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LOCAL AND REGIONAL TIME AGENDA

Topic 2

TIME, MOBILITY, AND SUSTAINABILITY

An opportunity to
increase resilience



Local and Regional Governments Time Network

The *Local and Regional Time Agenda* is a pioneering compilation of time policies implemented by local, metropolitan, and regional authorities from all over the world. It provides an updated compilation of time policies grouped by topic and practical recommendations on how to implement them.

The Agenda is coordinated by the Local and Regional Governments TIME Network, the international network supporting the exchange and promotion of workable time policies generated at the local and regional level.

More information:

<https://timeuse.barcelona/local-and-regional-governments-time-network/>



The **Time4All** project is part of the European Commission's CERV programme, which awards projects that promote social equality and citizens' rights. The project expects to reach about 1,700 participants, specifically youth and women, who suffer the effects of time poverty the most. The project will last two years, from 2023 to 2024, and will include several activities aimed at local policymakers, citizens, research institutions, and other social partners.

The project is led by the city of Bergamo and Barcelona Time Use Initiative for a Healthy Society (BTUI), the international organisation promoting time policies and the right to time, which currently runs the Network's secretariat.

More information:

<https://timeuse.barcelona/projects/time4all/>

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TIME, MOBILITY, AND SUSTAINABILITY

An opportunity to increase resilience

Marta Junqué Surià, Ariadna Güell Sans & Marc Martorell Escofet

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For the second chapter of the Local and Regional TIME Agenda, the Network has chosen to tackle a time-related topic of global relevance: “Time, mobility, and sustainability: an opportunity to increase resilience”. The Network envisages the cities and towns of the 21st century as places designed not to waste people's time, but to save it.

Today, social discontent and the climate emergency mean time policies have a role to play. On the one hand, historical and current data indicate that people would prefer to reduce the time they spend commuting, and data point to deep disparities among people around the world, particularly between men and women, the social classes and urban and rural areas. Currently, inhabitants of some Latin American cities spend more than four hours a day –20% of their time– commuting. In Europe, commuting time is between one and two hours, representing 10% of daily hours. In the 21st century, politicising time is a matter of urgency. It is essential that public institutions dedicate effort to imagining, developing and implementing time policies for their citizens, to ensure the right to time for everyone and increase the resilience of communities. On the other hand, time policies can positively affect sustainability and decrease our collective carbon footprint by designing proximity services and more resilient cities to promote sustainable mobility.

Most local and regional governments deal every day with questions related to time and mobility. How can we shift the mobility paradigm, which has moved from “faster and cheaper” to “slower and closer”? How can we deal with the rush hour? How can we encourage timely, sustainable mobility outside big cities? How can we build 15-minute cities and closer and interconnected regions? How can urban planning integrate the perspectives of gender and time? Time policies are a direct answer to all these issues.

To tackle these questions, the Network's Secretariat is deeply honoured to offer a preface to the issue with pieces that frame key challenges and opportunities for sustainable time policies. They have been prepared by Craig Laird, from the City Resilience Global Programme of UN-Habitat; Emmanuel Munch, specialist in mobility and researcher at the Gustave Eiffel University; and Charo Morán, Yayo Herrero and Helena Pariente, from Cooperativa Garúa, a key NGO promoting knowledge on eco-social projects in Latin America and Spain.

This Agenda provides **more than thirty time policies** from Europe and Latin America to inspire a more timely sustainable mobility in the 21st century. It gives visibility to implementable practices from various realities, from big cities to rural areas, and includes metropolitan and regional dimensions.

As these examples of time policies demonstrate, in order to increase resilience and tackle time-related problems with mobility and sustainability, time policies must, at a minimum, meet the following criteria:

- **Commit to sustainable mobility: time and sustainable mobility** are intrinsically entangled when organising the time we spend commuting. To have quality and sustainable time, mobility times must be reduced and decarbonised. Experiences such as those from Trikala Municipality and the Metropolitan City of Milan are inspiring cases for another model of sustainable mobility.
- **Promote the power of proximity: time and proximity.** Narrowing the need for mobility is crucial to achieving more sustainable urban realities. Today we live in a long-distance world, where road mobility is almost an obligation in neighbourhoods that are segregated and sector-oriented. The relationship between time and proximity must be explored further, as it encourages adapting urban realities to a human scale. The emphasis here must be on shortening the distance to basic services and needs to avoid unnecessary, time-consuming travel. This means allocating care and social services –among other basic needs– within a radius of 15 minutes in the case of cities, and 30 to 45 minutes in the case of regions. More importantly, it refers not only to public institutions, but to coordinating schedules with the private sector as well, as creating spa-

ces for working closer to workers' daily lives is key to shortening commuting time. In public services, inspiring examples can be found in the Barcelona City Council and, in the private sector, in the European Metropolis of Lille.

- **Rethink urban planning: time and urban regeneration.** Time policies also mean rethinking the whole city, particularly common public spaces and increasingly close, as opposed to large and remote, leisure spaces. Hence, the relationship between time and urban regeneration requires incorporating time, and inhabitants' different perceptions of it, into urban planning. Analysing gender and intersectionality –i.e. in terms of ethnicity, class, and age– for urban travel, waiting times, and spatial use makes it possible to design urban spaces that are adapted to such needs. To this end, we additionally explore initiatives by the Catalan Government and the Autonomous City of Buenos Aires to decentralise cities by enhancing the capacities of neighbourhoods and incorporate other perspectives into cities and regions.

Armed with these contributions from institutions and academia, the Local and Regional TIME Agenda is a tool that leverages shared knowledge to define the second generation of time policies. Hence, the **right to time** has begun to be not only envisaged in theory, but defined in practice. More importantly, the Agenda sets out what is needed for this to happen: committed institutions that can implement evidence-based time policies.

Thanks are in order to all the collaborators that have made this publication possible.



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REDEFINING THE RELATIONSHIP BETWEEN TIME AND THE CITY

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Revisit any blockbuster movie or sitcom set in New York of the 1990s, and you will see the same recurring image: a young urban professional (or "yuppie") rushing through the streets of Manhattan, disposable coffee cup in one hand, giant cell phone in the other, trying to hail a cab and inevitably rushing to some business meeting or social event. During this period, the glamourised image of New York, a far cry from the dangerous run-down city of the 1980s, influenced how the world understood and constructed urban life. The footprint of this cultural phenomenon spread beyond US shores in every direction, influencing city residents, urban planners, elected officials, and public service managers across the globe. The result was a dominant universal narrative of (Western) urban living as fast-paced, career-focused, and high-stress.

Many aspects of those sitcom images have not aged well, and now seem out-of-touch With western aspirations for urban life. Instead of traffic jams, eco-aware urbanites navigate cities on bikes or scooters, drink coffee in recycled cups (diluted with vegetable milk), and use energy efficient public buses or trains to reduce their carbon footprint... **But what about the pace and stress that seemed so characteristic of the on-screen urban life of the 1990s? Have we rejected the need for fast-paced living in cities? Or do we continue to glamourise what is, in its most extreme form, time poverty?**

For most of the world, the reality of urban life in the 1990s looked very different to the lives of New York sitcom protagonists. Rapid and unplanned urbanisation was sweeping South America, Asia, and Africa as people moved from rural to urban areas to seek new economic opportunities, flee conflicts, famine or drought, or simply to access basic services, such as education, that were not available in their place of origin. The pace of this demographic shift left local, regional, and national governments scrambling to accomoda-

te new arrivals who required housing, basic services, transport, and a path to integration. Where services were unable to keep up, slums, poverty, inequalities, social tensions, and vulnerability emerged. New arrivals and the urban poor were pushed farther and farther from the historic centres where services and economic activity were concentrated. These geographical boundaries translated to time poverty, as people spent larger parts of their day commuting to work, often using inadequate or private transport systems. In poorer contexts, these urban residents were completely cut-off from basic services and spent more time fetching water, generating power, and maintaining the basic functions of a household than their counterparts in connected neighbourhoods.

Despite an overall net gain in terms of lifting people out of poverty, urbanisation has also resulted in a growing class of urban poor. In some parts of the world, notably Asia, new (mega)cities emerge rapidly, luring previously rural populations with the promise of better-quality services and economic prosperity. Although better resourced and capacitated, urban development in these cities has largely followed the blueprint set by existing cities: business districts with little housing, residential areas with few or limited services, outer city housing for poor communities, out-of-town commercial hubs accessible by cars, and an urban model centred around individual transport. **Residents of these new cities spend large parts of their day navigating the city to commute from home to work and taxiing children to education facilities and activities. The result is that they, and their families, have less time for play, reflection, and rest.**

Regions where urbanisation has been more gradual, like Europe and North America, are not immune to time poverty, and residents face many of the same challenges mentioned above, if less acutely. Many time pressures in developed urban areas translate to negative environmental impacts as decisions are driven by convenience over consciousness, and a growing deficit exists between consumption and regeneration. However, a new and worrying trend has emerged that is putting even greater pressure on economically vulnerable communities in advanced cities: the gig economy. From delivery drivers penalised for stopping at traffic lights to zero-hour workers unable to take refreshment breaks, the gig economy is arguably the latest manifestation of time poverty in cities. In this latest iteration, minutes, and in some cases seconds, are used as a measure of efficiency.

Urban inequalities are complex, but time can also be a measure for good. Time allows us to identify the most vulnerable communities, as they are often the most time poor. It also allows us to identify and tackle the drivers of inequalities and guide public policy to address them. Time captures geographical frontiers in a way that distance alone cannot, and is closely entwined with economic and social inequities. The lasting impact of the New York City narrative in global urban development may just be an exciting opportunity to advocate for ‘time rich’ to be the new aspirational indicator adopted by local governments, city planners, and international development agencies to measure the sustainability of urban transformation.

Under its mandate to promote sustainable and resilient urban development, the City Resilience Global Programme of UN-Habitat works closely with sub-national governments to address the major challenges of our time, all of which can be tackled, either partially or fully, at the local level. City and territorial governments have a critical role to play in strategically reimagining cities for a better future, and are tasked with developing innovative solutions for the challenges of tomorrow. The quality of these local solutions depends on the capacity of local governments to identify, plan and implement. Yet, many city administrations are resource and time poor.

In many cities, a key challenge for local government is securing human resources to manage day-to-day functionality of the city – namely enough people (quantity) with the right skills (quality). In a competitive global labour market, many local governments lack the resources to compete for highly skilled staff, and the result is further strain on existing staff, including those tasked with managing urban growth, overseeing basic services and planning for future scenarios. For most cities, especially in the Global South, securing a human resource surplus capable of leading this type of strategic planning and innovative reflection is unrealistic. **Time-poor municipalities are ultimately less able to find innovative solutions and identify the best opportunities for development in their cities.** Supporting these cities is therefore critical and a task that requires a global response from international development actors, like UN-Habitat.

Cities have always been places of innovation and creativity, but if we are to continue this tradition, we need to foster and facilitate creativity in all aspects of urban life and management, and for all residents. With climate change now a reality, we must pay particular attention to the factors exacerbating climate breakdown and the results of time pressures on those responsible for policy and decision-making in our cities. This is where the pioneering work of the Local and Regional Governments TIME Network and other networks is critical. Spreading good practice, research, and solutions allows time-poor cities to learn quickly from their peers and adapt innovative solutions to their context. While these efforts may not have the cultural reach of a 90s sitcom, they are, for many, a critical learning resource and network. It is a global imperative that we rewrite the narrative around urban life. Let us rewrite the urban sitcoms of this century, moving away from an aspirational view of time stress, to one in which time is treated as a precious and finite resource, for everyone, equally. For that, we need time policies like the ones presented in this Local and Regional Time Agenda.



Craig is a long-standing advocate for local governments as key actors to achieve sustainable and resilient cities.

URBAN TIME POLICIES AND MOBILITY

On the road to “Sustimability”

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Mobility is the link allowing the spatial and temporal coordination of daily activities. Based on the precepts set out in the Italian Turco Law of 2000, **urban time policies seek to coordinate, reconcile and harmonise the operating hours of urban transport with all the other activities that make up urban life.** According to this philosophy, for instance, the arrival time of trains at the station should be coordinated with bus schedules, which in turn are coordinated with the hours of hospital nurses, children's day-care centres, public services and shops so that the various activities can be performed one after the other.

Since the early 2000s, fragmented social rhythms have been a phenomenon with a profound effect on the lifestyles of Western populations. From the point of view of social temporalities, devices, individuals, and institutions seem to function increasingly autonomously and according to an increasingly “personalised” rhythm.

We are witnessing a phenomenon of widespread desynchronisation of daily and weekly temporalities: shops open Sundays and nights, atypical working hours, shorter lunch breaks, longer daily travel time. The synchronisation of social rhythms which segmented daily life in the industrial era is now dislocated in favour of increasingly dispersed travel timing.

However, when we look at these situations from a territorial perspective, the findings are much more ambiguous than the average statistics and leading narratives would suggest.

For example, in many cities in France, Switzerland, and the United States, the increased proportion of employees able to choose their working hours –i.e. autonomy in working hours– comes alongside an increase in the synchronisation of arrivals at work during the morning rush hour.

So we are far from finished with the phenomenon of rush hour.

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So we are far from finished with the phenomenon of rush hour.

Transport and (re-)synchronised urban rhythms

Since their inception, urban time policies have addressed the ambivalent impacts of empowered travel rhythms. On the one hand, they have sought to adapt the mobility offer to temporally evolved and diversified lifestyles: night buses, on-demand and intermodal transport... Strasbourg's "Revolution of Mobility", which can be found in this publication, offers an example of such diversification.

On the other hand, faced with the persistence of peak times, time offices are designing policies to manage transport demand. These take the form, among other things, of local policies to relieve peak-time transport congestion by staggering working hours. **In Europe, time offices¹ were the first local authorities to successfully institute staggered working hours, mainly in universities.** To our knowledge, the first such initiative took place in Poitiers in 2001. But without a doubt, the most impactful and most documented is a University of Rennes-led initiative from 2014².

Beyond these issues relating to the re-synchronisation of travel rhythms, now well mastered by time policies, I would like to point out a new issue for the temporal planning of urban spaces. It is today a blind spot in urban time policies, especially when we are interested in mobility.

From “faster, cheaper” to “slower, closer”

Often, when an urban time office analyses the temporal dimension of mobilities, it is done, implicitly, with a view to 'saving time' and maximising opportunities for interactions and exchanges between individuals, goods, and capital. Time offices' work fits into the usual framework of local action geared towards acceleration and economic growth. In this sense, someti-

¹ Time offices are an institutional formulation for the Departments in charge of coordinating urban times. This designation can be found in Italy, where they first appear due to the "Turco Law" of the 2000s, and in France, since the "Aubry II" Act.

² Munch, E. (2014). "Could harmonised working times spell an end to the rush hour?". Métropolitiques.eu, 5. Available at: <https://metropolitiques.org/IMG/pdf/met-munch-en.pdf>

times in spite of themselves, time offices follow the precepts of the functional city. When I surveyed French, Spanish and Italian cities³, heads of time offices frequently depicted the same tendency: “the community's vocation is to absorb ever more flows”.

On the upside, by enabling individuals to carry out activities previously hindered by time constraints, accelerated travel flows make it possible to diversify lifestyles. In this way, acceleration could also be conducive to a broadening of life horizons.

The downside, however, is that the effects of accelerated, and particularly motorised, mobility can be questioned in terms of road deaths and urban sprawl. Observed since the first suburban motorway constructions in the 1960s, sprawl takes people away from centres of activity rather than bringing them closer, and ultimately requires them to consume ever more fossil fuels or electricity to get around. Moreover, it is now clear that transport acceleration has a direct and intense impact on the ecological crisis we face in the 21st century. Transport speed, distance travelled, GDP growth, and CO2 consumption are historically closely linked.

Is it not time to move gradually from a model of always “faster, cheaper” to “slower, closer” to live better? The interest of this line of thought in urban spaces appears validated by the aspirations of their populations.

In 2015, an international survey⁴ on city dwellers' aspirations regarding their future lifestyles revealed that, irrespective of respondents' origin, aspirations to slow down the pace of life and return to close relationships were systematically ranked highest. More recent surveys in France confirm this⁵, and awareness-raising drawing on the Covid-19 pandemic would surely reinforce it. What form might mobility take to match these desires? Living at a less frantic pace with close relationships necessarily requires us to rethink our relationship with speed, productivism, and territorial organisation.

These readjustments can already be seen in the practices of certain catego-

³ Munch, E., Leslie Belton C., Gwendal S. 2022. Politiques de Mobilité Durable et Décélération. Rapport de recherche. ADEME. Available at: <https://hal.science/hal-03911343/document>

⁴ Descarrega, B., Moati, P., 2016. « Modes de vie et mobilité. Une approche par les aspirations. Phase quantitative », *Rapport de recherche*, Forum Vies Mobiles, ObsoCo, Paris. Available at <https://forumviesmobiles.org/recherches/3240/aspirations-liees-la-mobilite-et-aux-modes-de-vie-enquete-internationale>

⁵ France Stratégie, 2021. Séminaire Soutenabilités, Cycle 2 : les politiques publiques au prisme des soutenabilités. Le temps, *Note de cadrage*.

ries of people, for whom, in 2023, shopping at local stores is likely more important than going to a distant shopping centre. In the same vein, others may now value going on holiday close to home, or a staycation. While we must be cautious about the reasons of this phenomenon, the latest national survey on household travel in France (2019) attests to this finding. It shows an increase in daily travel time, in parallel with a stagnation, or slight decrease, in distances travelled locally. For the first time in the history of national surveys, we are witnessing a slowdown in the average French person's travel speed.

In the field of mobility policies, it must be noted that local politicians have been involved, in some cases for many years, in organising mobility with a view to easing urban travel, particularly in town centres (switching to walking, cycling, boating, limiting car speeds, etc.).

Slow mobility for desired sustainability: the quest for conviviality

Nevertheless, we lack a global planning model that clearly places the emphasis on preserving forms of slowness in urban metropolises, where intense paces of life are sometimes too pervasive.

The invitation, then, is to collectively define the rhythmic thresholds beyond which temporally intense activities become counterproductive for quality of life and the environment, both for individuals and the community. We are reminded of the seminal work of Ivan Illich (1974)⁶, for whom any travel exceeding 25 km/h wastes time for the community as a whole and therefore for the individual on average.

Where are the rhythmic thresholds of technical progress and economic growth, beyond which “acceleration” becomes too harmful for society? How can we define and evaluate sustainable urban rhythms based on maximum travel speed and limited accessibility?

Because of their historical weight, urban time policies have an important role in creating a unified framework to regulate the mobility times in the city. Embracing sustainable objectives means putting quality before quantity and shifting priority from material to temporal prosperity. It requires transfor-

⁶ Illich, I. 1974. *Energy and Equity*. Harper and Row, New York.

ming our breathless functional cities into convivial ones, making clear room for a holistic vision of well-being and health in the city. This would necessarily put the spotlight on children, the elderly, and people with disabilities who are often sidelined in urban life because they are too slow to fit into the ever-accelerating course.

Finally, this new framework for urban time policies means reconciling the political with the individual. It means bringing together collective 'constraints' and individual aspirations by making slower urban mobilities a project for the common good, desirable for both the individual and the collective.



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TIME FOR LIFE

A contextualised reflection on the sustainable city

Charo Morán, Yayo Herrero & Helena Pariente
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We are traversing an ecological and social crisis that threatens the survival of a significant part of the human population and many other living things. Climate change, depleting energy and materials, biodiversity loss and challenges to accessing water are forcing us to adapt and rethink economic models and politics itself.

This crisis is caused, among other things, by the clash between the time(s) needed to sustain life –cyclical and slow– and the vertiginous and linear times of capital and business. This head-on collision carries consequences – anxiety and mental health ailments, exploitation of labour, intensified logics of patriarchy, forced migrations, conflicts, and wars– that are disastrous to people's lives.

Subjugating the times necessary for life to the times of capital hurts women, particularly non-whites, migrants and the impoverished, the most. Due to the gendered division of labour inherent to patriarchal societies, they are the ones who invest time and health in maintaining lives in systems that attack them regardless.

Human life is eco-dependent and interdependent. It is subject to the physical limits of the planet, it is vulnerable, and it must be intentionally cared for in community.

Our priority is sustainable life, so we know that surviving in decent conditions is a matter of reorganising time. We must subtract time from the activities that are at war with life, and establish paces and speeds that preserve, rather than deteriorate, the material foundations of existence.

We must make time –ecological time, economic time and everyday time– political. Public institutions must devote efforts to imagining, developing and implementing time policies.

These time policies are especially important in cities, since cities, which devour resources and generate waste and pollutants at a break-neck pace, are at the root of the eco-social conflict. They are also the backdrop against which many inequities, conflicts, and violence materialise.

From a standpoint of gender, municipal time policies can neutralise situations of domination and violence and develop co-responsibility in time. We must cement policies to reshape broken ties with nature and between people.

To advance policy proposals around time, gender, and sustainability in the city, we must explore new perspectives and consolidate them in transformative proposals. The following are some of them, in three areas: urban metabolism, structure and governance, and new imaginaries.

Urban metabolism

Cities are open systems that exchange energy, materials, and information with their surroundings, in addition to generating all manner of waste. Analysing these flows is central to assessing the impacts they generate and proposing sustainable, fair and resilient alternatives that ensure urban functioning within the Earth's limits.

- **In the energy-climate nexus, time.** Cities have rapidly consumed fossil fuels that were formed beneath the surface of the Earth over millions of years, and whose massive use has driven us to climate emergency. Renewable energies are the future, but these must come with reduced energy consumption, energy sovereignty and fair redistribution that take intersectional inequities into account.
- **The rhythms of water.** We are disrupting the water cycle through excessive consumption and pollution. We must reduce the demand for water, consider the impacts of climate change and ensure time for natural generation. In cities, public management must guarantee the human right to water, a good that is essential for life.
- **Feeding the city.** Haste and time poverty in the city make healthy diets difficult. Since women are subject to the constraints of daily care, this “hunger for time” hurts them more. City managers must make the culture of “eating well” central and support projects around food sovereignty. Besides promoting agroecology, these proposals challenge attitudes, roles and the gendered division of labour.

- **Extending periods of use, reducing waste.** No planet can withstand the rapid and multivarious generation of waste that typifies our global consumer society. We urgently need a circular economy that mimics the biosphere's slow cycles and biocompatibility and works as a team with nature, since we cannot close cycles in isolation from it. Strategies of zero waste must be co-responsible so that they do not fall chiefly to women and the most vulnerable segments of the population.

Structure and governance

The structure and governance of cities affect natural, community and social times. We must review urban planning, mobility, infrastructure, facilities, commerce, etc., with a new perspective that allows us to readjust time for life and ensure ecological and social sustainability.

- **Building cities: time-focused urban planning and mobility.** The urban planning structure hijacks our time, so we must rethink the city with an environmental and feminist perspective that enables us to take it back. This urban transformation must be based on proximity, support for local commerce and cities that are polycentric. We must also make walking, cycling, and public and collective transport easier, minimising the use of private vehicles and pacifying the traffic and speed of the city. Examples of this include Bolzano, the metropolitan areas of Milan and Barcelona, Strasbourg and others.
- **The *palaces of the people*: facilities and infrastructure in the city.** Public libraries, schools, clinics, social centres, parks, playgrounds, neighbourhood gardens, sports facilities, stores, and the like are spaces that satisfy needs, build community and make care work more feasible. In addition, many of them can be adapted as climatic shelters. The policies in Bolzano are an example of this.
- **Towards other models of commerce in cities.** The impacts of consumer society are magnified in cities by the “cathedrals of consumption” concentrated within: shopping malls. Also on the rise is online shopping, a form of “fast consumption” that negatively impacts the environment, working conditions and the commercial fabric of neighbourhoods. Municipal policies must be clearly committed to local trade.

- **Health and time.** The dizzying pace of everyday life affects people's well-being and health. We possess a biological clock that operates in sync with circadian rhythms, an environmental clock that connects us with nature, and a social one that involves human relations. Haste makes people, and women in particular, ill. Time policies in the city should facilitate daily schedules for school, work, eating and sleeping that mitigate this situation and allow us to free up quality time to reconnect with nature and build social relationships.
- **Governance in tune with the quest for resilience.** We need citizens and social movements to participate in enacting transformative political measures. An active citizenry must address the eco-social crisis and change the “business as usual” in which governance was conceived. Actions such as the Strasbourg Mobility Revolution demonstrate this.

Time for life and new imaginaries

New social imaginaries are likely the most crucial element to facilitating time for life. We need new glasses with which to see the world, and must reconnect with the Earth and its processes in order to gain consciousness of our vulnerability and interdependence. We need new narratives, cities entwined with the fabric of life, and a citizenry educated to drive the necessary processes of change.

- **Cultural narratives and productions.** Before us lies the enormous task of disputing many of the imaginaries constructed by the economic model and acquiring an ecosocial literacy that will allow us to bring to heel the life-destroying model in which we find ourselves. We must generate and reach consensus on possible, desirable and hopeful horizons which are based in reality, and we must reinstate time for life. Ecofeminism and feminist economics can illuminate this transition to sustainable living.
- **Aligning the city with natural time.** Cities have frequently turned their backs on the biosphere on which we depend and developed at the expense of fertile soils, forests, rivers, and coasts. We have generated fictitious imaginaries according to which it is possible to live outside the natural fabric of life. We must cement plans to renaturalise cities and guarantee the ecosystemic functions on which we depend, functions which generate environmental health and alleviate people's nature deficit. We also need bioregional planning that can build bridges with nearby rural and natural territories.

- **Learning for a resilient and just future.** Against the current backdrop of multi-system crisis, we must reflect on our lessons to learn as a society. We must acquire an ecosocial competence equipping us for new imaginaries that can forge a collective commitment to life and, together, shape a new culture of the Earth.



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Part 1

**POLICIES RELATED
TO TIME AND
SUSTAINABLE
MOBILITY**



SUSTAINABLE SHARED RURAL MOBILITY - SMART PILOT SOLUTIONS

Rural mobility promoting sustainable shared mobility solutions.



POLICY OBJECTIVE

SMARTA2 focuses on rural mobility in practice. Its aim is to implement shared sustainable mobility solutions in East Tyrol (Austria), the city of Trikala (Greece), Águeda (Portugal), and Brasov (Romania). These four European rural regions, spanning various geographical areas, populations and mobility challenges, have set up assorted sustainable mobility services, interconnecting them with existing public transport and increasing the range of environmentally-friendly and cost-efficient mobility options for local citizens.

The impact of these new services was monitored and assessed under a common evaluation framework, developed by the SMARTA project. The evidence gathered is expected to foster policy discussions at the regional and European level on how to leverage sustainable shared rural mobility solutions in the future.



CONTEXT

The European Union is committed to address the mobility needs of people living in rural areas and foster their participation in all aspects of economic and social life. In this context, in 2018 the European Commission funded the SMARTA project as a chance to conceptualise, identify and pilot smart rural transport solutions.

To measure the contribution of smart transport solutions to the issues faced by rural areas, SMARTA created an evaluation framework to assess how sustainable, shared and on-demand mobility solutions can help enhance the travel experience of rural populations.



POLICY DESCRIPTION

Under SMARTA2, the city of Trikala has created and set up a carpooling system, operated via an online application allowing users to check real-time public transport information along with available carpooling options in the area, thus facilitating travel between Megala Kalyvia, Megarchi, and the city of Trikala. The app also includes an on-demand bus request service and booking system for other supporting services like storage lockers, wheelchair scooters and bicycles, offered at the Info Point in Trikala's central square.

Given Trikala's long and successful history of implementing sustainable and novel mobility solutions, a very active mobility community already exists and is positive in promoting new ideas like SMARTA2. We are currently working to evaluate the service and create a viable plan in terms of service sustainability, use, and upscaling.



KEY ASPECTS

What is interesting about SMARTA2 Project – Pilot services:

- Bottom-up approach: through dedicated workshops, citizens do not simply consume but co-design the transport services that can best meet their needs and help select intervention sites in each pilot area.
- Behavioural incentives –along with financial ones– to increase citizen acceptance of pilot services. The impact of these incentives will be gauged in order to reach useful conclusions about developing appropriate incentives to support sustainable rural mobility.
- Probable spillover on local economies: besides providing cost-efficient and environmentally-friendly transport solutions, the new services are likely to improve the continuous flow of citizens from the surrounding rural areas to the city centre.
- Collection of both quantitative and qualitative data to find out what works and why in all four rural areas. Findings will be discussed at regional policy level to identify possible actions at regional and supra-regional levels to support sustainable shared rural mobility solutions in the future.



✓ RESULTS

Positive impact of the free carpooling application in the local community of Trikala:

- Less than 5 minutes is needed to register to the free carpooling platform.
- Citizens of the participating rural areas are connected to the city centre when they need it, with no need to wait for the next bus!
- Citizens save time and money by carpooling with their fellow citizens.
- Users of the carpooling app have the city at their fingertips! Users of the car-sharing app can check bus arrivals or book mobility and transport services offered at Trikala's main square.
- Citizens become agents of change, helping to reduce traffic and CO2 emissions in the city.



Promoting institution
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HIGH PERFORMANCE BUS NETWORK - EXPRÉS.CAT

Introducing new services to match surface area public transport supply with public demand.



POLICY OBJECTIVE

In 2012, a new bus service was introduced – a brand-new rapid transit system (BRT) named expres.cat.



CONTEXT

In the last ten years, demand for intercity bus transport in Catalonia has grown 57%. In 2012, the regional bus network already comprised more than 700 lines with 53.1 million trips per year.



POLICY DESCRIPTION

Expres.cat lines have been designed to connect large and medium-sized cities with Catalonia's four main centres – Barcelona (19 lines), Girona (7 lines), Tarragona (7 lines), and Lleida (7 lines).



KEY ASPECTS

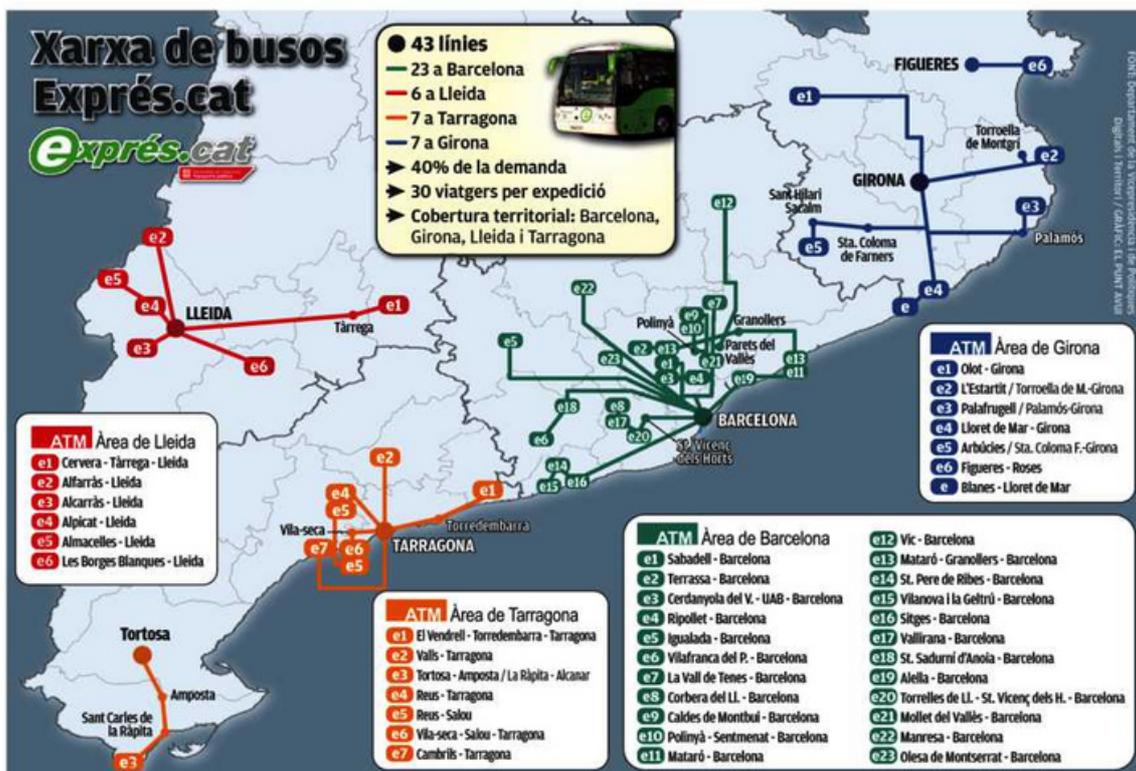
- High frequency during peak hours, and new direct bus services.
- High and competitive commercial speeds: high-occupancy vehicle (HOV) bus lanes, priority at traffic intersections, etc.
- Real-time information: bus stops with real-time dynamic information panels, as well as information on board.
- New lines incorporated into the integrated fare system.
- Improved intermodality with other modes of transport using 100% accessible vehicles.
- More sustainable, comfortable and biodiesel-powered vehicles, with added value services such as Wi-Fi and free newspapers.
- New image: expres.cat is promoted with a new corporate image to enhance visibility among users and facilitate rapid identification.
- Network financed through a public-private partnership (PPP). Buses funded by operators (66%) and government (33%); brand image managed by operators, and real-time info system by government.



✓ RESULTS

41 of 43 planned lines have been implemented, with an increase in supply from 5 September 2022.

Network assessment to date confirms that quality matters: riders have increased on all lines in service, and respondents in satisfaction surveys give an average score of more than 8 out of 10.



Promoting institution
Generalitat de Catalunya



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TACKLING CAR CONGESTION

Taking aim at car congestion with time-based incentives



POLICY OBJECTIVE

Experimenting with new time incentives to address rush-hour car congestion in the business area.



CONTEXT

After a successful experience of adapting schedules at Rennes University to ease metro rush hours, Rennes tested similar time incentives on car congestion during rush hours and around employment areas.

The initiative involved 200 companies, flexible time schedules for a majority of workers, and greater personal constraints.



POLICY DESCRIPTION

An April 2018 survey of approximately 11,000 workers in a digital business area yielded 3,600 responses: 80% described their working hours as flexible, but 90% arrived at the same time every day – proof of the weight of habits and social norms.

We tested two time incentives representing the “traditional” tools in company mobility plans: rush hour teleworking, and adapted individual working hours. Companies and employees received support from local volunteers, and they were able to exchange experiences, communication, experimentation, etc.

This initiative is ongoing, with original participating companies and on a broader scale, to support companies and employees who would like to experiment and take these two incentives further.



KEY ASPECTS

Our methodology in implementing this policy involved:

- Surveys to identify how workers used their time.
- A personalised, flexible approach that took into consideration employees' individual constraints and timeframes.

Two innovative characteristics:

- Actions aimed to impact mobility behaviour, not infrastructure.
- Volunteering companies and employees ensured unique experience. The scope of the policy was later widened.



RESULTS

The following new time tools emerged to take aim at rush-hour traffic congestion:

- Rush-hour teleworking points where workers can work online near a school after having left children there, and arrive at the office once traffic abates.
- Participative website, *A la bonne heure*, where staff note their office arrival/departure time. The tool allows zooming in every working zone, so schedules can be tailored to local behaviour.
- Support for telework-friendly co-working all around the area, so workers need neither commute nor work from their actual homes. This has led to the creation of "Bureaux à rallonge" website and network.

We continue to coordinate with local economic actors to promote wider use of these tools.



Promoting institution
Rennes, Ville et Métropole



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COMPANY MOBILITY PLANS

Working time and workers' time according to uses, not supply.



POLICY OBJECTIVE

From 2006 to 2021, the Time and Innovative Services mission of the Metropolis of Greater Lyon piloted an innovative solution to manage mobility with companies and employees and offer a package of mobility services tailored to time uses.

In 2021, this time initiative was taken over by a specific mobility department.



CONTEXT

Over the last twenty years mobility patterns have changed, and the rhythm associated with “*métro-boulot-dodo*” (metro-work-sleep) has evolved in tandem. Each day is different in terms of uses and mobility, and users' practices and uses must therefore be taken into account as an essential and determining factor. How these link to the time factor is particularly key.

This is a key criterion for understanding the complexity of users' lifestyle and meeting their expectations while building cities that are sustainable. In a society that has become more complex, the supply-side approach alone is too simplistic and must be revisited by taking into account users' needs, along with their constraints and expectations, in relation to the resulting daily mobility. It is thus necessary to offer “mobility package services” from which users can choose and find their own solution (car, carpooling, bicycle, public transport, telecommuting).



POLICY DESCRIPTION

Greater Lyon's Time & Innovative Services mission quickly focused its action on testing services aimed at enabling inhabitants to better organise life times while producing a more sustainable city.

At elected officials' request, initiating a dialogue with companies on "time and mobility" to encourage more sustainable changes in mobility behaviour.

Based on this principle, the time mission has served as the Metropolis "mobility council" by proposing a mobility package service where each person can find a travel modality that matches their needs.



KEY ASPECTS

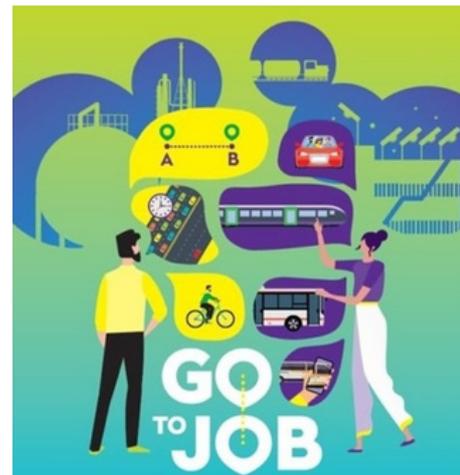
This action was based on two axes:

- Focus on uses and lifestyles
- Local marketing to change practices



RESULTS

- Mobility management, in particular by implementing 17 intercompany travel plans, with companies in the area.
- Detailed consultation process with area companies and business associations. In each economic area of Greater Lyon, the aim was to bring together all players in an area affected by the issue of "time and mobility". We then devised joint responses, making it possible to reduce commuting problems in the area while improving employees' living conditions.
- New jobs in economic zones – "mobility coordinators" who act as points of contact between companies, public transport authorities, and local authorities.
- New Mobility Services experimentation: carpooling, car-sharing, bike sharing, etc., made possible by mobility coordinators.
- Reflection on "de-mobility" by promoting, among other things, remote work.





COMPANY TRAVEL PLAN

One of the main instruments to improve mobility is based on actions to optimise workers' mobility and time, put alternative modes of transport before private vehicles and streamline car use.



POLICY OBJECTIVE

To implement a comprehensive strategy for a more sustainable and responsible mobility within the organisation that incorporates equal opportunities and perspectives of gender and diversity, reduces emissions and energy consumption, decreases accidents, and improves health.

By combining these factors, one of the main objectives is to reduce commuting and mobility time.



CONTEXT

The current mobility model is based on intensive use of motorised private vehicles both in and out of the city.

This model increases traffic and urban congestion and, above all, a set of externalities including atmospheric and noise pollution, depletion of non-renewable natural resources, waste, sprawl, loss of functionality of public spaces and accidents that directly impact the environment and citizens' quality of life.



POLICY DESCRIPTION

Seeking a basic and necessary instrument to improve the conditions of travel within workplaces and organisations, not to mention a culture of sustainable mobility in the various areas of the organisation, Barcelona Activa (Barcelona's Employment and Enterprise Service) has developed a first Business Travel Plan within the framework of the Social Responsibility Policy.

This plan includes 4 programmes and 28 actions.



KEY ASPECTS

Internal plan to promote non-motorised modes of transport and public transport, reduce emissions from private vehicles and manage sustainable mobility.



RESULTS

The 2021 report found that beneficiaries included 384 workers (301 women and 83 men).



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Promoting institution

Barcelona Activa
Ajuntament de Barcelona



PACT FOR A NEW LABOUR MOBILITY - MOURE'T B

Public-private municipal initiative to achieve a more sustainable and efficient mandatory mobility model



POLICY OBJECTIVE

Achieve a more effective and sustainable mandatory mobility in Barcelona and its metropolitan area based on the following principles:

- Public-private understanding, regaining the spirit of the Olympic Mobility Plan of 1992.
- Sustainability and environmental quality.
- Health, quality of life and work-life balance.
- Road safety.
- Efficiency, competitiveness and productivity.
- Reputation and social co-responsibility.
- Metropolitan vision.



CONTEXT

Today's prevailing mobility model impacts workers' health, quality of life and work-family balance, while promoting a polluting model that affects our environment.



POLICY DESCRIPTION

Municipal initiative to forge a vast public-private alliance bringing together social and economic organisations and companies in the city and mobility ecosystem operators to act together and achieve a mandatory model of more sustainable and efficient mobility in Barcelona and its metropolitan area.

There is a collective need to develop policies for mobility, time use and greater competitiveness. These include teleworking, flexible working hours, streamlined time and planned commutes for workers' at medium and large companies, organisations and industrial estates.



KEY ASPECTS

This policy involves a public-private alliance with organisations and companies from various sectors that generate an impact in Barcelona and its metropolitan area. Its goals:

1. Reduce congestion and negative consequences (pollution, noise, economic losses, lost time, reduced competitiveness, poorer health and safety) with specific measures like teleworking, more flexible working times to avoid rush hours, more rational use of time with timetable reform and company commuting plans.
2. Boost recovery of economic, commercial and social activity in the aftermath of Covid-19.
3. Re-establish and improve public transport as the cornerstone of commuting, particularly by evening out increased rush-hour demand and improving options and service.
4. Encourage multi-modal, shared and integrated commuting through public and private platforms for sustainable Mobility-as-a-Service (MaaS).
5. Foster public awareness and joint responsibility around how mobility impacts our surroundings and the importance of sustainable, multi-modal and efficient models of labour mobility.



RESULTS

This measure remains at an early stage, but more than a dozen organisations have already shown interest in the alliance.

Other early results include two new mobility tables, a pilot plan to support companies, and a first course on managing mobility at work.



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EXPERIMENTING WITH TELEWORKING

150 volunteer civil servants in a one-year pilot programme for telework.



POLICY OBJECTIVE

- Improve people's work-life balance, which creates space for change.
- Lead by example.
- Decongest urban spaces and develop the territory.



CONTEXT

- Need to reduce carbon mobility.
- Need to smooth traffic on the road and, in public transport, limit the effect of peak hours.



POLICY DESCRIPTION

Pilot programme to prepare for deployment of telework and set an example across the territory.

The experiment steering committee decided to test potentially challenging situations: full teleworking for all services, mobilisation of the entire hierarchy, professions incompatible with remote work (e.g. telephone operators and ecoguards), comprehensive review of job categories. The experiment lasted one year and involved 150 people.



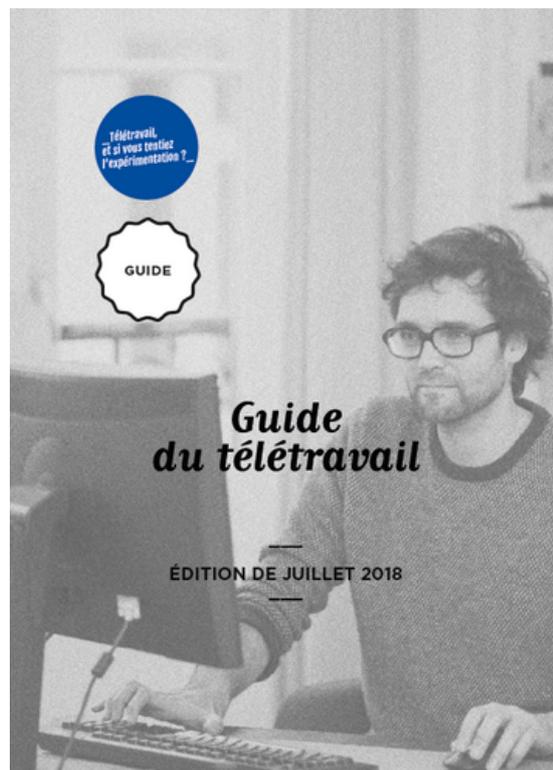
KEY ASPECTS

- Selection of a large panel.
- Mandatory training for participants and their managers.
- *In itinere* evaluation involving surveys, questionnaires, focus groups, psychological interviews, guides and more.
- Establishment of technical committee and steering committee.

- Open to many professions and profiles.
- Various locations (homes and third places) where teleworking was an option.
- Discussion groups between teleworkers.

✓ RESULTS

- One day of telework/week saved 20 tonnes of CO2.
- Teleworkers avoided 507,000 km/12,200 hours of travel.
- After the experiment, respondents voted to deploy telework, with a goal of 900 (of 1,700 potential) teleworkers in 18 months.
- Near zero cost.



Promoting institution
Métropole Européenne de Lille



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PEDIBUS

Walking and cycling roads for students and their families to go to school, and roll-out of a "pedibus".



POLICY OBJECTIVE

Educate children to avoid car use and consequently reduce CO2 emissions and traffic by walking or cycling to school if nearby or using public transport.

The Municipality of Bolzano aims to help young generations to become independent when going from home to school and vice versa, sparing parents the burden of using private vehicles to drop children off at school.



CONTEXT

Children are the adults of the future, and it is important to teach them to move around the city responsibly. Bolzano is a small city, and it is easy to get around on foot.

As part of a project to promote alternatives to cars, younger students are accompanied from home to school and back.



POLICY DESCRIPTION

The Municipality of Bolzano organises home-to-school routes supervised by "nonni vigili", retired people typically hired by the municipality to monitor traffic at pedestrian crossings during school entrance and exit times.

In this way, children form groups and help each other to go safely to school and back home. The pilot project started in 2015. After a trial in which the project was positively reviewed by families and children, the project has been expanded to several Bolzano schools.



KEY ASPECTS

In Bolzano, walking is recommended for short trips, considering important services like primary and middle schools and libraries can easily be reached on foot in 10-15 minutes. Through discussion groups and suggestions, families, schools, and the municipal police force helped shape the action plan.



RESULTS

In 2021, twelve elementary schools took part in the “Pedibus” project, in which every day, 297 children joined their group to go to school and back home. Groups of 20-30 students on average made trips of roughly 15-20 minutes. For children deciding to go on their own, “nonni vigili” are nonetheless available at every crosspath to help them cross the road safely. By our estimates, 7.600 children (95% of primary and middle school students) enjoy this service every day.





MOBILITY AS A SERVICE (MAAS) AND LIVING LAB

Integrated transport platform providing users with services ranging from travel planning to booking and payments.



POLICY OBJECTIVE

Promote sustainable collective and individual transport, improve air quality in our cities, and make travel in existing transport systems more accessible, multi-modal and sustainable by facilitating access to various modes of transport, particularly for the most fragile and vulnerable segments of the population.

The primary objectives are to:

- Encourage multimodal transport capable of greater sustainability and reducing reliance on private vehicles.
- Guarantee an offer of integrated transport and unique digital and real ("phygital") travel experience by integrating the various transport platforms available.
- Guide mobility and sustainability policies effectively and plan evolving services in the medium/long term by analysing usage data to activate a role of Regulator and Guarantor for the Public Administration.



CONTEXT

- As a prerequisite for developing the *Maas4Italy* project, a centrally-organised platform must be developed that will integrate data provided by various transport operators and allow all MaaS operators to provide mobility services.
- The project encourages adopting multimodal transport, capable of orienting transport towards more sustainable modes and reducing the use of private vehicles.
- The project ensures an integrated transport offer and unique digital and real travel experience by integrating the various transport platforms available.
- The project guides mobility and sustainability policies effectively and plans evolving services in the medium/long term by analysing usage data to activate a role of Regulator and Guarantor for the Public Administration.



POLICY DESCRIPTION

MaaS involves integrating multiple modes of transport (e.g. e-bikes, buses, car sharing, trains, taxis, planes, scooters) on platforms that provide users with services ranging from travel planning to booking and payments and which prioritise incentive formulas. These digital services must be designed to facilitate access to various modes of transport, particularly for the most fragile and vulnerable segments of the population, in favour of greater accessibility, multi-modality, and sustainability of travel in the context of existing transport systems.

The living lab is an open ecosystem of innovation, focused on end-users and based on a systematic approach to co-creation engaging the users themselves, and integrating research and innovation processes in real conditions.



KEY ASPECTS

The Municipality of Milan intends to create an "open-private model", open to one or more MaaS operators, to guarantee market competitiveness and gain leverage to apply "public policies" to guarantee transparency while allowing the public administration to avoid committing to significant technological costs (in investments and operations) in a market subject to strong competition and technological evolution.

This is a chance to launch experiments by identifying and enabling one or more MaaS platforms capable of integrating multiple transport operators and offering multimodal route planning solutions using individual travel tickets. It is also an opportunity to activate "incentive" formulas (vouchers) managed by the public administration.



RESULTS

Results will be available after implementation of the policy (end 2022-2023).

Promoting institution
Comune di Milano



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SUSTAINABLE MOBILITY PLAN

Improving urban mobility with higher speeds, more security, and more rationality.



POLICY OBJECTIVE

The Sustainable Mobility Plan integrates articulated programmes developed taking into account best experiences worldwide, contributions from renowned professionals in each area of reference, and the main pillars of traffic and transport management: priority public transport, healthy mobility and traffic planning and road safety.

Simply stated, the objective is better circulation, less travel time and more road safety.



CONTEXT

The six million journeys made every day in the City of Buenos Aires represent a challenge for traffic circulation – both within the city and in and out the province. Of those, 3.2 million people come from Greater Buenos Aires (54%), while the rest come from within the city (46%).

It was therefore necessary to focus on the link between urban development and transportation. Moreover, management of such analysis and policies had to centre on mobility flows rather than traffic problems.



POLICY DESCRIPTION

Buenos Aires is developing large-scale connectivity works that tackle traffic and make it more agile, and promote sustainable mobility. They include:

- **Public Transportation Priority:** encourages the use of public transport, taking into account that buses carry 40–50 passengers, whereas, in the same space, two cars carry 3–4 people per car.
- **Healthy Mobility:** promotes healthy mobility by bicycle or on foot throughout the City of Buenos Aires.
- **Traffic Regulation and Road Safety:** reduces road accidents and helps to regulate traffic.

- Smart Mobility: the Smart Traffic System includes new instruments to manage traffic and tools to facilitate circulation within the City of Buenos Aires.



KEY ASPECTS

The plan, based on the concept of sustainable development, meets present needs without compromising future generations' ability to meet theirs. Its objectives are to:

- Improve accessibility for the population.
- Prioritise public and non-motorised modes of transport.
- Prioritise the use of roads according to dominant uses.
- Regulate the functioning of public roads.
- Reduce congestion and, in particular, interference with continuous traffic flow.
- Optimise freight transport operations.
- Limit transport-related externalities.
- Reduce the accident rate by acting on the factors that contribute to it.



RESULTS

Ongoing project that has already implemented:

- 300 km of bicycle lanes.
- 5 car-free areas, with stricter speed limits and better personal mobility.
- 8 new Metrobus-priority lanes.
- Bus-arrival information system.
- Metro availability every 3 minutes in rush hour.



Promoting institution

Government of the Autonomous City of Buenos Aires



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SUSTAINABLE MOBILITY, HEALTH, AND TIME

Improving metropolitan bike and bus networks for better health and more time



POLICY OBJECTIVE

With the High-Performance Bus network:

- Improve the effectiveness of the bus network, and the commercial speed and frequency of metro bus services.
- Improve reliability and trip time for public transport users.

With the BiciVia Network:

- Improve metropolitan connections for bike users with safe and dedicated lanes.
- Promote healthy modes of transport.
- Reduce trip times for cyclists, particularly commuters.



CONTEXT

Public transport trips in the Barcelona metropolitan area take twice as long as travel by car. The commercial speed of bus services has held constant or decreased in recent years.

Ten years ago, the possibilities of cycling between cities in the Barcelona metropolitan area were next to nil, despite a real potential for this active mode of transport (more than 80% of metropolitan trips are under 10 km).



POLICY DESCRIPTION

The Metropolitan Area of Barcelona (AMB) is working to develop the Metropolitan High-Performance Bus Network and the BiciVia Network.

The first includes two types of services: 7 lines of high-frequency and commercial-speed AMB Exprés (direct on high-demand routes), and 11 lines of AMB Metrobus, with greater capacity and frequency and connections to other transfer stations. It also includes actions like a programme for traffic lights prioritisation, double bus stops and back-entrance capability in buses.

The BiciVía network includes more than 530 km of dedicated lanes and urban space for bikes, with nine main axes connecting all the cities in the Barcelona metropolis.

With specific design criteria, aspects like safety, lighting and signalling are being developed with cities. In the last ten years it has helped increase cycling by more than 60%, with clear health benefits for users of this sustainable vehicle, and reduced time spent travelling.



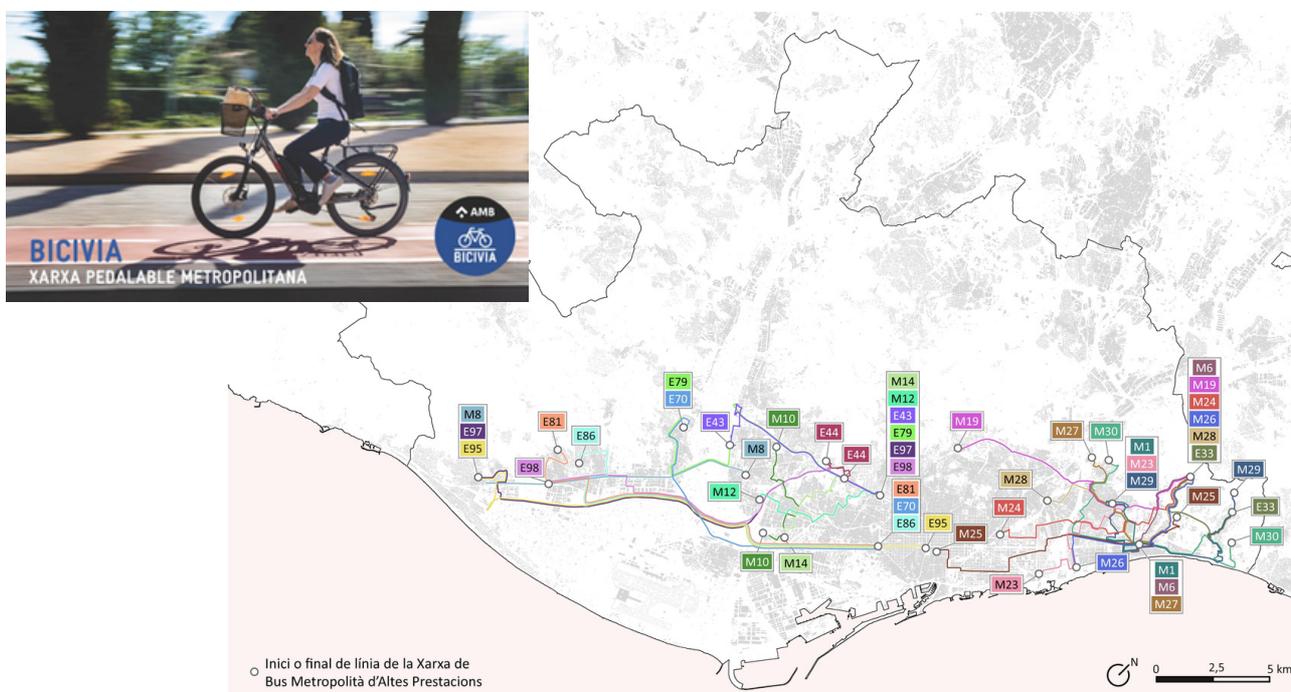
KEY ASPECTS

- Collaboration and agreements with all stakeholders and cities.
- Substantial sources of financing to execute projects and public works.
- Complementary measures to promote use (communication campaigns, social media, blog, etc.)



RESULTS

In daily mobility, bike trips were up 60% in the period 2010-2020. In the last two years, use of the BiciVía network, including with bikes and e-scooters, has increased as much as 49%.



Promoting institution
Àrea Metropolitana de Barcelona



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CAMBIO: THE BICIPLAN PROJECT

Sustainable development project integrating environmental protection, security, economic development, and welfare

POLICY OBJECTIVE

- Develop policies of sustainability through integrated bike trails in the metropolitan and municipal area.
- Identify guidelines describing the near-future vision and objectives to develop bike trails, starting with local potential and mobility demands.
- Promote cycling as a healthy and sustainable way to go to work, school, and anywhere one wishes.

CONTEXT

Milan is the right place to imagine and build the future of mobility. We live in very populated areas, and congestion is restrictive both within the city of Milan and on travel routes between municipalities – relatively short lines accommodating more than 1,000 trips every day.

Whether for work or other needs, people move for different reasons every day. We promote and develop cycle paths helps people to get to their destination, and to do so quickly and safely.

The Cambio cycling trail allows people to travel to and from city centres with connected bike lanes across the entire metropolitan area. These lanes are designed for heavy traffic by bikes (electric ones as well), high cruise speed, and average daily trips of between 5 and 15 km.

The Cambio project renders daily cycling sustainable and makes it the most obvious mobility choice for everyone, every day.

POLICY DESCRIPTION

Cambio introduces cycling for the eco-friendly development of Milan. Its integrated approach considers environmental protection, safety, economic growth and global welfare.

Cambio allows us to accommodate 80% of interest travel in the area with bike lane networks, including circular and radial lines.



KEY ASPECTS

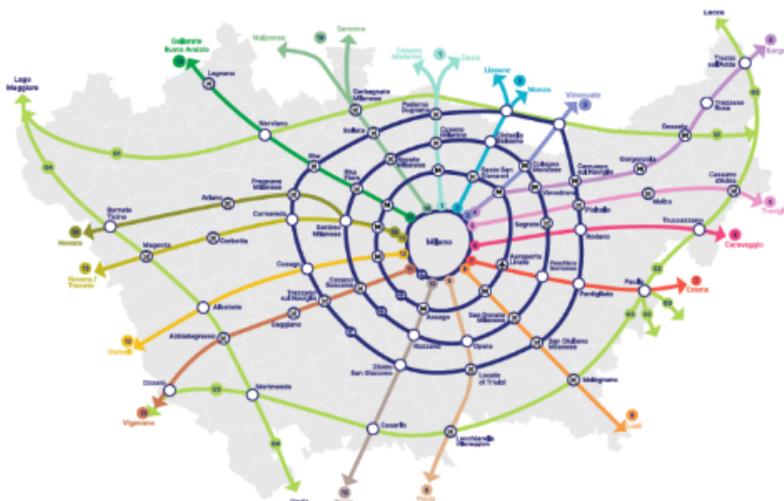
Its integrated approach and eco-friendly effects make Cambio innovative. Cycling, whatever the motivation, makes our habits more sustainable and our lives better.



RESULTS

Our expectations: 24 lines; 4 circular lines; 16 radial lines; 4 green ways; 750 km of infrastructure.

Travel coverage: 80% of interest travel can be found within one kilometre of a line. The territory covered by 24 Cambio lines is full of schools, businesses, hospitals, and interchange spaces with local public transport.



24 linee:

- 4 linee circolari: in blu
- 16 linee radiali: in diversi colori
- 4 greenways: in verde

750 km di infrastruttura

Copertura: l'80% dei servizi di interesse si trova entro 1km da almeno una linea.

Il territorio coperto è denso di scuole, imprese, ospedali, interscambi con il TPL.



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Promoting institution

Città metropolitana di Milano

CYCLING TO SCHOOL

Promoting cycle mobility on childrens' way to school



POLICY OBJECTIVE

Teach students to cycle to school to reduce reliance on cars and crowding on public transport. The Municipality of Bolzano wants to make students independent so that they can move independently to get to school and back home. In this way, parents are spared the burden of using private vehicles to drop children off at school. The same goes for high school students: for short trips, we want them to get used to using green modes of transport whenever possible, instead of scooters or other fuel-powered vehicles.



CONTEXT

Large flows of cars entering the city in the morning and exiting it in the late afternoon make mobility in Bolzano's suburban and central area problematic. To limit the already difficult traffic situation, our aim is to raise awareness among children and keep them from growing reliant on cars to get from one place to another (e.g. workplace).



POLICY DESCRIPTION

Considering high schools are located in various points of the city and might be relatively far, particularly for those living outside city limits, students who don't live near their school have two options: cycling or catching the bus. The aim of the Municipality of Bolzano is to make it possible for every student to go to school comfortably by bike using designated paths, thus avoiding the dangers of roads that are used by cars.

In 2018 the Municipality of Bolzano decided to ensure that every school had a bike path in the nearby area permitting students to get safely to school. The study revealed critical issues involving road crossings and lack of bicycle parking. After analysing the situation, the Municipality of Bolzano modified

routes to solve those issues. In addition, primary school children have participated for years (only interrupted because of the pandemic) in courses to learn proper behaviour on the road. Similarly, we want to encourage all citizens to make greater use of bicycles to get around the city. To do this, each year 'Bolzano by Bike' is organised, a day that only bikes -no cars!- can circulate. The aim is to show citizens how easy it is to get around the city.

After a two-year hiatus due to the pandemic, the projects “Bolzano in Bici” and “Bimbi in bici” (Kids on bicycles) have been relaunched. It is in our interest to promote cycling, and the city welcomes every chance to encourage it.



KEY ASPECTS

A good transport network is key to reducing car traffic. Bolzano is a small city, hence the use of bikes and buses is recommended. For short trips walking is even better, considering that main services (primary and middle schools, libraries, etc.) can be easily reached on foot within 10 to 15 minutes. The action plan has been built with the involvement of families and schools through discussion groups and suggestions from schools, municipal police force and families.



RESULTS

There are currently almost 70 km of cycle paths. On average a citizen of Bolzano uses a bicycle for 26% of their trips within city limits.



Promoting institution
Comune di Bolzano



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SCHOOLBUS - HIGH SCHOOL STUDENTS

Student mobility in the city of Bolzano



POLICY OBJECTIVE

Reduce CO2 emissions and traffic by teaching children to walk or cycle to school if nearby or use public transport to avoid using cars.

The Municipality of Bolzano wants to make students independent so that they can move independently to get to school and back home. In this way, parents are spared the burden of using private vehicles to drop children off at school.



CONTEXT

Children are the adults of the future, and it is important to teach them to move around the city responsibly. Bolzano is a small city, and it is easy to get around on foot.

As part of a project to promote alternatives to cars, younger students are accompanied from home to school and back. For students who live further away, public transport is a solution for getting around independently without difficulties.

Bolzano has approximately 12,000 high-school students, almost half of whom come from neighbouring areas and are therefore obliged to use public transport to reach the school complexes. Our aim is to prevent the use of cars by favouring other solutions.

Every year, our office contacts each school to identify changes in the timetable. This is necessary to coordinate school hours with those of public transport. If we can ensure a good network of public transport, we can prevent people from using private vehicles (cars, motorcycles, and so on), hence reducing traffic – a big issue even in a small city like Bolzano!

POLICY DESCRIPTION

Students have free access to public transport all over South Tyrol, and the magnetic card costs €20 a year. This means students can easily get to school and go back home, or attend extra-school activities (e.g. sports centre, libraries, etc.) by bus.

It is in our interest to ensure a high frequency of city and extra-urban buses, and to position bus stops in close proximity to school entrances. To make things easier, stops are named after the institutes located nearby. In this way, even young children can travel by bus and find their way around. Bus schedules are timed to coincide with school start times.



KEY ASPECTS

A good transport network is key to reducing car traffic. Bolzano is a small city, hence bikes and buses are recommended. The action plan has been built with the involvement of families and schools through discussion groups and suggestions from schools, municipal police force and families.



RESULTS

Thanks to the "Abo+" subscription, which costs only €20, almost all students from elementary to high school have joined the initiative. This allows great independence in transportation for all, who can rely on public transport for travel throughout the Province of Bolzano.



REVOLUTION OF MOBILITIES

How to change people's daily lives

“Our eyes are on Strasbourg, a European city, which is embarking on its mobility revolution. A cross-border example, a lever for its accessibility to all of Europe!”

Karima Delli, President of the Transport Committee of the European Parliament



POLICY OBJECTIVE

Air quality, public health, right to mobility, climate challenge and purchasing power of the most vulnerable...it is around these issues that the Eurometropolis of Strasbourg area has embarked on its mobility revolution.



CONTEXT

The Strasbourg Eurometropolis comprises 33 municipalities, 339.85 km² and, according to figures from 2018, a total population of 505,916. With 375,000 daily trips on average, it is a metropolis that extends far beyond its borders.

The Rhine and the port are central for economic activities in the Strasbourg Eurometropolis. Today, with the ULS company, goods to be delivered are brought together in a warehouse in the port of Strasbourg, shipped by barge to a pier in the heart of the city, then picked up by cargo bikes and sent to the end customer. It is estimated that at least 20,000 tonnes of cargo will be transported per year.



POLICY DESCRIPTION

The five axes around the Eurometropolis of Strasbourg's mobility revolution are:

- Development of public transport with three new tram lines, three high-speed bus lines (BHNS), increased frequency and extended timetables.
- Right to mobility for all: free transport for under-18s and solidarity pricing according to households' capacity to contribute.
- Towards territorial equity and urban equality for all territories: Réseau Express Métropolitain provides on-demand transport for smaller municipalities or villages. It is as tool for a better life and employment that reaches municipalities and areas located within a 30-40 kilometre radius, serving all social housing districts.

- Promotion of public health and air quality by developing alternative transportation modalities other than the car, decarbonising engines and ensuring peaceful public spaces that encourage walking and residents' quality of life. More space for residents, less space for cars.
- A bicycle plan, with a budget of €100 million, for a quality and continuous safe bicycle network allowing as many people as possible to use bicycles in their day-to-day life.

The ultimate objective is to reduce people's reliance on individual cars within the living area and make public transport an even more reliable, carbon-free and efficient form of mobility.



KEY ASPECTS

The Strasbourg Eurometropolis is introducing an unprecedented programme to develop the public transport offer (trains, express coaches, urban transport network, soft mobility) by extending its urban public transport network and deploying it in collaboration with the Grand Est Region. Called “REM” (European Metropolitan Express Network), this offer of integrated mobility is a pioneering experience in France outside the Paris area.

11 December 2022 marked the start of phase one in developing the rail service of the Metropolitan Express Network, which will significantly enhance the rail service on affected lines. Subsequent plans include extending this transport network to Germany.

The project allows:

- Greater and continuous frequency throughout the day, at a rate of every half hour on the Strasbourg peri-urban service.
- Expanded service schedules, extended particularly in the evening: lines operative between 5.00am and 10.00pm.
- Increased frequencies on weekends and particularly on Saturdays to deliver an offer similar to that of a weekday.

✓ **RESULTS**

- Since 1 September 2021, Eurometropolitans under the age of 18 no longer pay for public transport.
- 10,000: number of bicycles counted each day on a major cycle route linking the city centre to the southern districts.
- 600 km: current length of the network of cycle facilities in the Eurometropolis of Strasbourg.
- 27 minutes: journey time of the barge that transports freight containers from the port warehouse to the landing stage, located a stone's throw from Strasbourg Cathedral.



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Promoting institution
Ville et Eurométropole de Strasbourg



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MOBILSTATION

Age-appropriate mobility in a residential quarter



POLICY OBJECTIVE

Germany's first age-appropriate mobile station pursues the vision of "Scooters for everyone in the neighborhood". At the Mobilstation, residents can borrow various electrically powered mobiles such as electric wheelchairs and e-scooters.

This new and small-scale mobility concept can help ensure the participation in social life of those affected. The mobility station pursues the vision "Scooters for everyone in the neighborhood". In this way, older people too have flexibility and autonomy in managing their daily time and are spared long waiting times for transport services and long journeys on foot.



CONTEXT

What will our city of tomorrow look like? How do we want and need to shape our living space in the coming years? How can we practically implement the energy turnaround, and environmental and climate protection in our neighborhoods? The answers to these decisive questions for the future will also come from the Marienthal district of Zwickau.

The daily walk to the supermarket or visit to the doctor is difficult in Zwickau-Marienthal, especially for older people. A lack of public transportation in the neighborhood means that people often have to rely on outside help, such as nursing or cab rides. The Mobilstation aims to counteract this problem.



POLICY DESCRIPTION

In cooperation with the residents of Marienthal, we tested future-oriented technologies in the field of energy supply, digitalisation, and mobility, and developed practical everyday measures. One of the goals of the concept is to ensure local mobility for all neighbourhood residents, as well as offer targeted group-specific and environmentally-friendly vehicles like e-scooters, e-bikes, and more. For this reason, Marienthal residents were asked about numerous topics such as traffic, mobility, green spaces, power supply and smart homes. Ensuring that these concepts are practical, affordable, age-appropriate, and sustainable is crucial to implementation.

One of the project building blocks is a modern mobility concept for the neighbourhood that meets residents' needs. To this end, a mobile station and two “mobile boxes” for the elderly and people with limited mobility were installed in the Marienthal district of Zwickau.

This is the first age-appropriate mobility station in Germany to offer unique sharing services explicitly for the elderly and people with limited mobility.



KEY ASPECTS

- The technology installed on and in the Mobilbox, as well as in the loanable e-mobiles, should be robust and reliable. All usage processes should be free of complications.
- As the target group is mainly elderly people, high standards for the reliability of the technology are extremely important.
- Ideally, older people are involved in developing innovative solutions.
- The first mobile box was placed directly next to the mobile station, so that a contact person is always on site and available to solve problems.



STADT ZWICKAU

✓ RESULTS

Over 500 loans and more than 1,500 hours of use in the first few months of the Mobilstation. These figures speak for themselves and clearly show that the station has been popular among local residents and indicate the success that the mobile station has achieved in these months.

The Mobilstation has officially established itself as an integral part of local mobility in Marienthal. The consequence? The first Mobilbox opened in February 2022, allowing users to make rentals 24 hours a day.

Since the launch, we have been able to recommend the mobile station to other municipalities and find synergies with other neighbourhood actors.



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RESOURCES TO PROMOTE ACTIVE COMMUTING IN TOWNS AND CITIES OF BARCELONA PROVINCE

Tools for municipalities to promote active commuting, sustainability, and the right to time



POLICY OBJECTIVE

Promote healthy mobility in municipalities and the right to time with an intersectional perspective.

We facilitate tools for municipalities so that they can plan, execute, and assess policies that promote active commuting among citizens, thus helping to improve health and change time use and mobility habits in more compact cities.



CONTEXT

Habits and lifestyles involving mobility and time use have a significant impact on people's health.

Physical inactivity has various causes, and is a risk factor for a wide range of diseases and health problems. The increased use of vehicles, instead of walking or cycling, and the lack of time have led to more sedentary behaviours.

People spend a significant amount of time commuting, and how we get around affects individual and collective health, including physical activity, air quality, and accidents. It is important to incorporate moderate physical activity into daily commutes in a compact city model.



POLICY DESCRIPTION

The Barcelona Provincial Council (Diputació de Barcelona) offers municipalities tools and resources to promote healthy ways of commuting in cities and thus contribute to increasing moderate physical activity in commutes.

Tools for planning:

- “Urban environment and health – Promoting active commuting: regulations, studies, experiences, proposals, and recommendations” guide.

- Guides and support for creating Local Health Plans.

Tools for implementation:

- Health education activities: workshops to help teenagers incorporate physical activity into daily life.
- Financial support for health promotion actions: grants to create school paths, school bike buses and walking buses and promote bike paths and active ways of commuting.

Tools for evaluation:

- Local Health Indicators Report: with data at local and regional level.
- Survey of health-related habits, including questions about daily commutes, for year four students of secondary education.



KEY ASPECTS

- Covers each part of the public policy cycle.
- Incorporates cross-cutting work and intersectionality.
- Offers a wide range of tools that can meet the needs of various municipalities (large/small, rural/urban, etc.).



RESULTS

Tools for planning:

- “Urban environment and health – Promoting active commuting” guide: 320 views since 2019
- Guides and support for Local Health Plans: 80 municipalities supported in creating Local Health Plans.

Tools for implementation:

- Local Health Indicators Report: 69 municipalities in 2021
- Survey of health-related habits among year four secondary students: 27 participating municipalities in 2021



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Part 2

**POLICIES RELATED
TO TIME AND
PROXIMITY**

HEURES DE POINTE - RUSH HOUR

Time solutions for tackling rush-hour urban congestion



POLICY OBJECTIVE

The “heures de pointe” project promotes solutions to better balance working and personal time and improve air quality and living conditions by decongesting the metropolis, particularly during rush hour. Focusing on the home-work commute, it contributes to global actions promoted by the Metropolis of Lille for urban commuting.



CONTEXT

Forty per cent of metropolitan greenhouse gas emissions come from road transport. To reduce car use as a transport method, particularly when it comes to home to work commuting, time policies help to improve the living conditions of inhabitants of the metropolis.



POLICY DESCRIPTION

Time actions redirect uses and organisations, and favour solutions that are quicker and more easily implemented than new infrastructure. A systemic approach to mobility is used to address home-work itineraries, putting into action many time levers for limiting road commuting and reducing or avoiding rush-hour urban congestion. Solutions to reduce distances and commuting needs join others already in place to manage mobility (promoting car-sharing, increasing public transport offers, advocating for active mobility).

New services focus on proximity (concierge or custodian services, food delivery, driving children to or from school in a shared way) and solutions involving work organisation (making time schedules more flexible by allowing individuals to arrive or leave earlier; developing telework from workers' homes or third places).



KEY ASPECTS

Many of the proposed solutions depend on the will of employers. Actions are therefore geared towards heads of publicly- and privately-owned local companies.



RESULTS

Practical solutions, elaborated collectively and tested after consulting many employers, will be disseminated by late 2023.



15-MINUTE CITY

Bring services closer to citizens.



POLICY OBJECTIVE

The Municipality of Bolzano is currently empowering "civic centres" (*centri civici*) to support citizens in reducing the digital divide. Computers and smartphones can be extremely useful to save time but older generations and foreign-born individuals face challenges in using these devices. Our aim is to help citizens to be self-reliant and untangle the difficulties of the digital world.

Although the city of Bolzano is small, mobility to reach services can be a problem if these are all located in the historic city centre. Hence, in 1995, the city of Bolzano decided to shorten the distance between citizens and public services by decentralising public services. In this way, citizens can walk to those centres from their homes in a few minutes.



CONTEXT

Most public services were located in the city centre. To improve service quality, shorten waiting times, and avoid affecting mobility in the city, the Municipality of Bolzano has sought to decentralize public services such as health districts, apothecaries, and the like.

This way, citizens are much closer to them and can easily walk there within 15 minutes.



POLICY DESCRIPTION

The city of Bolzano has 107,530 inhabitants and is divided into five districts, each of which offers all necessary public services. Administrative, cultural, health, and social services are offered to all citizens in the neighbourhood, and are easily accessible on foot or by public transport. These include schools (primary and middle school at a minimum), public libraries, social and health districts, apothecaries, civic centres, which are all municipal offices. Services are placed in strategic positions so that they can be easily accessed by neighbourhood residents.

Early May 2022, a new centre for registry services was opened on the opposite side of town from the city's central registry office. In this way, citizens can now apply for and collect, for example, digital identity cards, avoiding an overload in the central office. This centre is called “Digital-Bz” and has a second purpose: at a support service for new technologies located within, citizens get help completing online paperwork. The municipality of Bolzano wants to help its citizens, particularly those that face the most challenges, such as the elderly and foreigners, in the current phase of digital transition.



KEY ASPECTS

The location of centres is very important – they must be easily accessible to everyone by public transport or on foot. The centre's timetables must allow citizens to use the services.

In order to properly plan new neighbourhoods, fundamental steps are followed:

- Neighbourhood demographics and the type of housing to be built (private, cooperative, public) are analysed.
- Based on the categories of citizens who will live in the neighbourhood, services that citizens need are included in the plan (e.g. kindergartens, schools, and playgrounds must be available if new inhabitants will mostly be families with children).
- To make it easier for various social groups to integrate, the conditions for positive coexistence must in place. Support from social service organisations must be guaranteed as well.
- Once neighbourhood needs are identified, working groups are organised to plan the services. Representatives of each service participate and share their insight.
- The action plan is defined with a cooperation methodology and participation of the architect/urban expert leading the project.

✓ RESULTS

In 2021, 87,573 books were borrowed from neighbourhood libraries. Civic centre employees fielded 21,710 enquiries from citizens at various decentralised locations in the city, 12,595 of them face-to-face.



Promoting institution
Comune di Bolzano



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SUPERBLOCK OF CARE – VILAVEÏNA

Communities of between 10,000 and 30,000 inhabitants tackle care needs from a collective, proximity-based approach.



POLICY OBJECTIVE

Improve the well-being and life quality of people that require care and their caregivers by enhancing coordination between the services and resources in each area.

The service takes a proximity- and community-based approach that:

- Is equipped to face demographic and social changes in the city more efficiently and with a greater focus on well-being
- Recognises the centrality of care in sustaining life.



CONTEXT

- Citizens unfamiliar with existing resources and services for care
- Low level of collective co-responsibility for care provision
- Unevenly redistributed care responsibilities, and poor working conditions among caregivers
- Need for more nearby resources and services that meet care needs and offer improved holistic approach
- Low visibility and social recognition of importance of care
- Need for a physical environment that meets people's needs better



POLICY DESCRIPTION

VilaVeïna is a free service in public facilities in specific areas where citizens can inform themselves about care resources and services. Each VilaVeïna offers the following services:

- 1) Information and individual support about close-by resources and services to improve people's well-being.
- 2) Meeting point for families and caregivers.
- 3) Workshops, conferences and other activities on varying issues, including improving health and emotional well-being.

- 4) Support groups where people in similar situations can share experiences and overcome difficulties.
- 5) Breathing spaces and childcare services where families and caregivers can bring their dependents and have some personal time.
- 6) Legal advice about contracting caregivers and related rights and duties.
- 7) Support for projects to care for others collectively.



KEY ASPECTS

- Small local units to guarantee the proximity- and community-based approach
- At least one full-time, dedicated professional per area to promote networking, program activities and provide support services to citizens
- Ensures that actions address citizens' real needs
- Offers childcare services and breathing time to facilitate caregivers' participation in proposed actions
- Common service offering at city level that can tailor actions and projects to each area



RESULTS

- With 16 centres operational by late 2022, the project will reach more than 320,000 people, nearly 20% of Barcelona inhabitants.
- Project benefits from municipal investment of €3.5 million.
- More than 350 people have already benefited from the various services of VilaVeïna, by either receiving information or taking part in programmed activities. The most common profile are Catalan female caregivers aged 60 to 75 seeking support around self-care services and nearby resources to meet caregiver needs.



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PEDESTRIAN PLAN

For ten years, Strasbourg has pursued a proactive policy to develop walking



POLICY OBJECTIVE

The aim of the 2021-2030 Pedestrian Plan is to ensure that all residents can access their daily needs (jobs, housing, health care, shops, leisure activities, etc.) on foot or by bicycle, anywhere and at any time, independently and safely, and by travelling only short distances.

It is also a question of creating a quality public space, peaceful and green, favouring encounters and citizenship, better shared for the benefit of pedestrians and where space for cars is limited.

Finally, residents must be fully involved in the design and evaluation of all the actions of the pedestrian plan.



CONTEXT

Walking is an environmentally-friendly, healthy, and accessible practice for many people. It also contributes to maintaining social life and the cultural and commercial vitality of our city centres and neighbourhoods.

The Pedestrian Plan adopted in 2012 has already made Strasbourg the second most pedestrianised city in France: 40% of residents' journeys are made exclusively on foot, and large areas have been gained for pedestrians (pedestrianisation, meeting zones, pedestrian magistrates, etc.).

Nevertheless, the Barometer of Walkable Cities 2021 indicates that there is room for improvement. While more than 75% of public spaces are dedicated to private cars, trips made by car represent only 35% of all trips. Thirty per cent of one- to three-kilometre trips are made by car. And only 27% of potentially "calming" roads are currently calmed. For these reasons, the municipality sought to adopt a new general strategy for walking: "A city on foot, more pleasant and accessible: Pedestrian Plan 2021-2030", adopted on 3 May 2021 by the Strasbourg City Council.

POLICY DESCRIPTION

The 2021-2030 Pedestrian Plan comprises 11 points which are broken down into actions to be carried out in each of the city's districts.

- Rethinking walking and access to the city for everyone.
- Ensuring continuity for pedestrians.
- Reducing road traffic to encourage all uses of the street.
- Encouraging walking to school and developing school streets.
- Facilitating crossings of major roads.
- Improving pedestrian access to the area.
- Making walking more pleasant with more comfortable public spaces.
- Taking better account of pedestrians in new developments.
- Reducing conflicts of use of public space.
- Innovating, testing, and evaluating the project.
- Communicating positively to create community events, encourage citizen participation in connection with Strasbourg as European capital.



KEY ASPECTS

The Pedestrian Plan 2021-2030 aims to allow all Strasbourg inhabitants to access their daily needs –work, housing, care, groceries, and leisure– on foot or by bike, anywhere and at any time, safely and independently, and by only travelling short distances.

It seeks to increase the quality of public spaces, making them more relaxed and natural; foster meetings between citizens, and ensure pedestrians can benefit from their share of space, all while decreasing the number of spaces that are dedicated to cars. In this way, inhabitants should be fully involved in conceiving and evaluating every action of the Pedestrian Plan.

RESULTS

- Implementation of 10 School Streets per year (road outside a school with a temporary or permanent restriction on motorised traffic at school drop-off and pick-up times).
- Walks to gather women's opinions on the walkability of public spaces.
- Creation of a second long pedestrian road to encourage people to walk (a kind of highway for pedestrians).

- Development of a large cycle ring road in the historic city centre to reduce conflicts of use between pedestrians and cyclists.
- Securing of all pedestrian crossings by eliminating car parking upstream.
- Creation of a “car-free day”.
- Traffic lights adjusted and equipped to encourage pedestrians and cyclists to cross (lengthening and increasing the frequency of “green pedestrians”, installing vehicle/pedestrian/cyclist detectors and pedestrian counters).
- High-traffic sidewalks decluttered of unnecessary or redundant street furniture (lighting poles, bike racks, cycle lanes, etc.).
- Inclusion in the Public Space Charter of 2.5-metre-wide sidewalks.
- Bus stops equipped with a map of walking times to places of attraction.



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Promoting institution
Ville et Eurométropole de Strasbourg



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POLITIQUE DES TEMPS - TIME POLICY

Time as a lever in tackling climate change.



POLICY OBJECTIVE

- The time policy is included in the plan to tackle climate change.
- Mitigate the impact of human activity on the climate.
- Adapt the territory to the consequences of climate change.



CONTEXT

- Inequalities and challenges in accessing services at certain times.
- Importance of travel times which are mostly suffered.
- Conflicts of use.



POLICY DESCRIPTION

This time policy meets societal, social, economic and environmental objectives:

- Reduce social and environmental inequalities.
- Promote the right to time and allow a better organisation of life times.
- Optimise resources with restraint and sustainable urban planning.
- Strengthen the local influence.



KEY ASPECTS

- Develop a time profile to define local rhythms.
- Develop intersectionality.
- Work in co-construction with users and stakeholders.
- Experiment and have room for error.
- Give legitimacy to time policies by allowing people to deliberate on them.

✓ RESULTS

The results depend on each project.

For example, in making libraries more open, between 2017 and 2019, 16 libraries reviewed their hours. This initiative meant more than 8,000 additional opening hours to the great satisfaction of users.

Concerning the internal experimentation of teleworking in 2018, with 150 participants in one year, 20 tonnes of CO₂ were avoided (at the rate of one day of telework per week).



THE TRANSITION CYCLE: DEBATES FOR A NEW ECONOMY

A series of conferences on the main socio-environmental crises we face as a society.



POLICY OBJECTIVE

A conference open to all city residents in a public space to take the debate to the people and increase social knowledge about the global crisis and the need for new values and lifestyles to address and ameliorate it. A debate with local experts, municipal specialists and a small number of organisations, focusing the debate on the city of Barcelona and specifying the main challenges we face and how to tackle them.



CONTEXT

Barcelona's Climate Emergency Declaration urges us to change the way we get around, how we feed ourselves, how we consume, how we educate, etc. and to move from an economic model based on continual growth, ever-increasing consumption of natural resources and growing inequalities, to one that respects the planet's ecological limits and guarantees a decent life for everyone. The Doughnut Economics model is a response to the necessary change to which this declaration commits us.



POLICY DESCRIPTION

A series of conferences with internationally renowned experts, involving the general public in the debate on the main socio-environmental crises we are facing as a society and which are due mainly to the current economic model. Reflection also centres on the transition needed to overcome these crises, and place actions at the centre of the cultural agenda, identifying local challenges and opportunities.

Some of the challenges and opportunities identified related clearly to pace of life, and how citizens use their time, as ways to shift to a slower, more environmentally-respectful city. For example, some conferences analysed what it means to live within the “fair and safe thriving space” of the Doughnut Economics model and how to develop its proposals: adding social

and ecological limits, local aspirations and global responsibilities to obtain four intersected “lenses” through which to visualise the future we want. This involves asking a question, complemented by each lens:

“What makes it possible for city residents to thrive...” → Social-local lens
“... within a habitat that is as naturalised as possible...” → Ecological-local lens
“... while respecting the well-being of other people...” → Social-global lens
“... and the health of the entire planet?” → Ecological-global lens



KEY ASPECTS

This change of paradigm proposes moving from an economic model based on the undefined growth of a single monetary indicator, the GDP, to another model that allows us to thrive, something which involves taking into consideration the well-being of society and the planet, and must therefore be designed to be distributive and regenerative. The achievement of these objectives is measured via a set of social and ecological indicators.

As researcher Kate Raworth affirms: “We have an economy that grows, whether we thrive or not, and we have to move to an economy that allows us to thrive, whether it grows or not”.

✓ RESULTS

Conferences led to defining a new working framework for those organisations that are committed towards sustainability (“Xarxa Barcelona +Sostenible”). The new Citizen Commitment to Sustainability was elaborated having in mind the Doughnut Economy model and the other conferences held during the Transition Cycle.



Part 3

**POLICIES RELATED
TO TIME AND
URBAN
REGENERATION**



PROTECT THE SCHOOLS

Transforming the school environment, putting children's safety and well-being at the centre through various actions.



POLICY OBJECTIVE

Key objectives are to:

- Improve environmental quality and comfort of public space.
- Increase road safety.
- Increase visibility and involvement of educational and neighbourhood communities.



CONTEXT

Schools are usually identified as specific community spaces, despite the fact that they are presented as spaces with many potentialities to generate community ties. In addition, schools' location means that they are exposed to several risk factors associated with traffic, pollution, etc.



POLICY DESCRIPTION

This project is a city strategy to give Barcelona schools a public space that is both a meeting place for children and their families, and for neighbours. With this project, community spaces are expanded, putting citizen, as well as safety and sustainability, at the centre.



KEY ASPECTS

This project is not independent, rather, it is part of a cross-cutting project incorporating a plurality of programmes to transform educational spaces.

Including a time perspective in these programmes changes urban planning. For example, when the surroundings of a school are car-free, children can walk safely and in a more accessible and faster way in the morning. Since parents no longer need to accompany them, it saves time.

✓ RESULTS

From 2019 to 2023, 218 schools have benefited, affecting 86,000 students. Through surveys carried out in the educational community, citizens positively value the increase in public space for pedestrians, games for children, actions aimed at cutting traffic and/or eliminating a traffic lane, etc.



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STREET SCHOOL

The street is reserved for pedestrians and cyclists at least at school entrance and exit times, or completely pedestrianised if the context allows



POLICY OBJECTIVE

The "School Street" approach is part of a vision of a calm, friendly, breathable city in which it is good to live. A city in which children and parents feel safer and more serene in their daily movements. Objectives:

- Encourage walking, scootering or cycling to school in line with the objectives of the community's Pedestrian Plan.
- Make the school environment safer and provide more space for active modes of transport.
- Encourage independence by allowing older children to come to school alone.
- Provide a healthy environment and encourage good daily habits for good health from an early age.
- Improve children's health by reducing their exposure to pollution and noise from road traffic, encouraging physical activity and reducing stress.



CONTEXT

- Children are more vulnerable than adults to air pollution because of their immature respiratory systems.
- Air pollution is responsible for illnesses (bronchiolitis, ENT, and respiratory infections, asthma) that cause high school absenteeism.
- A 15-minute walk wakes up a child and increases their concentration.
- The World Health Organisation (WHO) recommends 60 minutes of physical activity per day for children and 30 minutes for adults. Thirty-seven per cent of adults in France say they do not do enough physical activity.

POLICY DESCRIPTION

- Consultation with schools, parents and local residents on practical arrangements for the school street (closing times and perimeter, adaptations to the traffic plan, etc).
- Experimentation with staff-operated rotating barriers.
- Evaluation after a period of 3 to 5 months for feedback from various users.
- Possible feedback-driven adjustments to allow for perpetuation of the system (installation of automatic bollards, pedestrianisation, modification of the timetable, etc.) or an end to the experimentation.



KEY ASPECTS

Concertation with inhabitants and evaluation are key.



RESULTS

There is an objective of 10 new school streets per year, located in all areas of the city. Four have already been tested and will be continued, seven new ones will be created and tested in 2022.



Promoting institution
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PIAZZE APERTE – OPEN SQUARES

Shaping former streets and parking areas into new public spaces to be used for social relations and community-based activities.



POLICY OBJECTIVE

Piazze Aperte seeks to enhance public spaces and turn them into community gathering places. It also aims to extend pedestrian areas, promoting sustainable mobility, and improving air quality and citizens' well-being. This programme uses the “tactical urbanism” approach to put public spaces once again at the centre of community life and encourage people to make use of public squares.

The temporary nature of the interventions makes it possible to act quickly and test solutions in a reversible manner, before investing time and resources in a permanent structural arrangement, supporting the decision-making process towards a permanent solution.



CONTEXT

One of the key objectives of the *Piazze Aperte* plan is to tackle global warming by reducing carbon emissions, limiting the increase of temperatures, and improving air quality. *Piazze Aperte* is deeply aligned with the above-mentioned objectives: throughout related urban interventions, it has promoted more sustainable modes of transport by increasing bike lanes and reducing cars and parking areas. It has used prefabricated materials, signs, and markings to facilitate cycling in 30km/h zones, one-way streets, and areas as identified by the Sustainable Urban Mobility Plan (SUMP).



POLICY DESCRIPTION

In addition, in 2019, the Municipality invited, via public notice, all citizens to propose public space interventions to involve area inhabitants in the processes of urban regeneration. Thanks to this call and to collaborative agreements, the City of Milan and its residents have been able to actively cooperate in designing, developing, and implementing public spaces, as well as promote and preserve them, based on the principles of shared management.



By giving people back their community spaces, the hope is that, through activities and gatherings, and by simply “living” within these areas, public squares will regain their full status as local meeting places.

To date, the Municipality of Milan has implemented more than 35 tactical interventions and continues to plan new ones.



KEY ASPECTS

Piazze Aperte sought to shape public spaces, key areas for community spirit and social inclusion. In addition to high-quality urban design, this project strove for an “activation” of such spaces, through urban development and other efforts that respond to the needs of the people who experience them.

Piazze Aperte used a unique approach to develop affordable urban interventions within the city. In particular, the project used “tactical urbanism”, the innovative approach to urban design based on short-term, low-cost measures aimed at creating new public spaces and safer streets. Interim, simple, fast and economical solutions can produce immediate benefits, test experimental solutions, help in making the right choices, and support future decision-making on permanent solutions. Tactical urbanism allows cities to try out new uses for urban spaces, and to launch long-term strategies to promote sustainable city living.

Moreover, Piazze Aperte’s key objectives have tied into developing co-designed urban transformations to give all citizens the chance to live in better, colourful and safe public spaces. The project has specifically enhanced public participation and citizens’ engagement through an open call issued by the Municipality of Milan, where everyone could submit ideas and suggestions on how to transform the city.

It has led to a reduction in local air pollution, PM10 and 2.5 values, resulting in an unquestionable advantage for neighbourhoods in terms of health.



✓ RESULTS

Piazze Aperte and its 22.000 m² of new pedestrian spaces, 310 potted plants, and 380 new bike tracks. The project has specifically enhanced public participation and citizens' engagement through an open call issued by the Municipality of Milan where everyone could submit ideas and suggestions on how to transform the city.

The result was the collection of 60 proposals that saw the participation of about 800 residents, 200 not-for-profit organisations and 45 private entities. The advantages of this new approach are linked to the immediate impact that the projects have on residents, who can themselves become advocates for innovation and active participants in urban transformation.

Piazze Aperte has harnessed pedestrianisation and traffic-calming measures to improve the safety of residents, pedestrians, and cyclists, with a particular focus on children, the elderly, and people with disabilities.



Promoting institution

Comune di Milano
Agenzia Mobilità Ambiente Territorio (AMAT)
in partnership with Bloomberg Associates
and the National Association of City
Transportation Officials (NACTO)



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TIME INDICATORS IN BARCELONA SUPERBLOCKS

Adding time indicators in Barcelona's superblock strategy to analyse uses by time slots.



POLICY OBJECTIVE

Use morning, midday, afternoon time indicators and reflect social differences like which genders/ages are present and which activities are being performed. Perform an evaluation before and after creating the superblock area.



CONTEXT

Activities in streets are evaluated with no consideration for care work and whether men or women were present. Related data are scarce, and when it comes to data on time slots, even scarcer. Questions to be answered with new time indicators: *Are there women in the street?; What are they doing?; Are they alone?; Are children playing on their own in the street?*



POLICY DESCRIPTION

Adding time indicators to evaluate superblocks before and after in terms of activities and who is present.



KEY ASPECTS

Time indicators are rare, as is the positive practice of evaluating measuring variables before and after interventions.



RESULTS

When complete, the intervention will produce a full data set. In the current scenario, almost no children can play on their own under adult supervision. We will analyse the policy with innovative indicators making it possible to visualise care work (people walking, children playing, proximity commerce) at various times of working and leisure days.

Promoting institution
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STRADE APERTE - OPEN STREETS

Strategies, actions and tools for cycling and walking, a guarantee for distancing measures in urban travel and sustainable mobility.



POLICY OBJECTIVE

Strade Aperte responds to the need to limit cars, reduce traffic congestion and limit the increase of air pollution in the city. The aim was also to promote the concept of a 15-minute city. Objectives:

- Encourage active mobility for travel by developing a network of dedicated spaces for cyclists and pedestrians.
- Make it easier to comply with social distancing measures on narrow pavements, often bumpy or overrun by cars.
- Retool streets as public spaces on a human scale and at the centre of neighbourhood life.



CONTEXT

- Adapting the city –particularly infrastructures and public spaces– to the new distancing measures necessary to live with the virus.
- Reducing traffic congestion, CO2 and NOx levels, and climate-altering emissions.
- Promoting effective, safe and sustainable mobility for citizens in response to both the new emergency and the 'classic' critical issues of cities.
- Need to rethink city schedules and rhythms to reduce and distribute the demand for travel over the day.



POLICY DESCRIPTION

72 km more of cycling paths between 2019-2021 creating new cycle paths even in sign only.

- Increase moderate-speed roads and 30 km/h zones and residential roads with prevalent pedestrian and bicycle mobility.
- Widen pedestrian paths by widening pavements.
- Temporarily pedestrianise in neighbourhoods by expanding the offer for play and physical activity for children.



- Conduct new tactical urban planning interventions as part of Piazze Aperte.
- Recover part of the capacity lost inside due to distancing measures by making it possible to place bar/restaurant tables in parking areas.



KEY ASPECTS

Strade Aperte offered innovative, rapid and cost-effective solutions to return public spaces to citizens by:

- Temporarily pedestrianising roads.
- Widening pavements.
- Expanding 30 km/h zones.
- Making connections with existing cycle paths.
- Creating outdoor areas.



RESULTS

In 2019, before the intervention, only 5% of individuals travelling on Corso Buenos Aires c/o Oberdan road during the day were cyclists. By September 2021, after the intervention, cyclists had increased to roughly 21%. Car use went from 75% to 58%. From 2019 to 2021, 72km of cycle paths were added.



Promoting institution
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BA LAB ODS 16+

Co-produced policy in the Rodrigo Bueno neighbourhood focusing on gender issues, mobility, and safety to improve women's quality of life in vulnerable neighbourhoods.



POLICY OBJECTIVE

Some objectives were to:

- Map women's social mobility within the neighbourhood on their daily itineraries.
- Gather personalised inputs on what women do on their itineraries.
- Design co-participative workshops to improve itineraries by identifying challenges to mobility that women face.



CONTEXT

Rodrigo Bueno is one of the popular neighbourhoods where the Government of Buenos Aires implements processes of social and urban integration. Using a holistic approach, these projects involve neighbours in decision-making to implement UN's 2030 Agenda.

Eighty-seven per cent of people in Buenos Aires use smartphones with Internet access. The entire participatory process was designed taking into consideration data extracted from participants' phones.



POLICY DESCRIPTION

This visualisation platform is part of testing the SDG16+ Implementation project in the Autonomous City of Buenos Aires. This project focused on the issues of mobility, security, and gender in the Rodrigo Bueno neighbourhood in Commune 1 of the Autonomous City of Buenos Aires.

Since its conception, this test sought to integrate innovative survey methodologies, incorporate diverse and unconventional data sources and creatively devise solutions to the problems at hand.



KEY ASPECTS

The project was divided in three phases:

- **Diagnosis:** using conventional tools (surveys, statistics, ethnographies) and unconventional ones (social media, Google Street View, Big Data) to extract data innovatively.
- **Experimentation:** using a Space Mapping methodology consisting of real-time surveying and recording of neighbourhood residents' movements using a GPS-enabled mobile app.
 - Included a perceptual dimension with a survey incorporating variables relating to the safety of female residents.
- **Collective intelligence:** multi-sectoral and multi-disciplinary work between strategic actors to discuss innovative solutions to the identified security and mobility challenges.
 - Sessions involved participants from the neighbourhood, and public officials from the City Government and the UNDP.



RESULTS

The project allowed us to understand women's mobility in the Rodrigo Bueno neighbourhood, and the relation between paid work, care work, and leisure time. Specifically:

- 91% of journeys include a walk, a portion of which passes through the neighbourhood.
- 50% of journeys outside the home are related to care work.
- 75% of participants feel safe on their journeys.

We can therefore conclude that women in Rodrigo Bueno face a clear general disadvantage in the mobility conditions and security must be considered a multidimensional phenomenon.



Promoting institution

Government of the Autonomous City of Buenos Aires
United Nations Development Programme
PUNCTUM
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GENDER IN MOBILITY PLANNING

Improving public transport infrastructure to make it inclusive for women, children, and people with different mobility needs.



POLICY OBJECTIVE

The Catalan Government (Generalitat de Catalunya) believes that mobility planning must consider the needs of all persons equally. Transport is a key contributor to:

- Economic growth.
- Socially sustainable development.
- Improving information exchange.
- Decreasing travel times.
- Fostering social cohesion.

Meeting people's needs better requires developing a structured approach, allowing us to:

- Understand their needs.
- Identify instruments to meet such needs.
- Analyse costs and benefits of such instruments.
- Establish an appropriate policy framework.

Women must participate in every step of the planning of transport investments.



CONTEXT

Transport is a traditionally male-dominated sector, and gender-sensitive issues are widely recognised as very relevant. The demands and experiences of women and men justify treating women's mobility separately, taking into account significant differences in areas like travel and employment patterns, care for children and the elderly and care responsibilities.

We typically lack a knowledge base that serves as a tool to improve the quality of women's travel experience. Such policy will guide how we manage public transport at the forefront of grassroots and gender-informed policymaking around mobility.

 **POLICY DESCRIPTION**

Around the world, gender is an increasingly recognised issue in transport policy and planning. Transport, for its part, is already on the gender policy agenda. Consequently, “gender and transport” occupy a professional terrain of new initiatives in which there are no systematic procedures for gender inclusion, whether in terms of professional training, user participation or system design and planning.

The initiatives to improve the quality of women's travel experience include:

- Transparent and well-lit bus shelters and bus stops, elimination of blind spots, remodelling of bus interchange centres.
- Improved accessibility from a gender perspective at stations, platforms, and bus and train stops to increase the feeling of safety and comfort when travelling.
- Real-time information on bus movements to avoid unnecessary waiting at bus stops.
- Understanding women's mobility patterns and travel experiences in relation to sexual violence.
- Planning transport taking into account women's needs.
- Conducting gender-sensitive risk assessments when planning the location of public transport stops.
- Promoting intermodality between modes of transport and ensuring safety are among the main objectives of spaces to promote the use of public transport resources.
- Promoting flexible and intermediate bus stops at night.

**KEY ASPECTS**

This policy is innovative because it includes the gender perspective. The most important points:

- Establishing a planning and design of the transport system taking into account women's needs in the sector.
- Designing public transport and public spaces to address the perception of insecurity.
- Mainstreaming gender into the design of urban planning to make cities more inclusive and reduce sexual violence.
- Mainstreaming gender in transport and mobility planning and incorporating gender guidelines and criteria.
- Engaging public transport users in citizen participation around the planning process.

✓ **RESULTS**

The timetable is scheduled in two phases.

Phase 1 – Precedence and synergy relations

- Precedence relations indicate conditions which are necessary to initiate measurements.
- Synergy relations indicate measures which benefit from their sequential or parallel development, but do not indicate a condition.

Phase 2 – Characterising benefits and complexity of measures

Makes it possible to prioritise measures without precedence relations between them, according to two criteria:

- Benefits (alignment with objectives, socioeconomic impact, strategic relevance, etc.)
- Complexity (financial investment, legal constraints, implementation times, technological maturity, etc.)

Measures cannot be implemented simultaneously. They will be fully implemented in late 2023.



Promoting institution

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FEMINIST EXPLORATORY WALK

Urban walk to highlight and transform challenges to perceived safety.



POLICY OBJECTIVE

Improve design by identifying women's needs and promoting their experiences in urban planning. Promote women's opinion in urban planning, taking into consideration that it is a male-dominated area. This will make it possible to explore how to better implement the conclusions obtained from the walks.



CONTEXT

Urban planning has been designed mainly considering male experiences and productive work. Cities are planned amid a lack of knowledge around female experiences and care work needs. Also, since urban planning is mainly based on men's experiences in their productive roles, perspectives involving night time and non-professional activities are neglected.



POLICY DESCRIPTION

- Establishing a protocol for feminist urban walks.
- Regulating necessary citizen participation for urban interventions.
- Incorporating collected data into a map to be consulted in subsequent interventions.



KEY ASPECTS

- A group of women walk around the neighbourhood, signalling the uses they make of the space, the time of the day they use it, and aspects requiring improvement.
- The key aspect is then to return to what ideas will be implemented from what women have proposed.



RESULTS

So far more than 20 walks have been held and a publication on the issue was released in 2019.





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