STRATEGIC GOAL

5

FOSTERING
THE PROXIMITY
AND SUSTAINABLE MOBILITY

SPECIFIC GOALS

5.1. PROMOTE THE CITY OF PROXIMITY.
5.2. PROMOTE SUSTAINABLE MODES OF TRANSPORT.

Urban mobility is a key element in urban policies due to the growth of cities in recent years and the complexity of land use. Currently, more than half of the world's population lives in urban areas. In the European Union, this percentage is 80% and in Spain, it is slightly higher.

Mobility, meaning the ability to move in urban areas through different means of transport, is a key dynamic in city planning[1]. Transport systems have a decisive influence on urban development patterns and the quality of life of citizens. Also in spatial justice, understood in this case as the role played by cities through spatial planning and their connections in shaping social equality or inequality.

Today it is undeniable that cities and metropolitan areas need internal mobility models that ensure universal accessibility, reduce inequalities between territories and among social classes, that provide cities with sustainable transport systems that favour an efficient economy, a healthy environment, good air quality and the well-being of their inhabitants.

The European Commission, in the White Paper on Transport published in 2011, "Towards a competitive and resource efficient transport system", notes that transport is not yet sustainable due to its high dependence on oil, high traffic rates and the high environmental and economic impacts that it entails. It is also not sustainable due to the enormous costs involving accidents and accessibility problems. Achieving mobility that is efficient, in terms of the resources used, and sustainable is one of the challenges facing cities now and in the future.

The urban model chosen to manage the necessary growth of cities is very relevant, both in relation to the strategic objectives analysed up to now, and, of course, in relation to the aim of promoting proximity and sustainable mobility. Growth models based on dispersed and expansive urban development increase travel distances, which contributes to increasing our dependence on cars, requires high use of space and energy and has significant environmental impacts[2] (IDAE, 2008). In this context, addressing the challenge of mobility requires a paradigm shift in urban planning, one that encourages compact cities, with mixed land uses and abandoning scattered growth models. The search for local territorial and urban models also fits into that paradigm. The proximity to activities, services, facilities, places of work and leisure allows us, in general, to more efficiently face one of the major challenges of urban planning: the management of urban mobility and transport services, and with them, environmental quality. Looking for this territorial model that, from a more urban point of view, is characterised by compact urbanisation, a diversity of uses and a reasonable size, is a priority goal, one that has multiple horizontal effects. All of this is regardless of whether the virtues of metropolitan areas and large cities are recognised in terms of opportunities.

[1] UN. HABITAT Report, 2015.
[2] I.D.A.E. Practical Guide for Developing and Implementing Sustainable Urban Mobility Plans, PMUS, 2008.
http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf

With regard to the design of transport systems, the key is efficiency and sustainability, which provide appealing, comfortable and affordable alternatives to the private vehicle. According to the European Union Transport Council, a **sustainable transport system** is one that:

▌allows the basic access and development needs of individuals, companies and societies to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations;

▌is affordable, operates fairly and efficiently, offers a choice of transport modes, and supports a competitive economy, as well as balanced regional development;

▌limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes while minimising the impact on the use of land and the generation of noise.

Transport systems must also become a vector of innovation in the urban environment, capable of incorporating the most advanced technologies in favour of safer, efficient and sustainable mobility. These new and not-so-new technologies provide real-time information for planning a trip, make good use of the waiting time and reduce uncertainty, thus improving the trust and perception of users. According to the European Commission (2013), technological innovation is a fundamental tool for implementing strategies to promote sustainable urban mobility.

It is from this framework that the Smart City concept emerges. It provides a solution to achieve more sustainable urban development while increasing the quality of life of citizens through the use of

technologies. Applying this concept to smart mobility would yield "innovative and sustainable ways of providing a means of transport for the inhabitants of cities, such as the development of public transport systems and vehicles based on environmentally friendly fuels and propulsion systems, that rely on technological advances and proactive behaviour by the public". In the city of the future, it will be essential to consider the integration of these intelligent transport and urban planning systems, especially in the following areas: physical integration of the different land uses for transport services; the integration of strategies, policies, disciplines and administrative entities and coordination between the public and private sectors.

Thus, the strategic goals, with their specific goals and lines of action, are as follows:

SPECIFIC GOAL
5.1. PROMOTE THE CITY OF PROXIMITY.

LINES OF ACTION

- Foster a **mixed-use urban model that reduces travel distances** within the city.
- Promote **urban connectivity** and universal accessibility, with patterns of proximity between residence and work, to limit mobility requirements.
- Establish a balanced **distribution of urban space** in the planning instruments intended for motorised and non-motorised mobility, in accordance with the sustainable development policies of cities.
- Prioritise, to the extent possible, the **city for pedestrians,** favouring continuous, safe and responsible routes and promoting a more **healthy and active lifestyle.**

- Promote the **effectiveness and quality** of the **most economical** modes of transport and bring them within reach of all age groups: public transport, bicycle and walking.
- Implement urban development models that incorporate **public transport plans.**
- Foster **metropolitan** or supramunicipal public transport chains and promote their **intermodality.**
- Develop **pedestrian and cycling** networks, including new urban developments, guaranteeing safe, non-motorised travel in a friendly environment. Draw up regulations for cyclists and pedestrians to coexist.
- Adopt measures to encourage the development of **commuting plans** in the main centres of economic activity in the urban area to streamline travel to work centres, as well as strategies for **telework.**
- Set up logistics distribution platforms in each neighbourhood and manage the **distribution of goods** in urban areas, maximising consolidation/intermediate reloading centres and avoiding low-load distribution using vans and trucks.

SPECIFIC GOAL
5.2. PROMOTE SUSTAINABLE MODES OF TRANSPORT.

LINES OF ACTION

- Adopt measures through **sustainable urban mobility plans** to reduce travel via private transport, promote **efficient public transport systems** and improve the quality of pedestrian travel. These plans should give priority to pedestrians in urban traffic.
- Set up an adequate **urban public transport** system and build **integrated networks** that connect the different modes.
- Design **interchange stations** that act as transfer nodes between interurban and urban travel.
- Have a comprehensive strategy that includes policies that deter the use of polluting vehicles as part of a broader plan or programme that includes other alternatives. In this regard, the transition from the current Mobility Plans to strategic plans that enhance the **strategic goals of the Agenda** would be highly recommended.
- Use **park-and-ride** sites in the urban periphery to facilitate the transfer of users from private vehicles to public transport or to carpooling.
- Locate **peripheral activities** that cause a large number of trips at **points with easy access** to transport hubs and nodes of the public transport network.
- Promote and encourage the use of **vehicles that use alternative and hybrid energies.** Install charging points for electric cars.
- Promote an **integrated vision of mobility** that serves the citizenry (MaaS, Mobility as a Service), and encourage measures that promote **shared vehicle systems,** as well as **cooperative services linked to public transport.**

- ✔ Promote **cyclist mobility** by designing exclusive or priority routes and parking spaces for bicycles.
- ✔ **Integrate the bicycle** with public transport and promote bicycle sharing initiatives.
- ✔ **Integrate pedestrian and cyclist networks with green areas,** guaranteeing safe, non-motorised travel in a friendly environment.
- ✔ Ensure **universal accessibility** to every transport system.

The **descriptive data** related to strategic goal #5, *"Fostering the proximity and sustainable mobility"*, are as follows:

STRATEGIC GOAL #5. **RELATED DESCRIPTIVE DATA**

D.01	Population change	**D.06**	Population density on urban land	**D.07**	Discontinuous urban land
D.08	Housing density	**D.09**	Urban compactness	**D.10**	Residential compactness
D.11	Urban complexity	**D.ST01**	Housing density	**D.17**	Surface area of transport
D.18	Motorisation rate	**D.19**	Density of bus lines and rail modes	**D.20**	Accessibility to public transport services
D.21	Funding for cycling lanes	**D.22**	Ageing of the Population	**D.39**	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS		NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14–20
5.1. Promote the city of proximity		**3.6** Traffic accidents	70		S.G.4.5.1. Promote sustainable urban mobility: clean urban transport, public transport, urban/rural connections, improvements to the road network, cycling and pedestrian transport, electric mobility and the development of clean energy supply systems
5.2. Promote modes of transport sustainable		**9.1.** Sustainable infrastructure		Urban mobility Air quality	
		11.2 Public transport	66; 113; 114; 115; 116; 117; 118; 141		