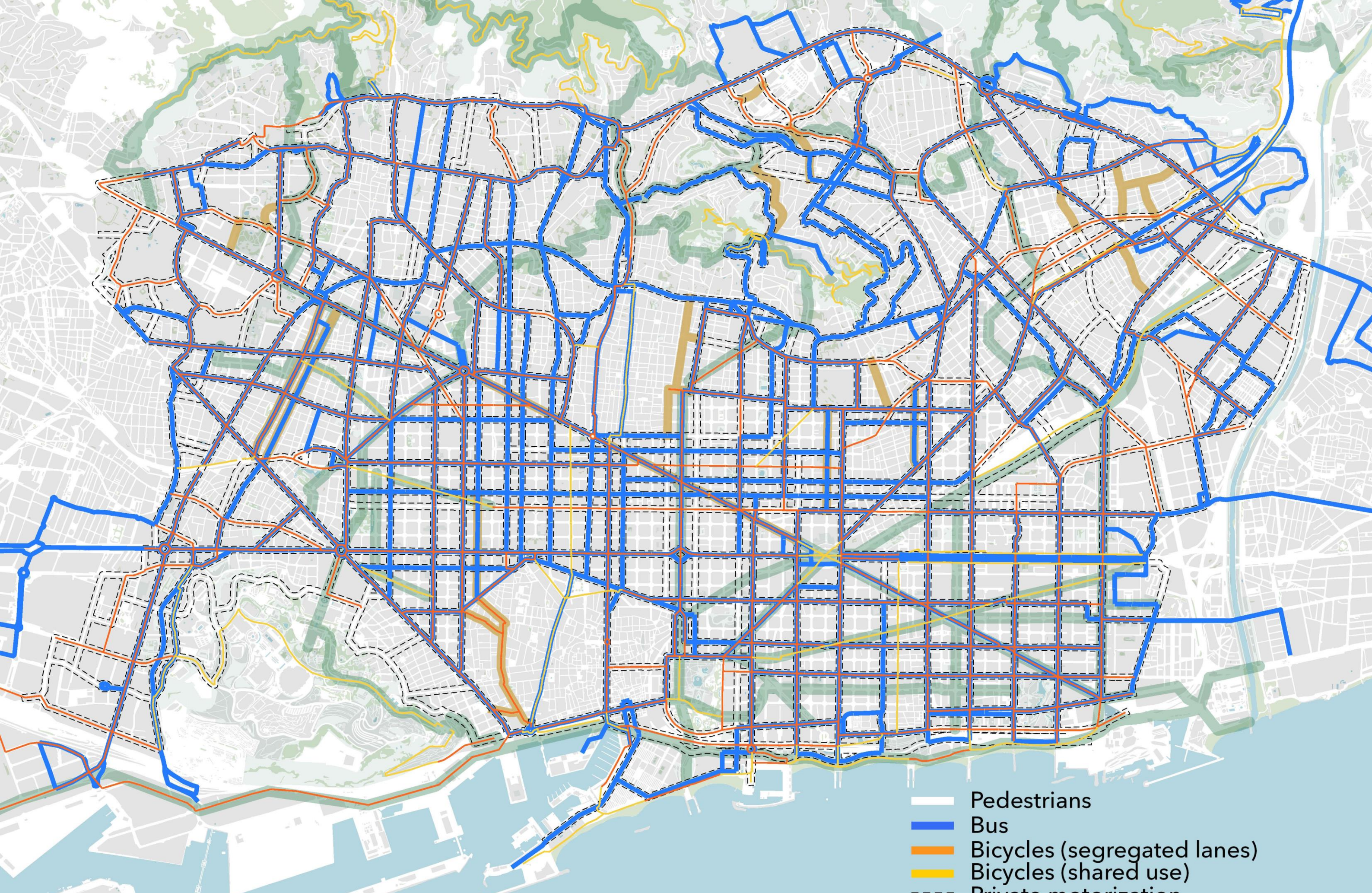
Green Spaces in Sant Martí District. Barcelona

Scenario 1 (2019)

Green Space: 350,2 ha



**Green Spaces in Sant Martí District. Barcelona
Superblocks Scenario**

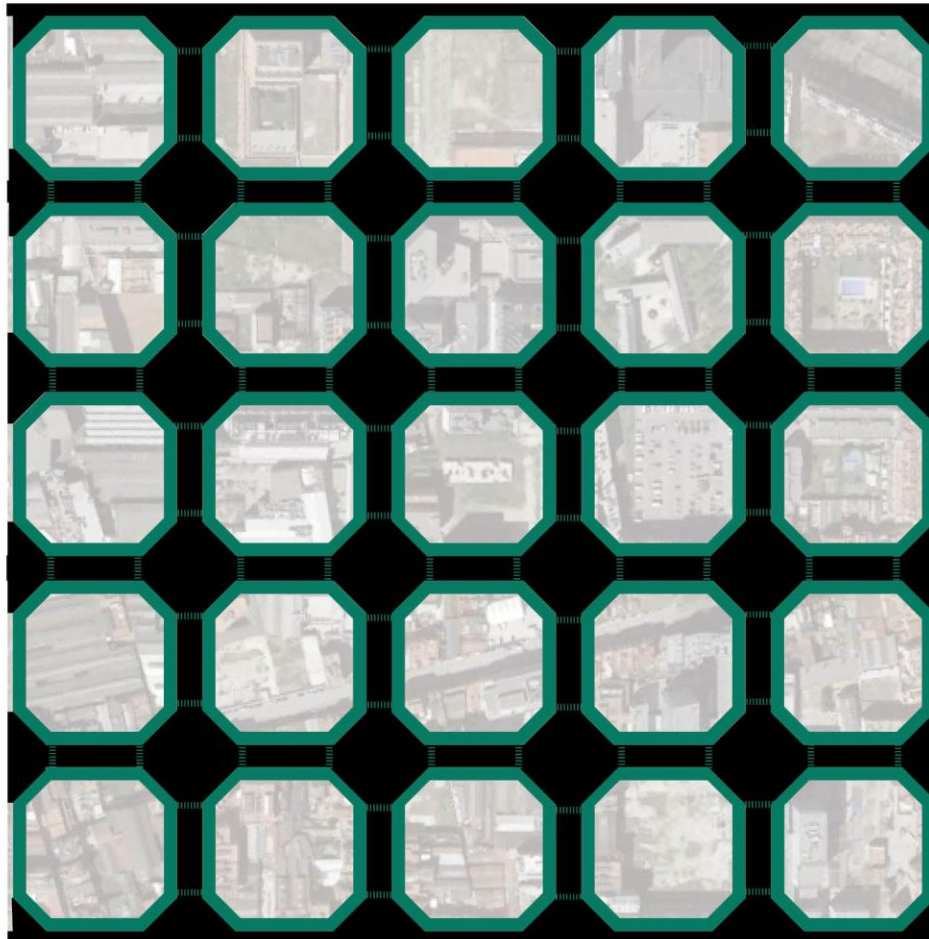


Integrated mobility networks

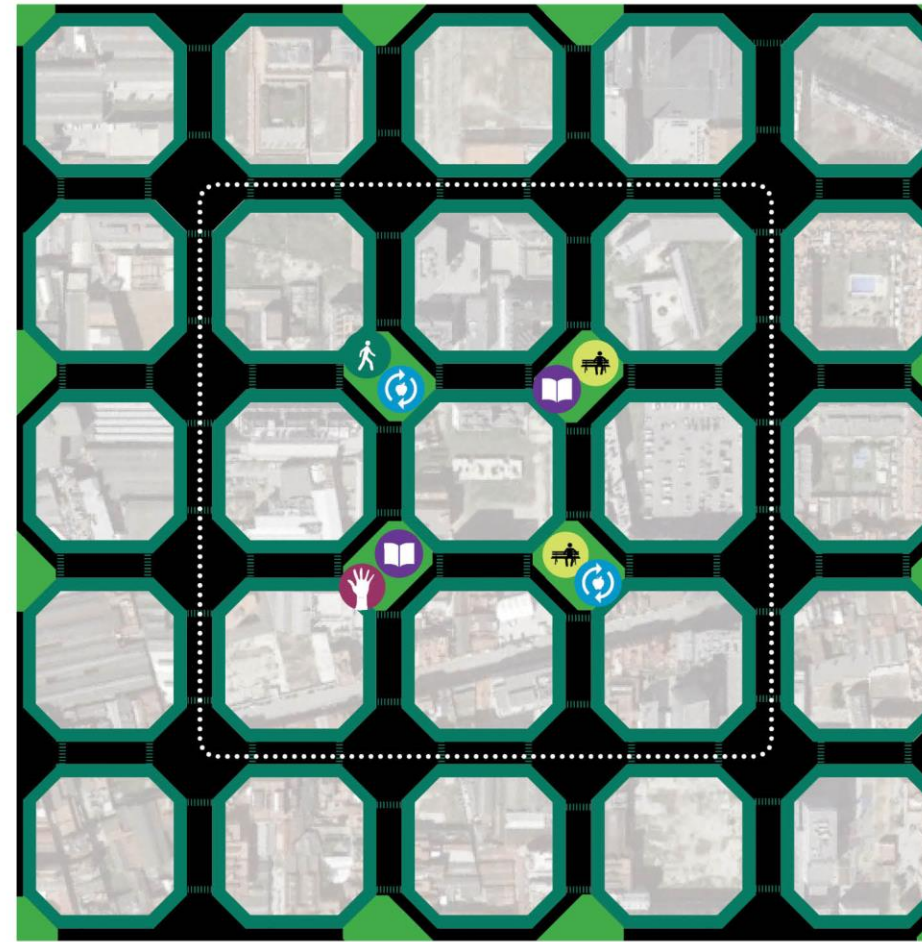
- Pedestrians
- Bus
- Bicycles (segregated lanes)
- Bicycles (shared use)
- - - Private motorization
- Green

Citizens rights

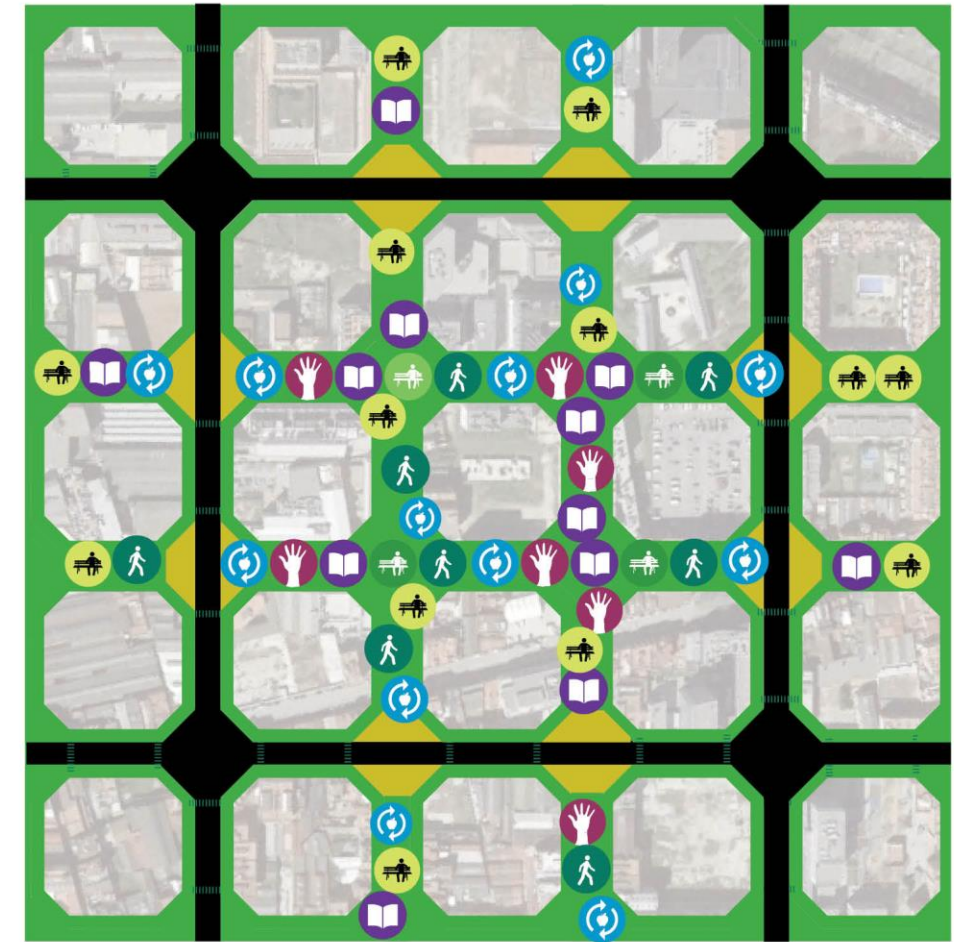
CURRENT SITUATION



PHASE 1. FUNCTIONAL SUPERBLOCKS



PHASE 2. URBAN SUPERBLOCKS

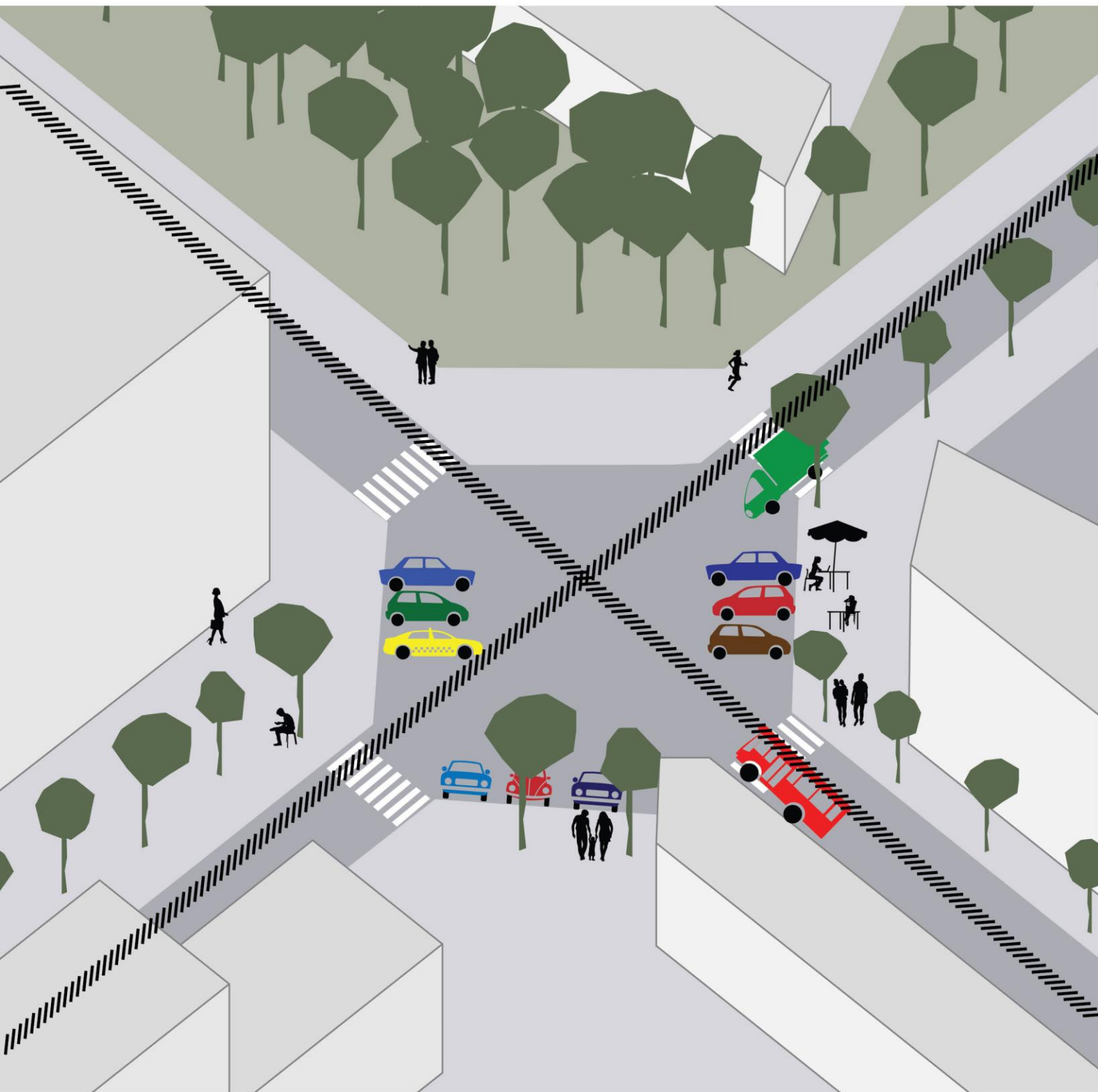


-  Interchange
-  Expression and participation
-  Culture and knowledge
-  Recreation, leisure, stay
-  Displacement

The five rights that the city offers



Citizen space
FUTURE SCENARIO WITH NEW SUPERBLOCKS



**Rethinking urban public space:
moving from linear and uni-purpose to dynamic spaces with
diverse uses**



Bilbao



Les Corts. Barcelona



Zaragoza



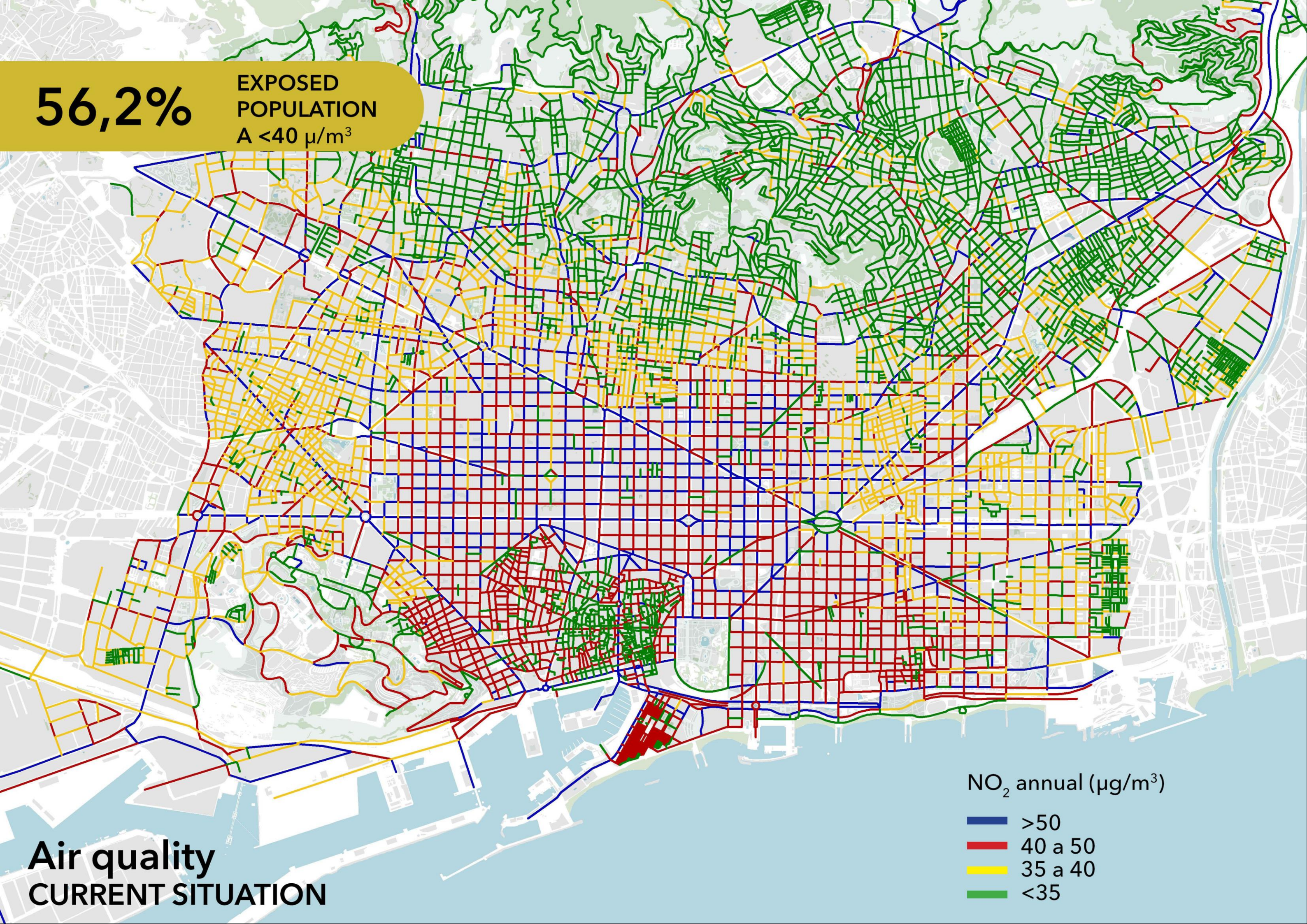
Victory Garden San Francisco.
REBAR



Impacts

56,2%

EXPOSED
POPULATION
A <40 μm^3



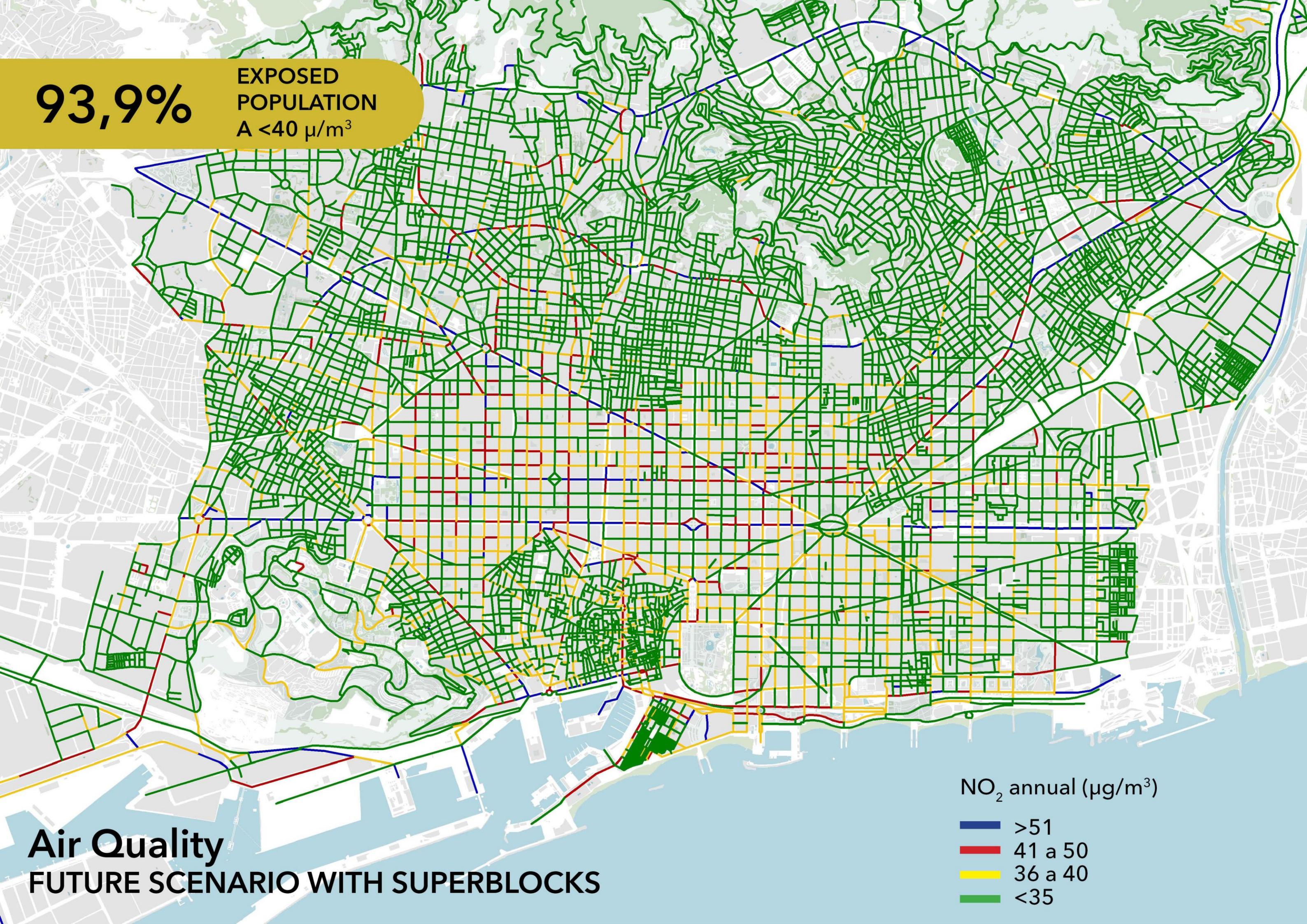
NO₂ annual ($\mu\text{g}/\text{m}^3$)

- >50
- 40 a 50
- 35 a 40
- <35

Air quality
CURRENT SITUATION

93,9%

EXPOSED
POPULATION
A <40 μm^3



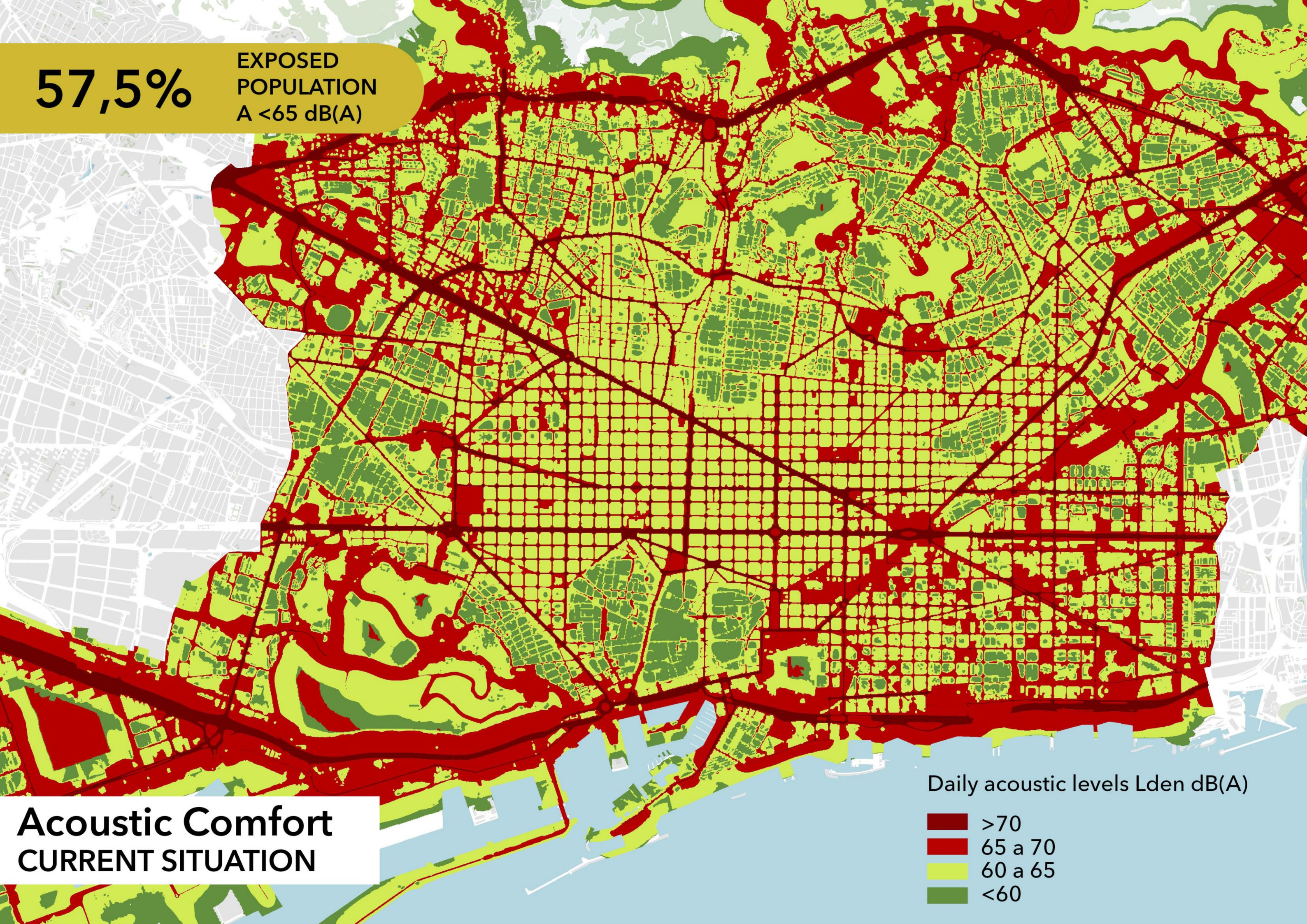
NO₂ annual ($\mu\text{g}/\text{m}^3$)

- >51
- 41 a 50
- 36 a 40
- <35

Air Quality
FUTURE SCENARIO WITH SUPERBLOCKS

57,5%

EXPOSED
POPULATION
A <65 dB(A)



Daily acoustic levels Lden dB(A)

- >70
- 65 a 70
- 60 a 65
- <60

Acoustic Comfort
CURRENT SITUATION

73,5%

EXPOSED
POPULATION
A <65 dB(A)

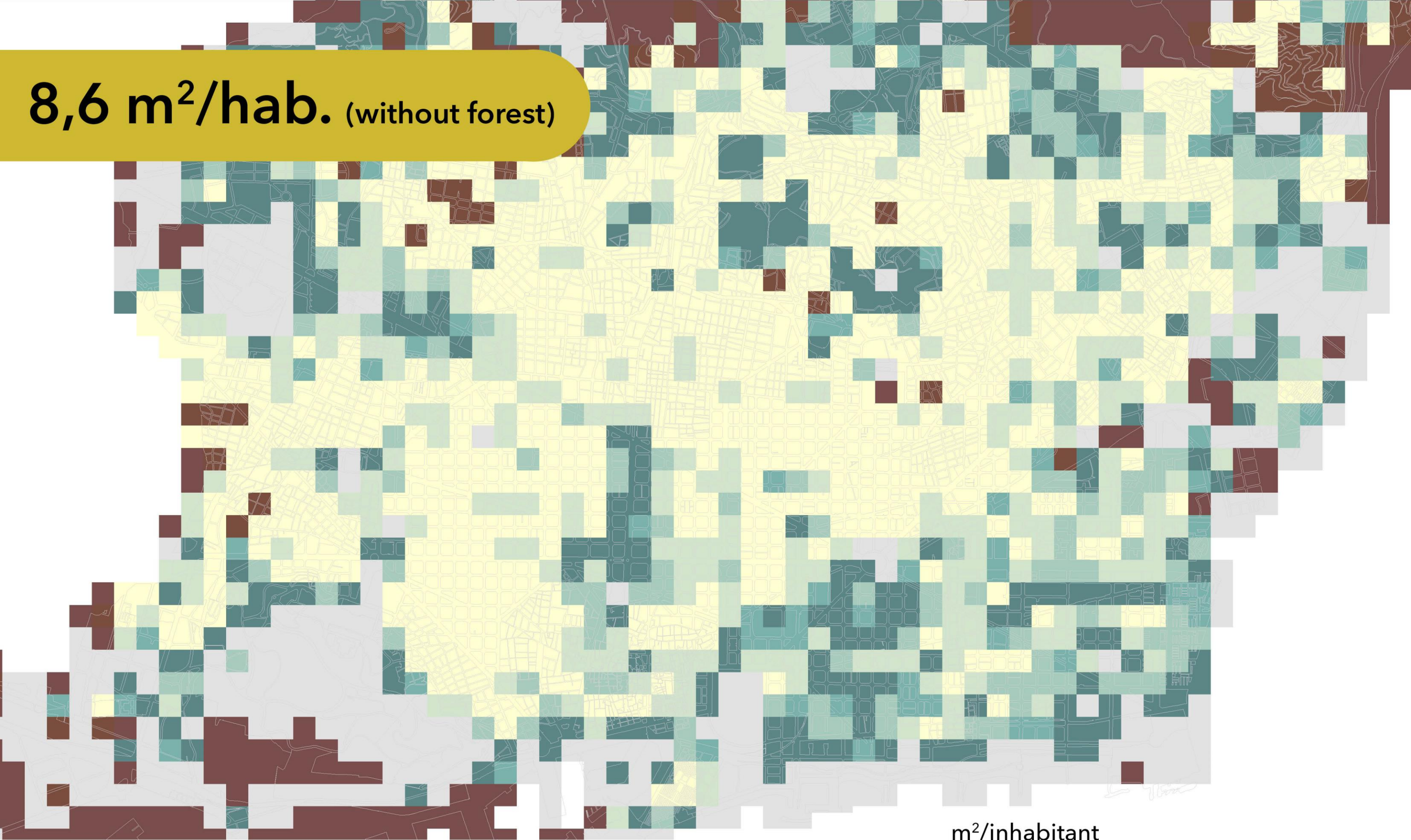


Daily acoustic levels Lden dB(A)

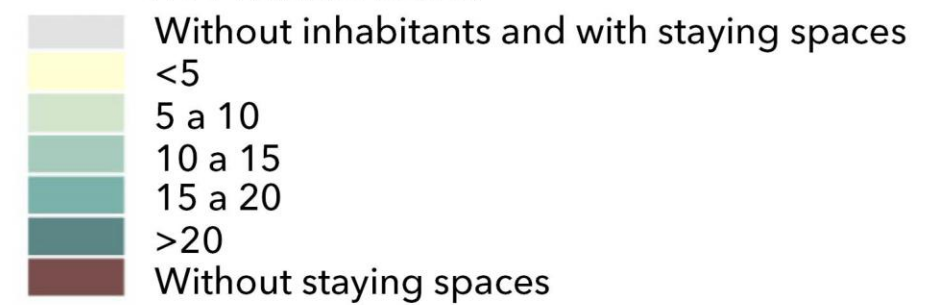


Acoustic comfort
FUTURE SCENARIO WITH SUPERBLOCKS

8,6 m²/hab. (without forest)

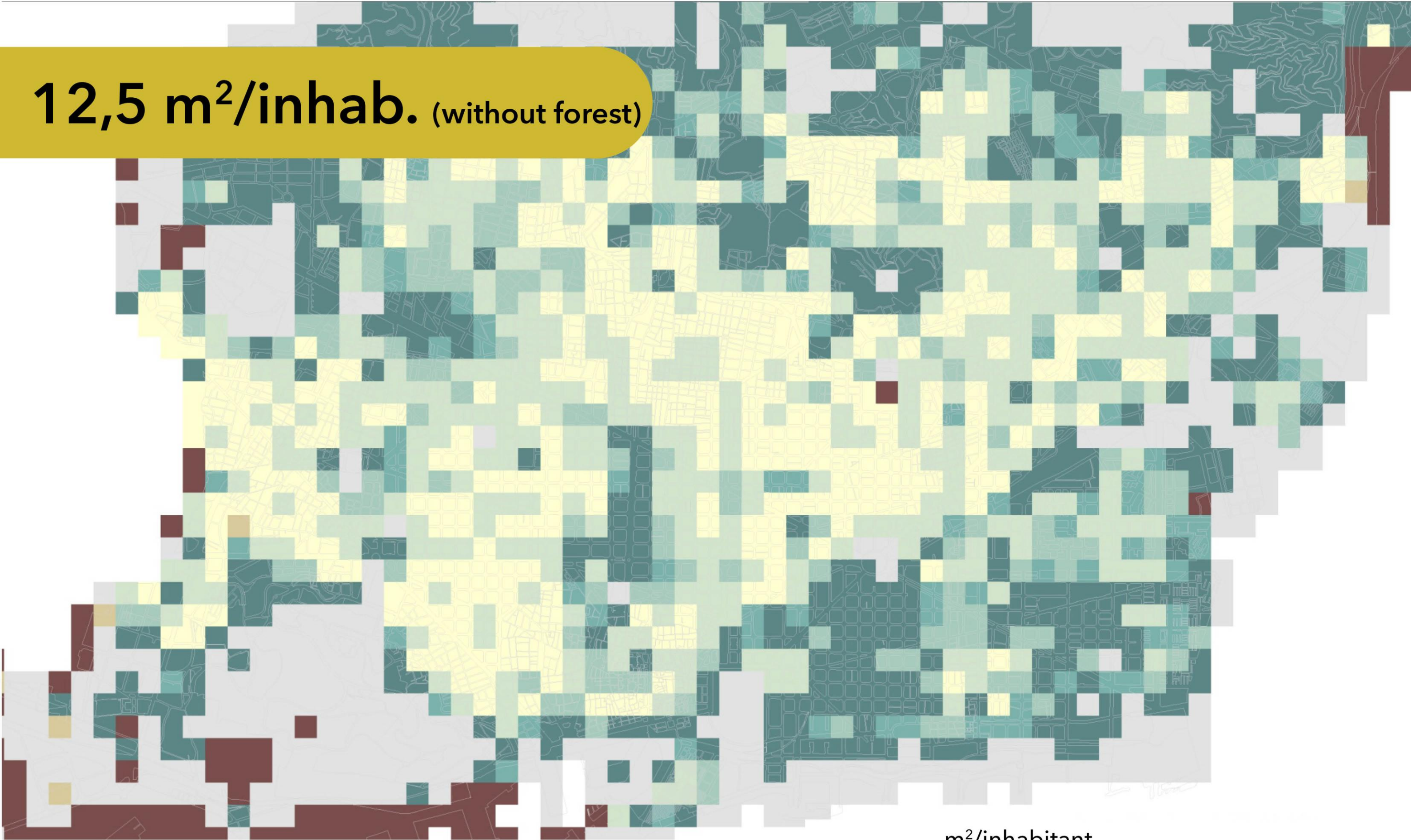


m²/inhabitant

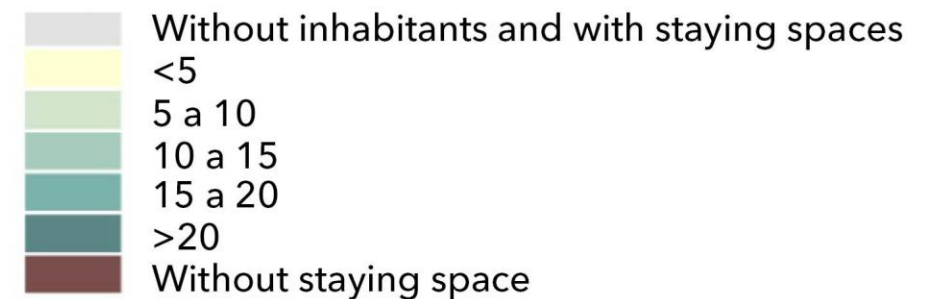


Staying spaces
CURRENT SITUATION

12,5 m²/inhab. (without forest)



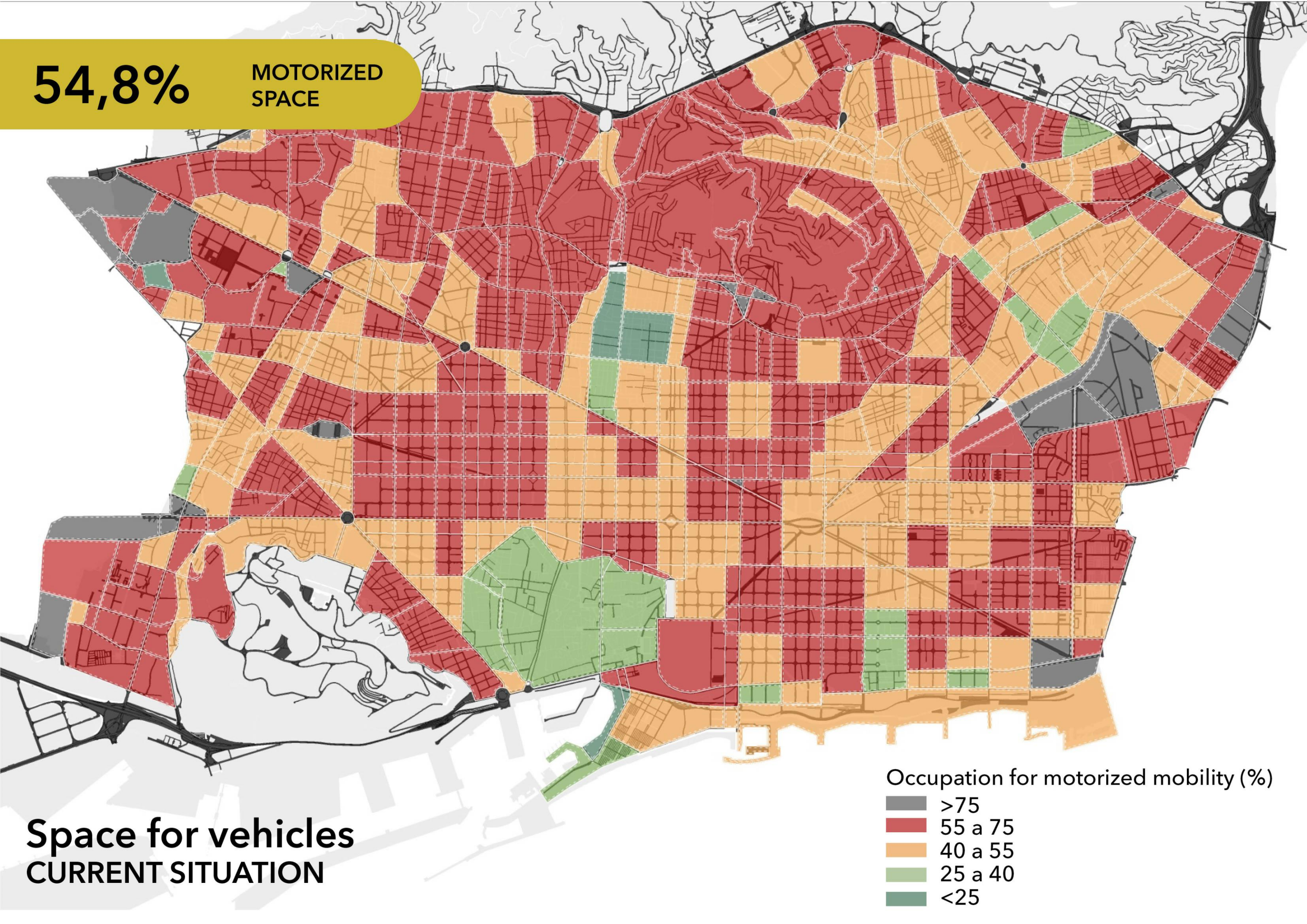
m²/inhabitant



Staying space
FUTURE SCENARIO WITH SUPERBLOCKS

54,8%

MOTORIZED
SPACE



Space for vehicles
CURRENT SITUATION

Occupation for motorized mobility (%)

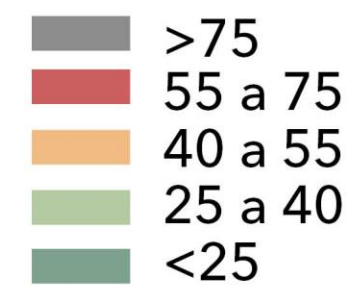


30%

MOTORIZED
SPACE

Space for vehicles
FUTURE SCENARIO WITH SUPERBLOCKS

Occupation for motorized mobility (%)



Impacts and Benefits

Current situation

Future scenario with new Superblock



Air Quality

(population exposed to acceptable levels)



Acoustic comfort

(population exposed to acceptable levels)



Pedestrian road space (vs. motorized)

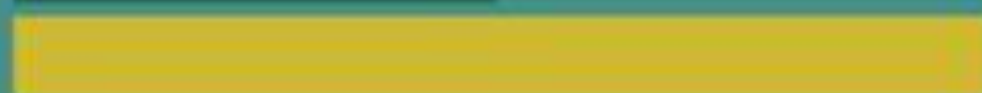


Staying space

(m²/ inhabitant)



8,6 m²/inhabitant



12,5 m²/inhabitant

Evaluación Global

Certificación del grado de sostenibilidad urbana

Supermanzana Piloto Barrio de La Maternitat i Sant Ramon, Districte de Les Corts.

EJE 1
COMPACIDAD Y
FUNCIONALIDAD

INDICADOR	OBJETIVO MÍNIMO	OBJETIVO DESEABLE
Ámbito A1. Ocupación del suelo		
01 Densidad de viviendas	≥80 viviendas/ha;	≥100 viviendas/ha;
02 Compacidad absoluta	≥5 metros; 50% superficie supermanzana	≥5 metros; 75% superficie supermanzana
Ámbito A2. Espacio público y habitabilidad		
03 Compacidad corregida	10-50 metros; 50% superficie supermanzana	10-50 metros; 75% superficie supermanzana
04 Espacio de estancia por habitante	≥10m²/habitante	≥20m²/habitante
05 Calidad del aire	<40µg/m³; 75% población	<40µg/m³; 100% población
06 Confort acústico	<65 dB(A) día; 75% población	<65 dB(A) día; 100% población
07 Confort térmico	≥50% horas de confort; 50% superficie calles	≥80% horas de confort; 50% superficie calles
08 Accesibilidad del viario	Accesibilidad suficiente o superior; 50% longitud calles	Accesibilidad suficiente o superior; 75% longitud calles
09 Espacio viario destinado al peatón	≥60% viario peatones; 50% longitud calles	≥60% viario peatones; 75% longitud calles
10 Proporción de la calle	h/d <2; 50% longitud calles	h/d <2; 75% longitud calles
11 Percepción visual del verde	≥10% volumen verde; 50% longitud calles	≥10% volumen verde; 75% longitud calles
12 Índice de habitabilidad en el espacio público	≥30 puntos; 50% superficie calles	≥30 puntos; 75% superficie calles
Ámbito A3. Movilidad y servicios		
13 Proximidad simultánea a redes de transporte público alternativo	Proximidad simultánea 3 redes; 75% población	Proximidad simultánea 3 redes; 100% población
14 Ocupación de la movilidad motorizada	<40% (sobre total de viario de la supermanzana)	<25% (sobre total de viario de la supermanzana)
15 Proximidad a aparcamiento para bicicletas	<100 metros; 75% población	<100 metros; 100% población
16 Aparcamiento para vehículos fuera de la calzada	≥80% plazas fuera de calzada (sobre total de plazas)	≥90% plazas fuera de calzada (sobre total de plazas)
17 Dotación de plazas de aparcamiento para vehículos	≥80% cobertura plazas demandadas; (sobre total de plazas fuera de calzada)	≥90% cobertura de plazas demandadas; (sobre total de plazas fuera de calzada)

SITUACIÓN
ACTUAL

ESCENARIO FUTURO
CON Supermanzanas

RESULTADOS Y PUNTUACIÓN FINAL

259 viviendas/ha	10	259 viviendas/ha	10
≥5 metros; 78% superficie	10	≥5 metros; 78% superficie	10
10-50 metros; 35,7% superficie	4	10-50 metros; 77,3% superficie	10
3,5 m²/habitante	2	6,3 m²/habitante	3
<40µg/m³; 85,4% población	7,1	<40µg/m³; 99,1% población	9,8
<65 dB(A) día; 84,8% población	7	<65 dB(A) día; 87,6% población	7,5
≥50% horas de confort; 74,5% superficie calles	9,9	≥50% horas de confort; 77,8% superficie calles	10
Accesibilidad suficiente o superior; 94,7% longitud calles	9,4	Accesibilidad suficiente o superior; 100% longitud calles	10
≥60% viario peatones; 21,1% longitud calles	1,1	≥60% viario peatones; 77% longitud calles	7,7
h/d <2; 100% longitud calles	10	h/d <2; 100% longitud calles	10
≥10% volumen verde; 87% longitud calles	9	≥10% volumen verde; 87% longitud calles	9
≥30 puntos; 25% superficie calles	3	≥30 puntos; 72% superficie calles	7
Proximidad simultánea 3 redes; 41% población	2,7	Proximidad simultánea 3 redes; 93% población	8,6
44,6%	3,7	68,3%	7,8
<100 metros; 31,7% población	2,1	<100 metros; 97,2% población	9,4
91% plazas fuera de calzada	10	97% plazas fuera de calzada	10
115% cobertura plazas demandadas	10	115% cobertura plazas demandadas	10

Evaluación Situación Actual

Certificación del grado de sostenibilidad urbana

Supermanzana Piloto Barrio de La Maternitat i Sant Ramon, Districte de Les Corts.

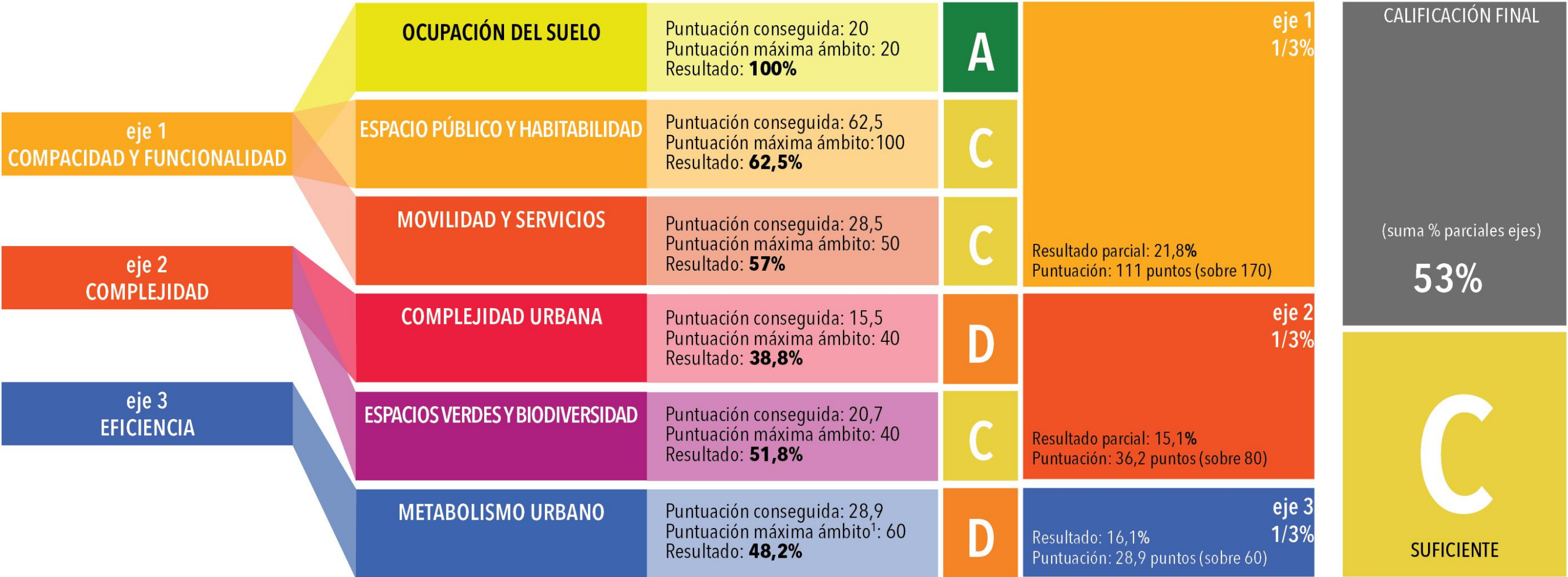
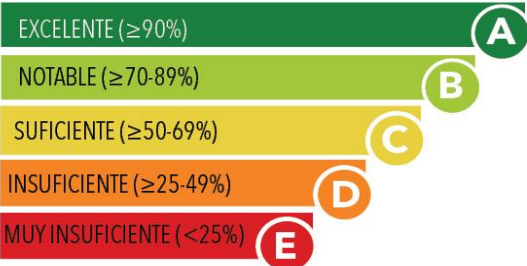
	INDICADOR	OBJETIVO MÍNIMO	OBJETIVO DESEABLE
Eje 2 COMPLEJIDAD	Ámbito A4. Complejidad urbana		
	18 Índice de diversidad urbana	≥5 bits de información; 50% superficie urbana	≥5 bits de información; 75% superficie urbana
	19 Equilibrio entre la actividad y la vivienda	≥20% (tejidos uso ppal. residencial)	≥25% (tejidos uso ppal. residencial)
	20 Continuidad espacial y funcional de la calle	Calles con interacción alta/muy alta; ≥25% longitud calles	Calles con interacción alta/muy alta; ≥50% longitud calles
	21 Actividades densas en conocimiento	≥10% actividades @	≥20% actividades @
	Ámbito A5. Espacios verdes y biodiversidad		
	22 Índice biótico del suelo	≥25%; (sobre total superficie supermanzana)	≥30%; (sobre total superficie supermanzana)
	23 Espacio verde por habitante	≥5m² verde urbano/habitante	≥10m² verde urbano/habitante
	24 Proximidad a espacios verdes	Acceso a 3 tipos espacios verdes; >75% población	Acceso a 3 tipos espacios verdes; 100% población
	25 Densidad de arbolado viario	Tramos con densidad adecuada; 50% longitud calles	Tramos con densidad adecuada; 75% longitud calles
Eje 3 METABOLISMO URBANO	Ámbito A6. Metabolismo urbano		
	26 Consumo energético edificación	<95 kWh/m²/año	<65 kWh/m²/año
	27 Consumo alumbrado público	<2,5 kWh/m²/año	<1 kWh/m²/año
	28 Autosuficiencia energética (con energías renovables)	≥20%	100%
	29 Emisiones de CO ₂ eq.	<2,1 tCO ₂ eq./hab/año	<0,5 tCO ₂ eq./hab./año
	30 Consumo de agua potable	<100 litros persona y día	<70 litros persona y día
	31 Suficiencia hídrica	≥20%	≥40%
	32 Generación de residuos	<1,53 kg/hab/día	<1,38kg/hab/día
	33 Recogida selectiva	>50%	>65%
	34 Proximidad a un punto limpio	Acceso a menos de 600 metros; 75% población	Acceso a menos de 600 metros; 100% población
	35 Cierre del ciclo de materia orgánica (MO)	≥10%	≥70%

SITUACIÓN ACTUAL	RESULTADOS Y PUNTUACIÓN FINAL		ESCENARIO FUTURO CON Supermanzanas
≥5 bits de información; 31,6% superficie urbana	3,2	≥5 bits de información; 64,3% superficie urbana	7,9
16,6%	4,2	16,6%	4,2
Calles con interacción alta/muy alta; 28,6% longitud calles	5,7	Calles con interacción alta/muy alta 34% longitud calles	6,8
4,8% actividades @	2,4	4,8% actividades @	2,4
9,2%	1,8	10%	2
1,1 m² verde urbano/habitante	1	1,6m² verde urbano/habitante	1
89,5% población	7,9	94,1% población	8,8
90,9% longitud calles	10	91,7% longitud calles	10
84,5kWh/m²/año (Consumo estimado)	6,8	54,7 kWh/m²/año (Consumo estimado)	10
2,55 kWh/m²/año (Consumo estimado)	4,9	1,08 kWh/m²/año (Consumo estimado)	9,7
(Sin información)	-	23,8%	5,2
1,4 t CO ₂ eq./hab./año (emisiones estimadas)	7,2	0,86 t CO ₂ eq./hab./año (emisiones estimadas)	9,1
(Sin información desagregada por barrio)	-	(No contemplado)	-
(Sin información)	-	(No contemplado)	-
(Sin información desagregada por barrio)	-	(Sin información desagregada por barrio)	-
(Sin información desagregada por barrio)	-	(Sin información desagregada por barrio)	-
100% población	10	100% población	10
(Sin información)	-	6,2%	5,6

Evaluación Situación Actual

Certificación del grado de sostenibilidad urbana

Supermanzana Piloto Barrio de La Maternitat i Sant Ramon, Districte de Les Corts.

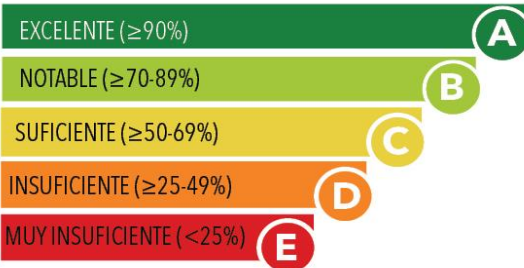


¹ Sobre el total de los indicadores con información

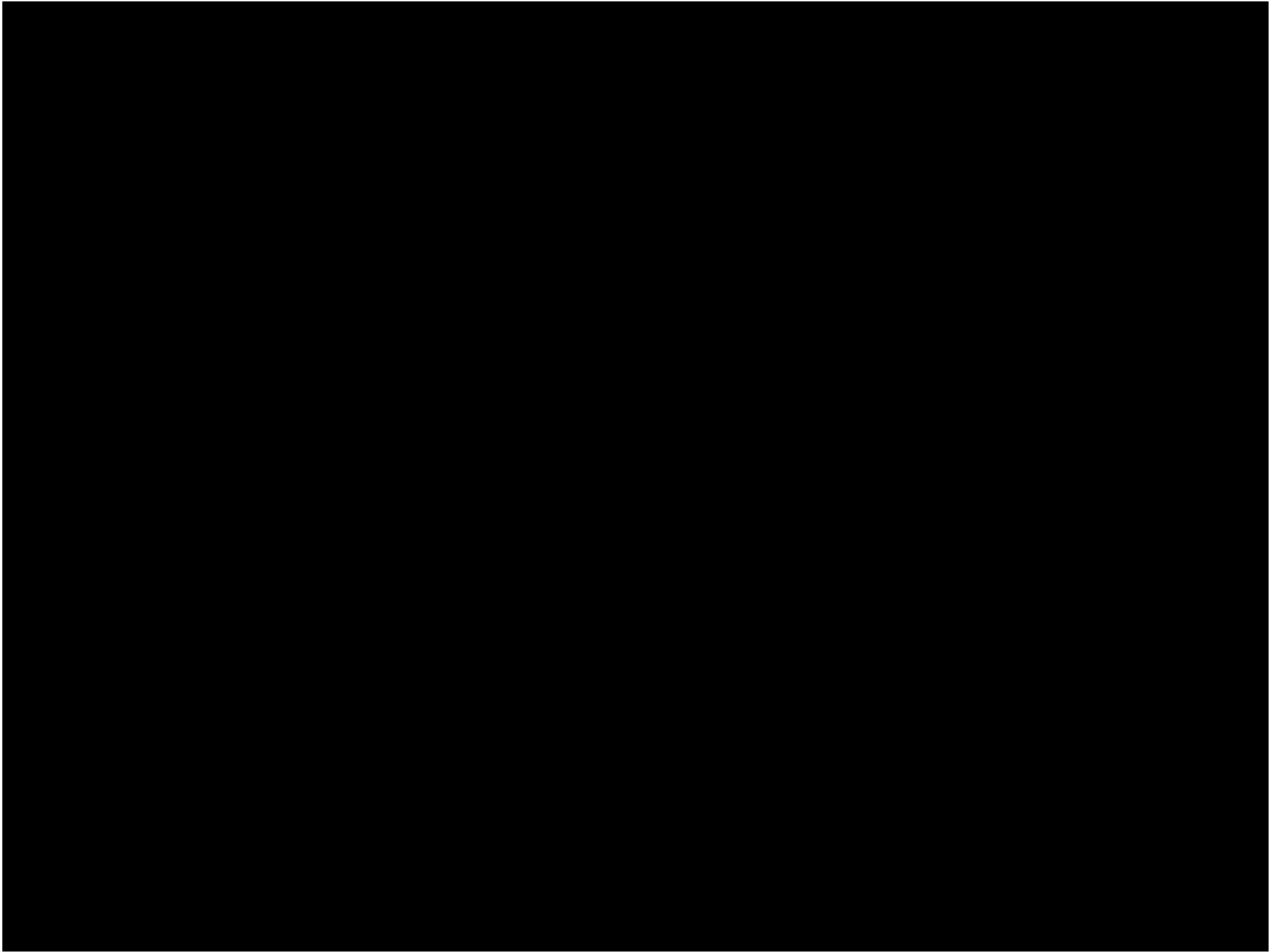
Evaluación Escenario futuro con Supermanzanas

Certificación del grado de sostenibilidad urbana

Supermanzana Piloto Barrio de La Maternitat i Sant Ramon Districte de Les Corts.



¹ Sobre el total de los indicadores con información



<https://www.vox.com/2016/8/4/12342806/barcelona-superblocks>