

Territorial aspects of mobility

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The issue of sustainable growth in the movement of people and goods experienced by European countries is significantly worrying due to the social and environment impact implied, which has been translated in the adoption of numerous policies and initiatives in the transportation sector. However, the fact that these transportation policies are directed towards a very specific sector means that noticeable changes in mobility tendencies have very rarely been effective.

Experience shows that proposals that reinforce the basic model of improvement of the existing transport services (technological improvements or extending infrastructures⁹ are not enough to solve the problems that arise, since they ignore the fact that mobility is not solely determined by the implementation of a transportation offer but it is also dependant on many other functional and territorial aspects. In addition, the elements that make up the territory are not causally but rather dialectically relatedⁱ. Therefore, planning the uses of the land may determine certain mobility trends, but at the same time the existence of different modes of transportation may determine the different uses given to the land. The fact that these two elements (use of land and means of transportation) influence one another simultaneously makes the integration of their respective planning policies necessary, so that disequilibrium between the needs and the possibilities of moving from one place to another may be adjusted.

Although at present the examples of transversal legislation are still scarce when it comes to mobility, there are certain research projects and specific experiences in the European frameⁱⁱ from which several common considerations may be extracted. These may, in turn, be used to suggest whatever recommendations or good practices may be necessary to efficiently integrate land and transportation policies.

There are four strategic common points:

1. From all these works one may deduce the need to link land planning with accessibility, assuming that the alter is the capacity offered by a territory to each and every citizen, as independently as possible from his economic and social conditions, to arrive in reasonable conditions to those places where one's work and social life normally take place. In other words, the more universal means of transportation available to get to a specific location, the more accessible this location is. From which we can infer that infrastructure does not create accessibility; accessibility depends on the service that runs on the aforementioned infrastructure. In this context, the experience of the two cases studied in Holland (ABC and VINEX policies) underlines the convenience of establishing land qualification based on its accessibility by the different means of transportation. This implies classifying the different spaces within a municipality or a region according to their easy accessibility (now and in the future) in

ⁱ Miralles-Guasch, Carme (2002) *El binomio imperfecto*. Ariel. Barcelona

ⁱⁱ **European projects analyzed:**

TRANSLAND: Integration of Transport and Land Use Planning. <http://www.inro.tno.nl/translan>.

LEDA: Legal and Regulatory Measures for Sustainable Transport in Cities. <http://www.ils.nrw.de/netz/leda>.

DANTE: Designs to Avoid the Need to Travel in Europe. <http://www.cordis.lu/transport/src/dantere.htm>.

SESAME: Derivation of the relationship between land use, behaviour patterns and travel demand for political and investment decisions. <http://www.cordis.lu/transport/src/sesamerep.htm>.

PLUME: Planning and Urban Mobility in Europe. <http://www.lutr.net/deliverables.asp>.

TRANSPLUS: Transport Planning, Land Use and Sustainability. <http://www.transplus.net>.

Estudios de caso:

Reino Unido: Planning Policy Guidance Note 13: Transport <http://www.planning.odpm.gov.uk/ppg/index.htm>

Holanda: Política de localización de empresas ABC. http://www.inro.tno.nl/translan/cases_prio/01-ABCpolicy.pdf

Holanda: Política de nuevos desarrollos residenciales VINEX. http://www.inro.tno.nl/translan/cases_prio/VINEXpolicy.pdf

Alemania: Messestadt Riem en Munich. http://www.messestadt-riem.com/msr/default_e.htm

Francia: Pllan de Déplacement Urbain de Estrasburgo. <http://transnord.schilick.free.fr/pdu/doc/index.htm>

private, public or non-motorized means of transportation. And also the introduction of requisites in the planning instruments in order to favour those activities that take the most advantage of the public transport offer available.

2. Another of the common points derived from these studies is that the improvement in the offer of means of transportation alternative to the car is not enough on its own to modify the existing trend of a continuous increase in the use of the aforementioned car. Thus, it is obvious that in order to achieve a greater transfer of movement towards collective transportation or non-motorized means, we must resort to instruments that affect the cost of using the car. We should highlight that the concept of cost goes beyond its purely economic definition, and also incorporates time, social and environmental costs. Although the ones the users perceive more directly are the time and the economic dimensions. In this context, the measures suggested are: tax both its use and its ownership, since the use of a vehicle is determined, mostly, by its availability. And increase the relative time cost of the car trip reducing the allowed speed or increasing the speed of alternative means. Special attention is also given to limiting the parking spaces as a dissuasive strategy for the use of a private vehicles.

3. The financing of collective transportation hold an important place in all the studies analyzed in we want to attain transport infrastructures and services that may be able to compete with the private vehicle. In European countries as a whole there is a wide array of mechanisms capable of generated the necessary revenue to cover the operating costs of public transportation. However, many of them are either subject to certain political conditions or face strong social opposition. To overcome this situation we propose the regulation of the operating conditions from a legislation point of view, i.e. through transport financing laws. Another proposed mechanism is the widening of the financing sources with the incorporation of social and economic sectors get a direct benefit from the new transportation offers.

4. Lastly, we also claim the need to improve the coordination between administrations, both on a horizontal and on a vertical level, so as to achieve a correct implementation of the planning policies and a greater financing of the transportation system. The main problems to achieve this coordination lie on the non-compliance with the national or regional guidelines on the part of local authorities, since there is a certain resistance to apply top-down policies. This is why local authorities should be more involved in these general policies. As well as in the instrumentalization of land and transport policies as an element of competition among municipalities that are close. So that an incorrect use of a specific planning instrument may completely jeopardize the objectives of a wide public policy of territorial and mobility planning.