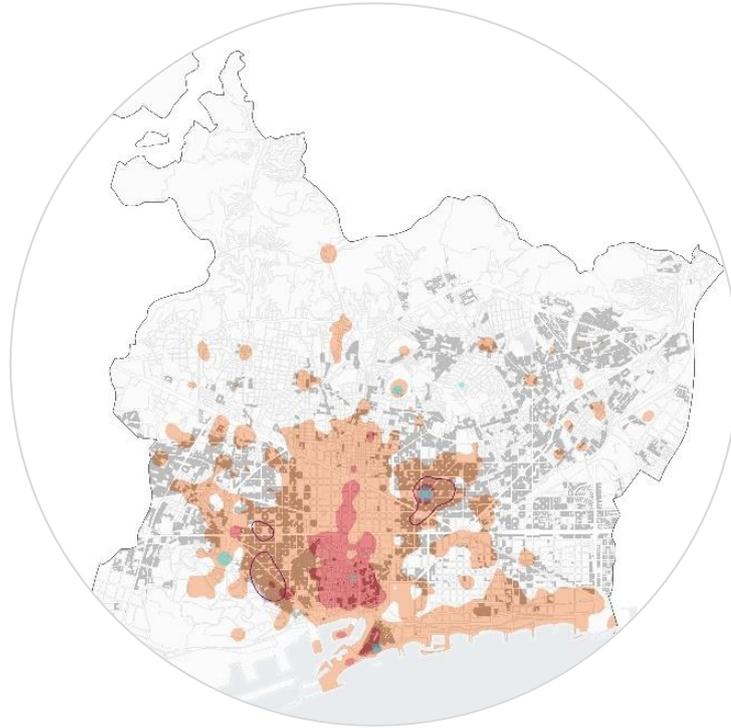


RESILIENCE PLAN DIAGNOSIS



Where does the intensity of tourism activities most impact the local population, public transport and the city's green urban spaces?

November 2020



**Ajuntament
de Barcelona**

Department of Urban Resilience
Deputy Manager's Office for Mobility and Infrastructures
Urban Ecology



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Introduction

Global development trends are leading to populations being largely concentrated in urban areas. According to United Nations data, today more than 54% of the world's population is concentrated in cities and this figure is expected to rise to 68%, or 6.3 billion people, by 2050. Consequently, cities play, and will increasingly play, a key role in human development, in fostering living conditions that guarantee protection, health, equality, equal opportunities and well-being for their inhabitants.

This is the context in which applying the concept of resilience to citizens and urban systems makes sense. Urban resilience is understood as the capacity of a city to prevent, or when faced with unavoidable situations, to minimise, the impact of the natural and anthropic risks it is exposed to, whether acute shocks or chronic stresses, and to recover in the shortest possible time in order to maintain essential functions.

The main shocks that Barcelona is exposed to derive from the effects that climate change may have on the city. On the other hand, most of the stresses that the city is exposed to come from the social, environmental and economic domains.

Thus, within the framework of the development of Barcelona's resilience plan, a study was carried out to identify and define the risks that could affect the city's public spaces.

First of all, with the aim of defining a list of the key risks that threaten Barcelona's public space, a working session was organised in March 2019 with around twenty municipal representatives from the different departments involved in the design, management and maintenance of public space, as well as professionals involved in ensuring peaceful coexistence and the provision of social services in the city. At the meeting, there was a general consensus regarding the concerns and risks that were deemed the most critically important: homelessness and atmospheric pollution. In second place came noise pollution, the heat island effect, a lack of green spaces, extremely heavy rainfall, drought, urban safety, tourism pressures and traffic congestion. Based on this classification, the next step was to restructure and refine the resulting table of risks by incorporating the comments received, and so identify a list of questions on how each risk might affect the city's public space.

Finally, based on the questions posed, and focusing the analysis on the most vulnerable groups, a risk assessment procedure was developed in order to map the points at which the places in the city with the highest levels of risk intersect with the areas that the section(s) of the population vulnerable to a particular risk are most likely to use or live in. For those risks that it was possible to map, the information used had in some cases already been studied in other contexts, meaning that it was only necessary to add the perspective of the impact on vulnerable groups. In other

cases, work also had to be done on data development to understand the impact of a particular risk.

This document is a compilation of the maps drawn up for the analysis stage of the Resilience Strategy with regard to risks affecting public space, with the aim of gaining a full overview of the city's vulnerabilities differentiated by location, thus allowing the identification of priority measures by area, in response to the identification of one particular risk, or the overlapping of several.

Each risk map is presented in the first part of this work together with the methodological details of the data used. The second section includes the conclusions reached, and explains the measures that the City Council is currently developing, or the possible lines of work to be pursued to reduce the risk and mitigate the impact.

1. What? The question

Where does the intensity of tourism activities have the greatest impact on the local population, public transport and the city's green spaces?

2. Why? The reason

Since the 1992 Olympic Games, Barcelona has positioned itself as an international tourist destination; tourism has grown rapidly, with major social and economic repercussions. Obviously this reality must be placed in the historical context of a time when Barcelona opted for promoting tourism together with investing in infrastructure, and globalisation and economic conditions favoured the growth of mobility on a global scale. Barcelona became a city with huge international appeal, as tourism became a widespread phenomenon all around the world.

In 2019, Barcelona received over thirty million visitors, an average of 154,641 per day which in economic terms represents 14% of the city's GDP derived from tourism¹. Despite the sector's economic contribution, urban tourism also creates a number of negative externalities when it comes to maintaining sustainable growth. Although tourism generates wealth and jobs, income is not always evenly distributed, and those jobs are often insecure, low-skilled, and seasonal. It drives new entrepreneurship but standardises part of the trade. It causes negative impacts on the use of natural resources, socio-cultural effects and increases pressure on infrastructures, mobility, public spaces and the general management of the city. It also stimulates the property market, while contributing to a trend towards gentrification that is typical of a compact, densely-

¹ Barcelona City Council (2019) Government measure: Creation of new awareness measures and content to improve mobility and tourist sustainability

populated city like Barcelona. For example, in recent years, the housing market has been under additional pressure as an increasing number of properties have been rented out for tourist use, further reducing an already limited supply of affordable rental accommodation². Therefore, in Barcelona, as in other cities around the world, tourism has brought major changes to urban and social-spatial dynamics, altering the daily lives of city residents and generating dependency and an economic monoculture in those areas with a greater number of tourism-related activities. In the 2019 Municipal Barometer, **5.4%** of Barcelona residents considered tourism to be the city's most serious problem.

Barcelona City Council's Directorate of Tourism, Events and Creative Industries has been working for years to integrate tourism management into the management of the city as a whole, and not merely as an economic activity detached from the physical area where it is taking place. . The *Barcelona 2020 Strategic Tourism Plan* takes this on board and highlights new priorities for the destination's tourism strategy with a range of regulatory tools and strategies that relate to territory, mobility, accommodation and marketing. The strategic document "Creation of new imaginaries and contents for the improvement of mobility and tourist sustainability" (January 2020) also focuses on coming up with scenarios that allow the management of the flow of tourists visiting the city, expanding the boundaries of the tourist area, promoting the interaction of the tourism sector with culture, sport, science, the universities, the creative industries and the territory, creating new tangible and intangible tourism imaginaries in the short and medium term, to promote aspirational tourism, and at the same time reduce passive tourism.

Likewise, the Directorate of Tourism, Events and Creative Industries is working to align the city's tourism with the 2030 Agenda for sustainable development, and to comply with the Sustainable Development Goals (SDGs). The health, social and economic crisis caused by Covid-19 has had an uneven and unprecedented impact on the tourism sector, especially in Barcelona, where tourism is mainly focused on visitors from abroad. On the other hand, the crisis has generated irrefutable evidence of many of the negative externalities mentioned above, highlighting the need to manage tourism supply and demand on the ground in order to avoid an excessive concentration of tourist activities in parts of the city that are already under pressure.

Although the maps below show a snapshot of the city before the pandemic, the areas they earmark for possible development could link to the challenges and opportunities generated by the crisis.

² World Tourism Organization (UNWTO) (2019) 'Overtourism'? – Understanding and Managing Urban Tourism Growth beyond Perceptions

If we take into account the fact that tourism activity is not ubiquitous, but occurs in a specific area, then in order to create a general picture of how tourism interacts with the everyday lives of the people who live in Barcelona's different neighbourhoods, we need to create four maps that focus on the following:

1. Registered population in areas with a higher intensity of tourism activities
2. Urban green spaces in areas with a higher intensity of tourism activities
3. The Metro, bus and TRAM network in areas with a higher intensity of tourism activities
4. The percentage of flats used as tourist accommodation per block in the areas with the highest intensity of tourism activity.

3. How? Data and methodology

3.1 Tourism intensity map

The tourism intensity map has been generated from an indicator based on the study of different factors linked with tourism activity. The density of tourism activity is assessed at city level, based on the impact that the different factors have on public space. These factors are divided into three categories: 'Accommodation', 'Leisure' and 'Tourist Attractions'. Each one has been assigned a weighting coefficient according to their potential impact on everyday activities that Barcelona residents carry out in public spaces. Table 1 shows the list of categories, factors and assigned coefficients.

Factors incorporated into the tourism activity intensity map by category and assigned weighting coefficient

CATEGORY	CATEGORY COEFFICIENT	FACTOR
Accommodation	0.6	Number of bed spaces in hotel establishments
		Number of bed spaces in hostels, guest houses and youth hostels
		Bed spaces in tourist accommodation (HUTs)
		Bed spaces in accommodation advertised on <i>the Airbnb</i> portal (and which have not been counted in the HUT database)
Leisure	0.8	Bars and restaurants
		Souvenir shops
		Clothing and accessories shops
Tourist attractions	1	Number of visitors to Points of Interest in the City (PICs)
		Photographs on the <i>Panoramio</i> platform
		Number of visitors to beaches

Coefficient assignment

The coefficients were assigned by considering how attractive each factor was to tourists, and what the implications of an increase in intensity of use would be for the city's public spaces.

Based on this approach, the "accommodation" category was assigned a coefficient with a value of 0.6. This value reflects the fact that accommodation has a lower impact in terms of the intensity of use of public space than factors in other categories. In this sense, that space is primarily used when entering and leaving the accommodation. This may mean for example that pavements are sometimes temporarily blocked by groups of tourists (with luggage), and taxis and coaches may park on the street outside, depending on the capacity of the accommodation in question.

The "leisure" category has been assigned a coefficient with a value of 0.8. This value indicates a more intensive use of public space; tourists may, for example, decide to walk when looking for a restaurant or shop that appeals to them, as part of their enjoyment of the city. The concentration of a high number of leisure establishments attracts tourists, and as we know, these can come to replace local neighbourhood shops, and impact on the dynamics of the daily lives of those who live in the area. Souvenir shops, which have a great deal of tourist appeal, fall within this category.

Lastly, the "tourist attraction" category has been assigned the highest weighting coefficient, with a value of 1. These places have enormous pull for tourists visiting the city. The impact of mass tourism in certain places, such as the Sagrada Família or Park Güell, makes the high intensity of

use of public space in the surrounding areas very clear, together with the effect on everyday life in those neighbourhoods.

Data sources

The data for the “Accommodation” category was taken from multiple sources. Layers of dots indicate the location of each accommodation point, and note the number of bed spaces offered.

The factors taken into consideration in this category are drawn from the following sources:

- Bed space in hotels (Barcelona Regional, 2019)
- Bed spaces in youth hostels and guest houses (Barcelona Regional, 2019)
- Bed spaces in tourist accommodation (HUTs). Updated PEUAT (Special Tourist Accommodation Plan) data from Barcelona Regional, 2017)
- Bed spaces in accommodation advertised on *Airbnb* (*Inside Airbnb*, 2019). This data has been used to obtain a fuller picture of the real available supply of tourist accommodation. Accommodation available on the platform for a minimum of 90 days was selected, in order to exclude accommodation only sporadically available. Accommodation already included via the HUTs data was also disregarded.

The data in the “Leisure” category was extracted from the “Census of economic activities on ground floor premises in the city of Barcelona 2016” published on the OpenData BCN portal. The information is displayed as a layer of dots indicating the type and location of the establishments. In this case catering establishments, shops selling clothes and accessories and souvenir shops were selected.

Lastly, with regard to the “Tourist Attractions” category, we worked with three databases. The first of these was the Points of Interest in the City (PICs) 2017 (Barcelona City Council), which details the location of a particular space and the number of visitors it receives (examples are the Sagrada Família, Park Güell and the F.C. Barcelona Museum).

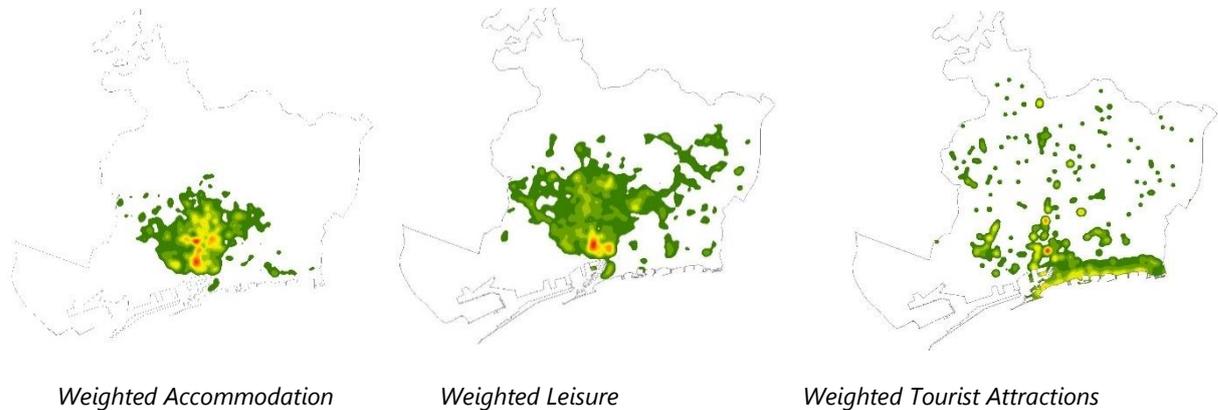
The second one used for the “Tourist Attractions” category shows the number of visitors to Barcelona’s beaches in 2012 (Barcelona City Council).

And lastly for this category, we used the photographic archive uploaded to the online platform *Panoramio* (2014), a portal that allowed users to publish geo-referenced photographs that they themselves had taken of places of interest while on their travels. The number of photographs of each location serves as an indication of the popularity of different places in the city.

To obtain the final map, the information was standardised, and the different layers of information were pooled. A density map was created for each factor and the values were normalised.

Subsequently, the values of these maps of factors were added together by category, resulting in the three maps shown below. Finally, these too were normalised and weighted according to the respective category coefficients (see Figure 1).

Figure 1. *Sum of factor density by category maps*



The sum of the values of these three maps is the basis of the final map, classified into two levels of tourist intensity: medium and high. Based on this study of the intensity of tourism activity, a base map has been created of the whole city, providing a generic view of the city neighbourhoods that are most affected. Thus, from the different maps obtained, it was possible to cross-reference data on how this activity affects different aspects of the daily lives of local residents: population density, green spaces, public transport and housing.

4. Tourist activity intensity map

4.1 Effects on the resident population

To produce this map (see map appendix 6.1.1), the following data has been used:

- Map of tourism intensity. Barcelona Regional 2019.
- Population density per residential block, calculated using data from the 2018 municipal register of residents.
- Total number of interventions by civic agents from July to December 2018. Department of Tourism.
- Concentration of incidents relating to HUTs where intervention was required, from January to September 2019. Coexistence and Tourism Service.

The first thing that stands out when taking a general look at this map (appendix 6.1.1) is the extent of the areas of both medium and high intensity tourist activity. If we consider the surface area between the city's ring roads, excluding Montjuïc, i.e. the part of the city where most of the population lives, the area occupied by locations with a high intensity of tourism activity covers 35% of that territory, showing that mass tourism is an extensive phenomenon in our city, with tourism activities affecting a sizeable proportion of municipal territory. However, this extension should not be taken as generalised, homogeneous overcrowding in all public spaces, but rather as a territorialised representation of a phenomenon that is concentrated at specific locations, at specific times of year – even on specific days, and at specific times of day – although it has effects on housing, designations of use and types of economic activity that go way beyond those critical points. (It needs to be remembered that before the advent of Covid-19, around 30 million tourists a year visited Barcelona, which translates into 150,000 per day, meaning that an additional 10% is added to the resident population on a daily basis).

The following map shows the correlation between the areas with the highest levels of tourism activity – mainly in part of the old city and around Passeig de Gràcia – and a resident-population density below the city average. This suggests a link between the concentration of tourism activity in certain areas of the city, and the displacement of the resident population to other neighbourhoods. This process also involves the development of different uses for housing in these areas (see map appendix 6.1.1).

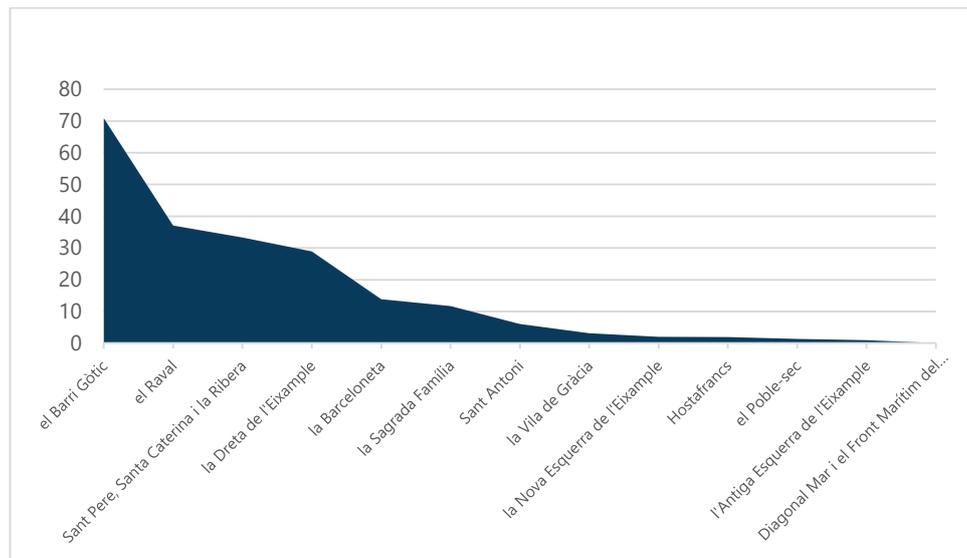
By analysing together the different factors taken into consideration when producing this map, we see that the areas of Sagrada Família and La Barceloneta stand out, as they are in areas of medium to high tourism intensity, while at the same time having an above-average population density and being the focus of numerous interventions in public spaces by community support officers, and in the case of Sagrada Família, also incidents concerning HUTs.

Neighbourhoods and areas with a high intensity of tourism activity

The area where there is a high intensity of tourism activity mainly covers the neighbourhoods in the old quarter, Poble Sec and La Barceloneta. El Gòtic is the most affected, with 70% of its surface area falling inside this area, along with nearly all of its population (96%). The areas around Passeig de Gràcia, Sagrada Família, Plaça Espanya, Plaça de la Vila, Plaça del Sol and Plaça Revolució also stand out. In total, this area represents nearly **2.5% of the city's surface area, and is home to 69,882 people.**

Table 1. Population by neighbourhood with a high intensity of tourism activity

Neighbourhood	People profoundly affected	Neighbourhood Population	% Surface area
El Gòtic	18.537	19.262	96
Sant Pere, Santa Caterina i la Ribera	13.980	23.261	60
La Barceloneta	5.476	15.259	36
El Raval	14.169	48.396	29
Dreta de l'Eixample	6.494	44.308	15
El Poble-sec	4.771	40.666	12
Sagrada Família	4.249	52.122	8
Sant Antoni	1.051	38.767	3
Vila de Gràcia	1.155	50.979	2

Table 2. Percentage of surface area with high-intensity tourism activities, by neighbourhood

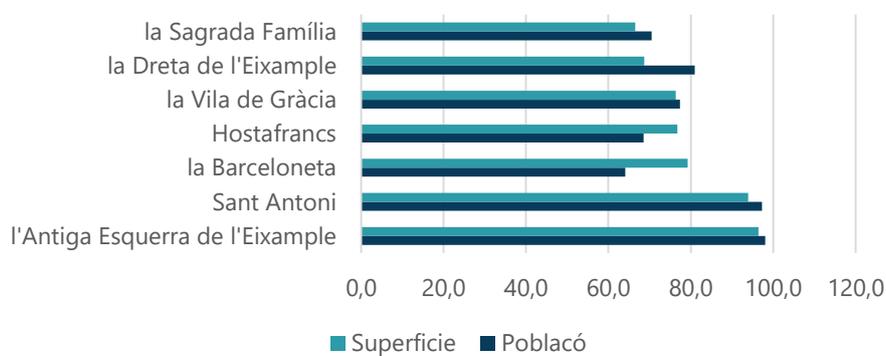
Neighbourhoods and population in areas with a medium intensity of tourism activity

According to data extracted from the general map for this analysis, **about 512,775 people reside in areas of the city where there is medium intensity tourism activity:** around a third of the city's total population. In terms of surface area, we can see that this area covers around 17.5% of the city, mainly the central neighbourhoods of the Eixample and the neighbourhoods giving access to the beaches in the Sant Martí district.

There are **7 neighbourhoods in the city where more than 60% of the territory and population are located in areas with this level of intensity of activity.**

Table 3. Neighbourhoods where medium intensity tourism activity impacts more than 60% of the surface area and population

Neighbourhoods where medium intensity tourism activity impacts more than 60% of the surface area and population	Town/city	% Population	Surface area	% Surface area
Antiga Esquerra de l'Eixample	42.391	98.1	1,184,954.1	96.5
Sant Antoni	37.716	97.3	756,125.8	94.0
La Barceloneta	9.783	64.1	897,217.9	79.3
Hostafrancs	11.109	68.6	314,600.0	76.7
Vila de Gràcia	39.437	77.4	1,009,213.6	76.4
Dreta de l'Eixample	35.875	81.0	1,456,946.0	68.7
Sagrada Família	36.752	70.5	692,875.7	66.5
Total	213.063		6,311,933.1	



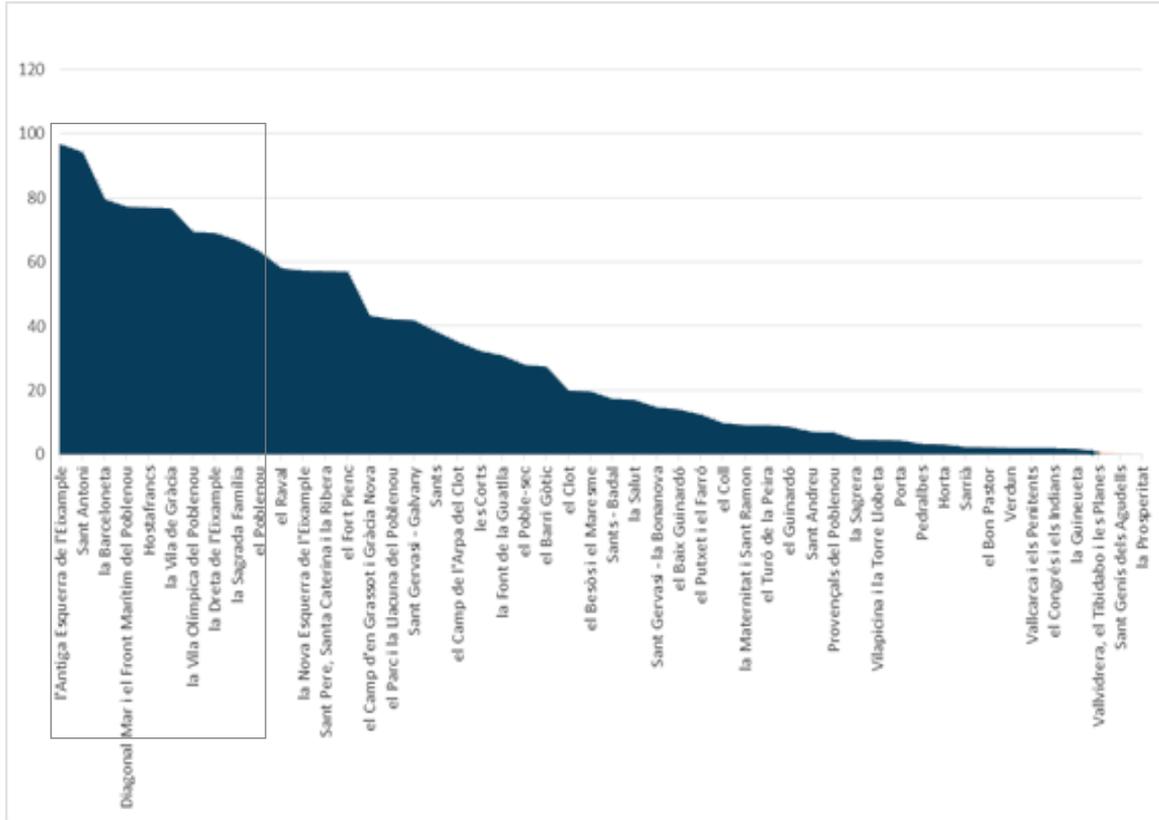
In terms of population, we find that there are 12 neighbourhoods where more than 60% of the population is impacted by medium intensity tourism activity.

Table 4. Neighbourhoods where medium intensity tourism activity impacts more than 60% of the population

Neighbourhood	Population impacted by medium intensity tourism	Neighbourhood Population	% Population impacted by medium intensity tourism
L'Antiga Esquerra de l'Eixample	42.391	43.216	98.1
Sant Antoni	37.716	38.767	97.3
Dreta de l'Eixample	35.875	44.308	81.0
Vila de Gràcia	39.437	50.979	77.4
Vila Olímpica del Poblenou	7.216	9.372	77.0
El Poble-sec	30.327	40.666	74.6
Fort Pienc	23.617	32.886	71.8
El Raval	34.227	48.396	70.7
Sagrada Família	36.752	52.122	70.5
Hostafrancs	11.109	16.204	68.6
La Barceloneta	9.783	15.259	64.1
Nova Esquerra de l'Eixample	35.422	58.893	60.1

There are 10 neighbourhoods where 60% of the surface area is characterised by this level of intensity of activity.

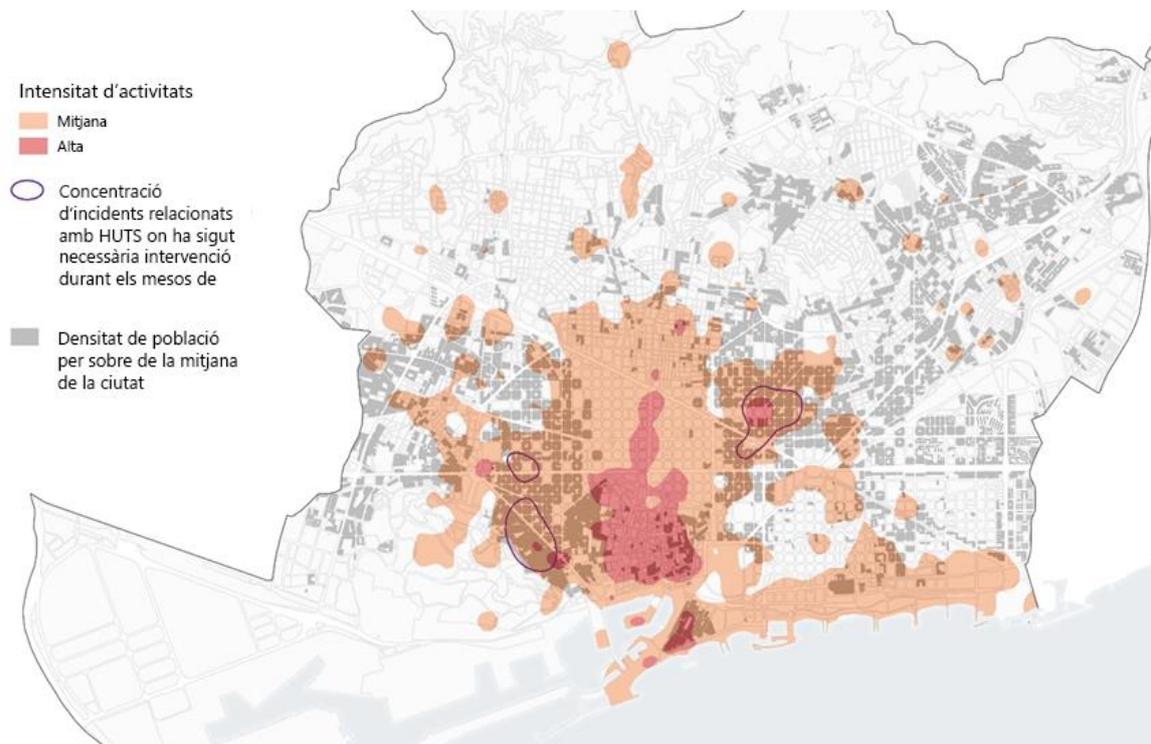
Table 5. Percentage of surface area with medium intensity tourism activities, by neighbourhood



Interventions by community support officers in public space, and incidents related with tourist accomodation (HUTs)

The city locations that registered the most interventions by community support officers from July to December 2018 include: Sagrada Família, Park Güell, the Montjuïc Magic Fountains and La Barceloneta. The map also shows areas within the city where there have been a greater number of incidents relating to HUTs (requiring intervention by community support officers) from January to September 2019. These are found in areas near Sagrada Família, Avinguda Paral·lel (the neighbourhoods of Poble Sec and Sant Antoni) and the area around the Rocafort Metro station, which all have an above average resident population density.

Figure 2. *High concentration of incidents related to HUTS*



4.2 Effects on urban green spaces

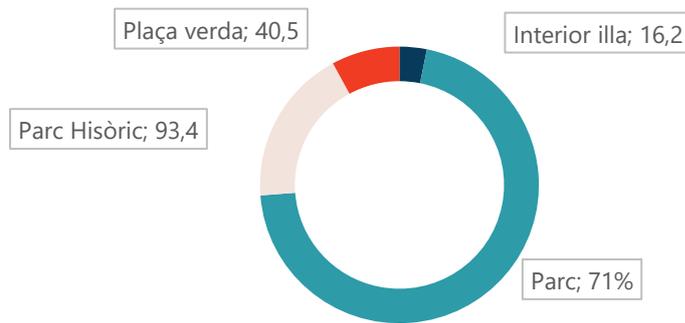
In making this map (see map appendix 6.1.2), the following data was used:

- Urban green spaces. Parks, historic parks, city-block interiors and green squares (minimum vegetation cover >30% and permeable surface >40%). Barcelona Regional.
- Crowded Spaces. Department of Tourism. Barcelona City Council.

The Collserola Natural Park and Barcelona's beaches are not included in this study.

The city of Barcelona has 330 green urban spaces that cover a total of 511 ha, distributed in the following way:

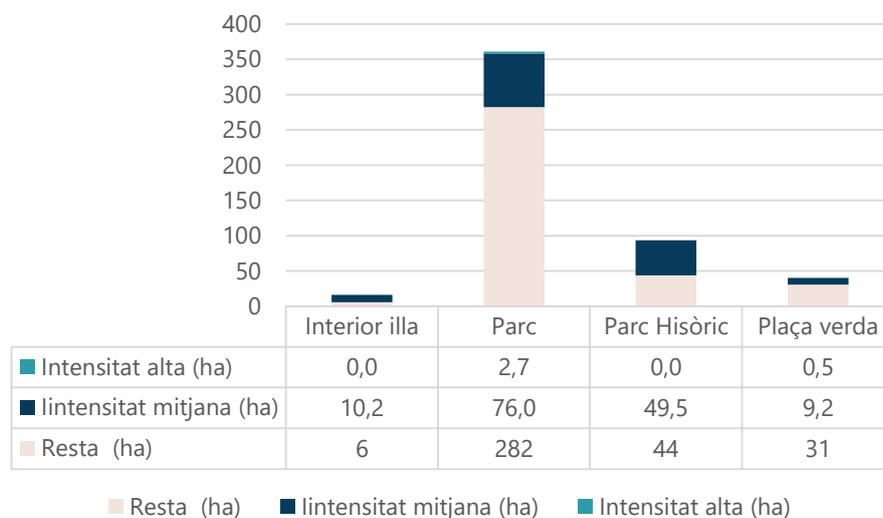
Table 6. Typology of urban green space (ha)



As can be seen from Map 5.1.2 Distribution of Green Urban Spaces in the City, the areas with the highest intensity of tourism activity in the city coincide with almost 30% of all green space, approximately 144 ha. This initial snapshot allows us to identify six urban green spaces that are totally or partially located in areas of high-intensity tourism activity. They cover a total of nearly 3.2 hectares, which represents 0.6% of the city’s urban green space. These areas are: Jardins de Rubio i Lluch, Plaça de Gaudi and Parc de Joan Miró, Plaça Vicenç Martorell, Plaça Vila de Madrid and Plaça de la Sagrada Família.

The following table shows intensity level by type of urban green space. This graph clearly shows that almost 60% of city block interiors are affected, followed by 50% of historic parks, and 20% of the city’s parks and green squares.

Table 7. Medium and high intensity by type of green spaces (ha)



With regard to city-block interiors, the Eixample is particularly affected, as most of them are located in that district. City-block interiors play an important role in terms of the socio-environmental services they offer in this part of the city, where there are few green spaces. This district also presents the largest surface area (in hectares) of green squares affected by the phenomenon, equivalent to about 3 ha distributed among five spaces, including the Plaça de la Sagrada Família, located in an area of high intensity tourism activity.

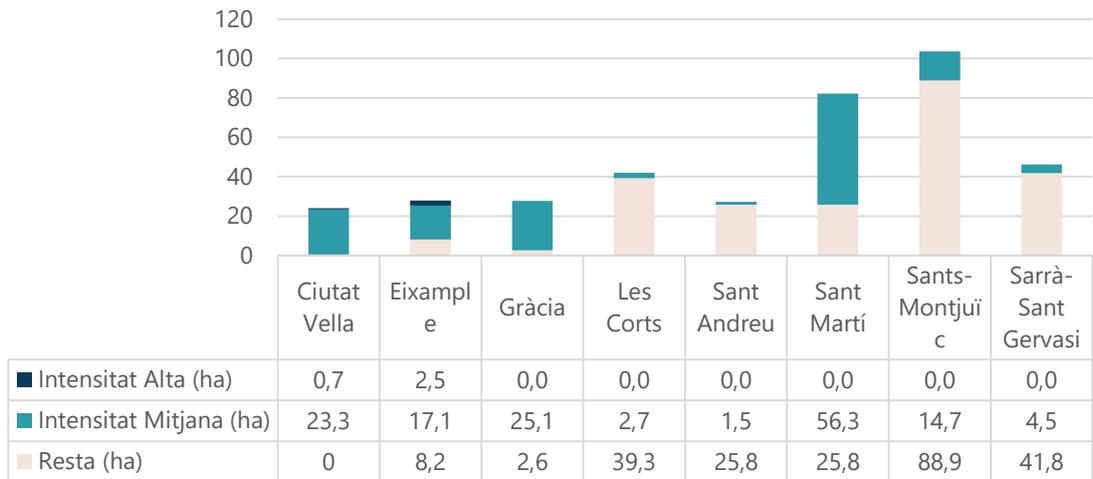
The effect on the city's historic parks is also striking. Nearly 50 ha in a total of ten historic parks coincide with medium intensity areas. The parks affected include Parc de la Ciutadella and Park Güell; together they account for nearly 36 of the total number of hectares affected, and they are also in locations classified as Crowded Spaces by Barcelona City Council's Department of Tourism.

With regard to parks, we can also see that nearly 76 ha, in a total of 29 parks, are in areas of medium or high intensity tourism activity. 65% of those hectares pertain to 12 parks in the district of Sant Martí, mostly located around Passeig Marítim. The Plaça de Gaudí park is particularly noteworthy, as the whole of the park is in an area of high intensity tourism activity.

Taking a closer look by district, the following table shows that **the Ciutat Vella district is the one most affected**, as here there are a total of 10 spaces that fulfil the criteria for being considered 'green spaces', and of these, 3 are characterised by high intensity tourism activity (Jardins de Rubio i Lluç, Plaça Vicenç Martorell and Plaça Vila de Madrid), and 7 by medium intensity tourism activity, meaning that **all of the district's urban green spaces are affected**.

Another district that is particularly affected is Gràcia, where almost 90% of green urban space falls within the tourism activity area.

Table 8. High and medium tourism intensity in affected districts (ha)*



* The chart only shows 8 of the city's 10 districts, because Nou Barris and Horta both fall outside the areas of intense tourism activity

4.3 Effects on the Metro, railway, bus and TRAM networks

In producing this map (see map appendix 6.1.3), the following data was used:

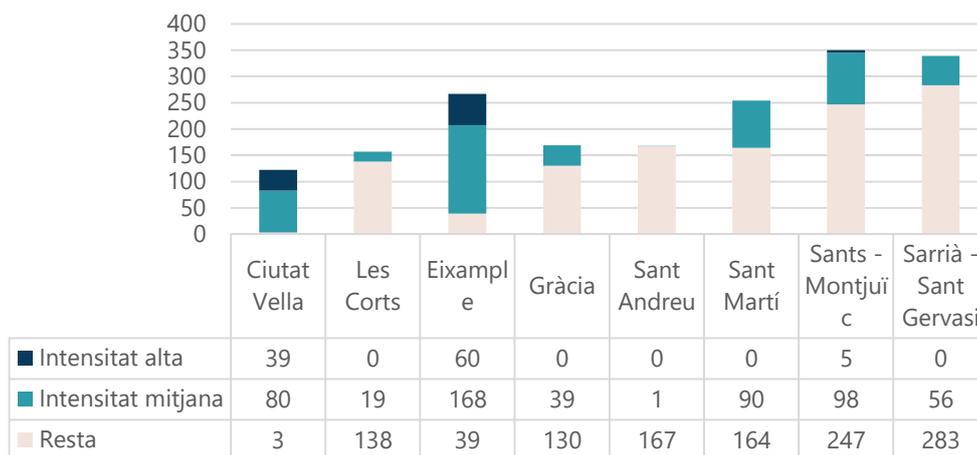
- Metro and FGC railway lines. Government of Catalonia 2019.
- Daily ticket validations at all Metro and FGC railway stations. October 2016. FGC railway and Metro. 2016
- Streets with an above-average frequency of buses and trams. Barcelona Regional, based on TMB, AMB, Barcelona Regional and Gencat data. 2018

Superimposing the map of tourism activity intensity onto the public transport network (Metro, Ferrocarrils de la Generalitat de Catalunya, buses and trams) shows that there are **10 Metro stations located in high intensity areas. Two of them are Metropolitan connections: Plaça Espanya and Plaça Catalunya**, the latter with the highest number of daily ticket validations in the city (around 10,000). The Sagrada Família and Diagonal Metro stations also stand out, with 35,000 and 60,000 ticket validations a day, respectively (as mentioned in the introduction, you have to remember that these figures refer to the pre-Covid-19 situation, during which the demand for public transport – from both tourists and city residents – dropped by an average of 50%). With regard to the bus and TRAM network, we can see that the highest frequency lines are those that provide services to the **central part of the Eixample**. This district also stands out for the number of high-intensity stops (32%), followed by Ciutat Vella (22%). Approximately 6% of all the bus stops in the city are high intensity.

In terms of medium intensity areas, **29 Metro stations** are affected. Of these, **Provença** station (nearly 30,000 ticket validations a day), **Hospital Clínic** (nearly 25,000), and **El Clot and Les Glòries** (nearly 22,000) stand out. In terms of the areas of the city with the highest frequency of buses and trams, the thoroughfares most affected are Avinguda **Diagonal, Gran Via and Via Augusta**. The districts where most of the stops affected are to be found are also Eixample and Ciutat Vella with almost 60%. Approximately **one third of all the bus stops in the city see this intensity of use.**

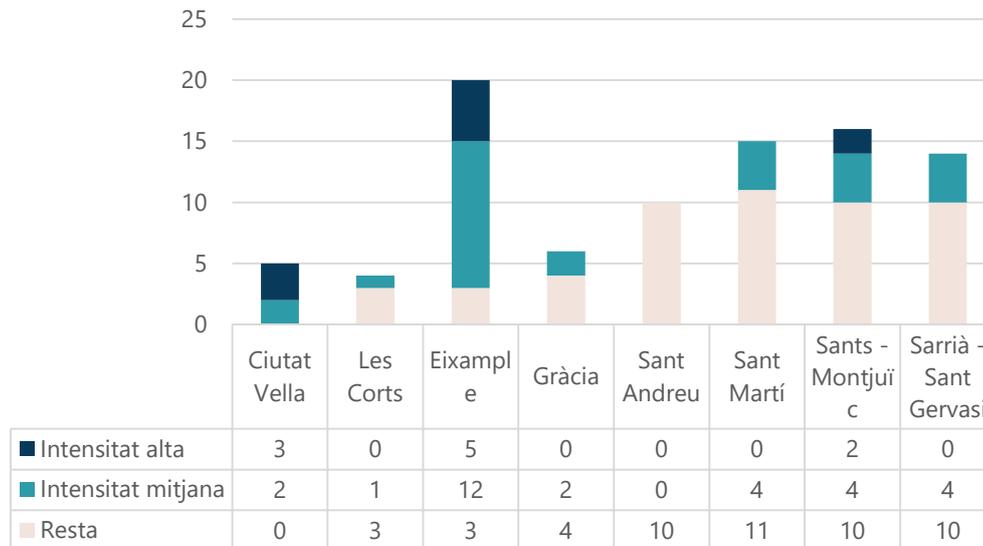
As can be seen from the following tables, the district where the impact is greatest is Ciutat Vella, where almost all of the bus and Metro stops are affected, followed by Eixample, with nearly 85% of all bus and Metro stops being affected.

Table 9. Number of bus stops in medium and high intensity areas of tourism activity in districts affected*



* The chart only shows 8 of the city's 10 districts, because Nou Barris and Horta both fall outside the areas of intense tourism activity

Table 10. Number of Metro stations in areas of intense tourism activity in districts affected*



*The chart only shows 8 of the city's 10 districts, because Nou Barris and Horta both fall outside the areas of intense tourism activity

4.4 Percentage of accommodation for tourist use in areas with a higher intensity of tourism activity

The data used to generate this map (see appendix 6.1.4) are:

- Percentage of HUTs to housing per city block. An indicator generated by Barcelona Regional, based on updated data from the Definitive Approval of the Special Urban Planning for Tourist Accommodation Plan (PEUAT) (OB 33/2017)

As explained in the methodology for the intensity map for tourism activity, accommodation for tourist use (HUTs) is one of the weighted variables for calculating the areas of intense tourism activity. However, the percentage of HUTs per city block has been superimposed, in order to provide a snapshot of the current situation, which can be compared with the situation when the Special Tourist Accommodation Plan (PEUAT) was approved.

As shown on the map, where residential blocks contain HUTs, the percentage of flats used as tourist accommodation is generally between 0.1% and 8% of the total number. To a lesser extent, the city blocks with a **percentage of between 8% and 39% are mainly concentrated in the Dreta de l'Eixample neighbourhood**, around Plaça Catalunya and Passeig de Gràcia. The city blocks with over 40% are very specific (four cases) and are located in the old part of the city, in Passeig de Gràcia and around the Sagrada Família. They coincide with areas of high intensity tourism activity, or are located very close to those areas, which is no surprise, and these are also

areas with a below-average resident population density, emphasising the development of different uses of accommodation for non-residential purposes in these areas (see map in appendix 6.1.1).

5. Related initiatives

Barcelona City Council has been implementing programmes to promote and manage tourism for more than twenty-five years. However, the socio-economic conditions have changed and the city's objectives now include new factors and new partners, which have been added to take part in defining the city's tourism strategy.

In recent years, initially as part of the *2020 Barcelona Tourism Plan* and currently as part of the *2020 Government Measure for Creating New Imaginaries and Content in order to Improve Mobility and Tourism Sustainability (2020)*, the focus has been on producing management tools that foster the best possible relationship between tourism activity and the territory that plays host to it, by means of the following mechanisms: ensuring social return from tourism in the territory, promoting integrated management, and building differentiated strategies within the territory. The main aim of this government measure is to define an action plan concerning tourist mobility for the coming years, creating new visions of tourism and defining management scenarios that will help to administer the tourist influxes that the city receives, in order to diversify their socio-economic contribution, reduce negative impacts on crowded spaces and help to foster Barcelona residents' pride and knowledge about their own city.

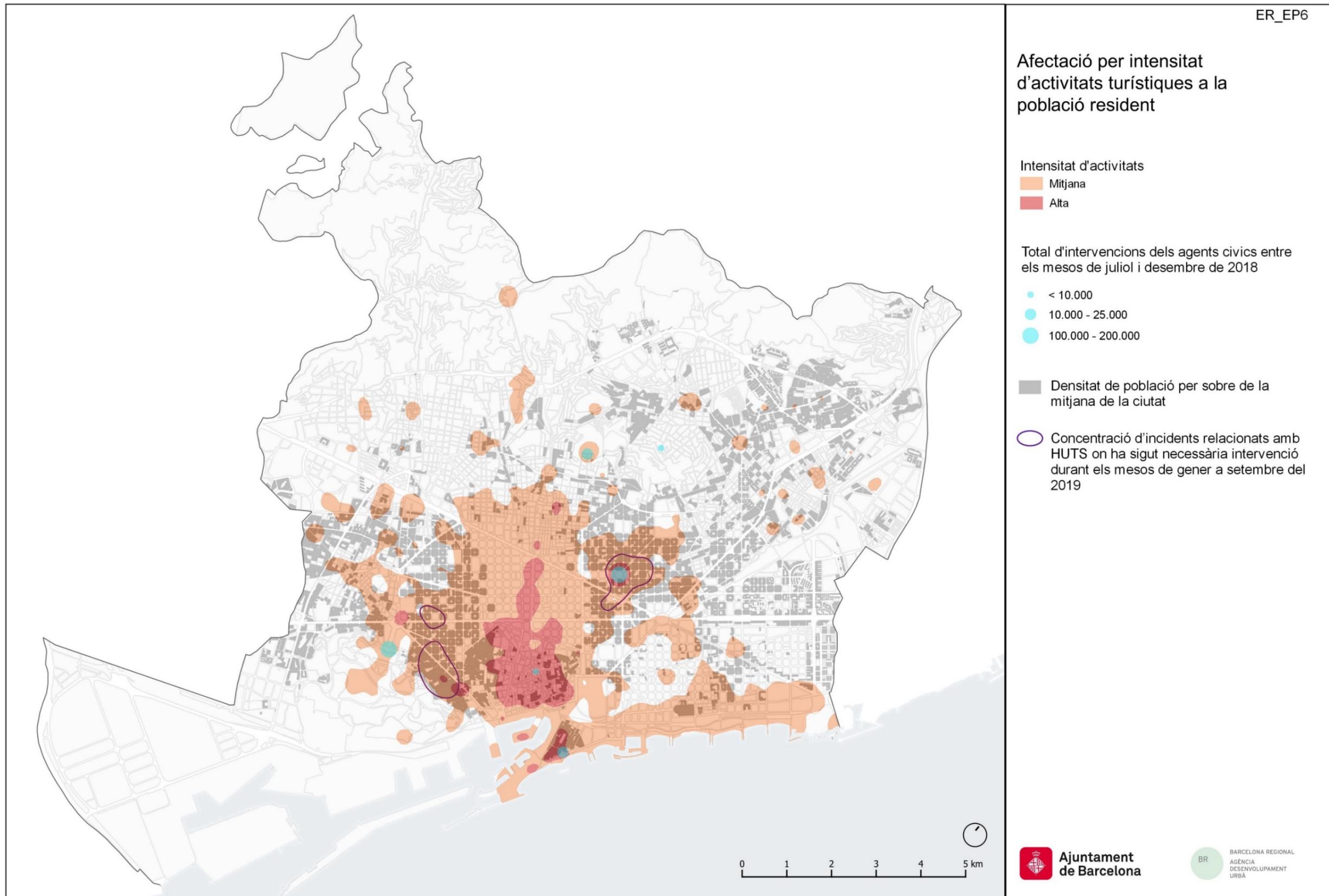
As mentioned in the introduction, these transformations have been drastically interrupted by the Covid-19 crisis, as the economy of the sector has been widely affected, while any possible scenarios for recovery are uncertain.

The Barcelona Resilience Programme is an opportunity to conserve the long-term vision of tourism activity, and to promote the reactivation of the sector on a Metropolitan scale, progressing towards an integrated tourism management that achieves a more socially equitable distribution, and respects environmental criteria in its development. In this regard, promoting measures such as expanding Barcelona's real tourism perimeter, specific management of the city's Crowded Spaces, broadening tourism visions, maximising the efficiency of tourist mobility and continuing to minimise tourism's impact on the housing market and the everyday lives of city residents may become key factors for achieving this objective. The challenges arising from the Covid-19 crisis may represent an unprecedented opportunity for implementing corrective measures and developing a model of tourism that is more inclusive and sustainable for the city's communities, economy and environment.

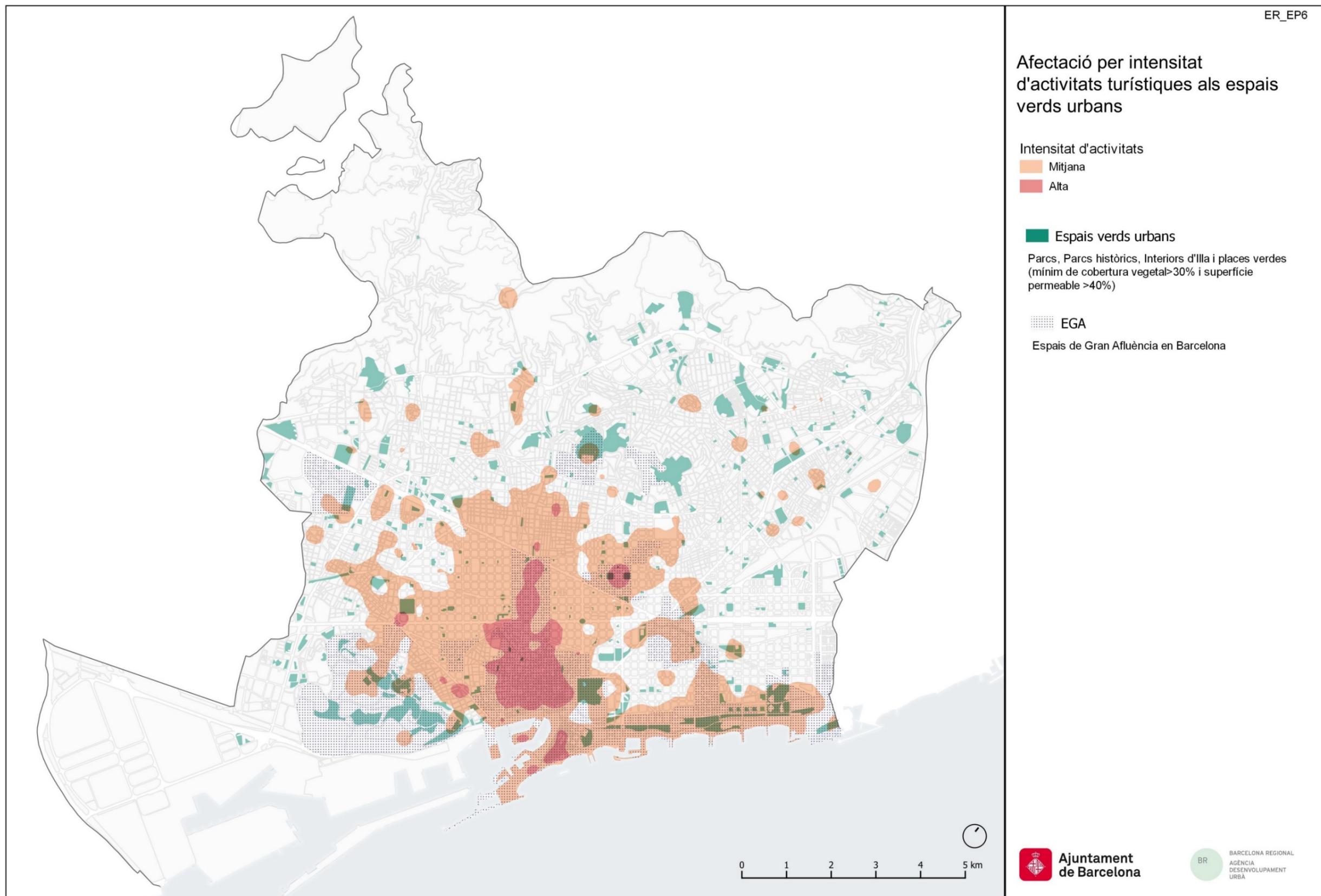
6. Appendices

6.1 Compact maps by intensity of tourism activity

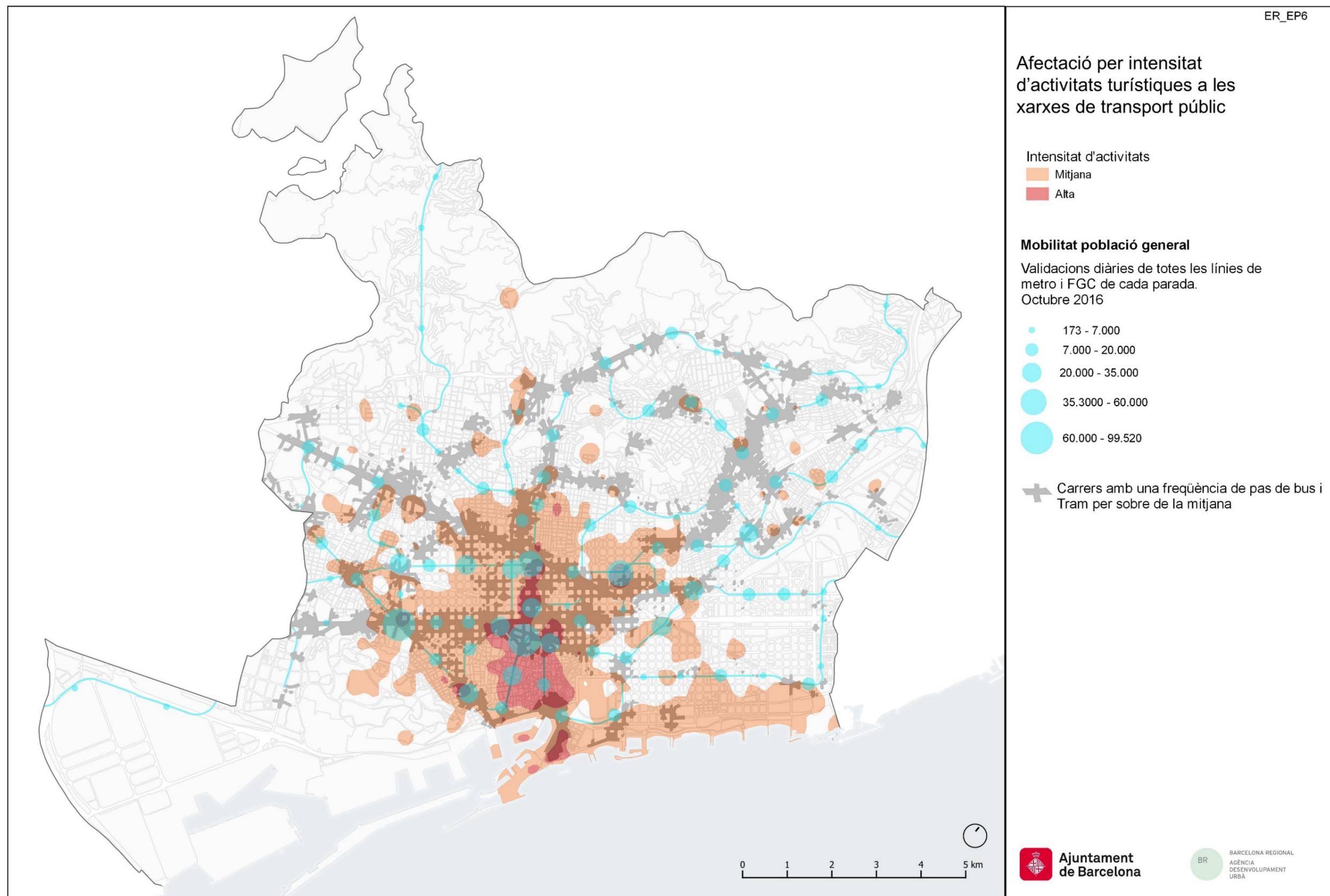
6.1.1 Effects of intensity of tourist activity on the resident population



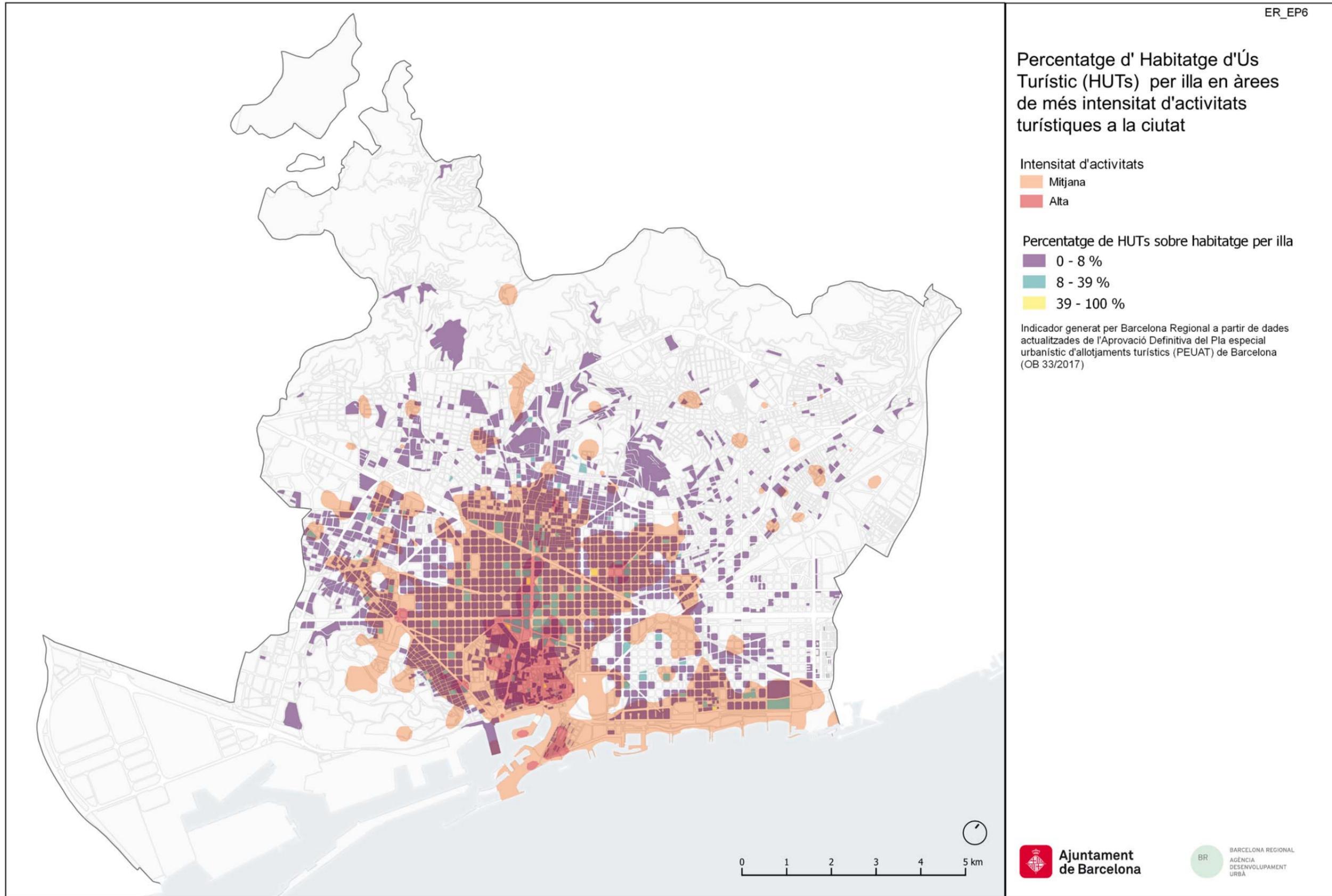
6.1.2 Effects of intensity of tourist activity on green urban areas



6.1.3 Effects of intensity of tourist activity on public transport network



6.1.4 Percentage of accommodation for tourist use per block in areas with a higher intensity of tourism activity



6.1.4 Percentage of accommodation for tourist use per block in areas with a higher intensity of tourism activity

