

# Using 'mobility environments' as an instrument for planning. Reflection and practice

Julio A. Soria

<sup>3</sup>Environmental Planning Laboratory (LABPLAM), University of Granada, Campus Fuentenueva SN, Spain

Email for correspondence: [jsoria@ugr.es](mailto:jsoria@ugr.es)

## **Submission for track: F: Transport, Land Use and Sustainability**

### **1. Objective [this should be relevant to the conference]**

Over the last years there has been a growing interest to deepen our understanding of the complex relationships between urban structure and travel patterns. Nevertheless, the incorporation of this knowledge into practice, namely in urban transport planning, has been negatively affected by the lack of a wide consensus around the main corresponding concepts and methods that have been used in the field. To address this issue, the paper presents a new approach based on the concept of 'mobility environment' as a novel instrument for planning.

### **2. Data/Methodology**

To illustrate and assess the 'mobility environment' approach, an application has been developed for a metropolitan transit corridor in the city of Granada (Spain), where the local institutions are promoting the introduction of a new Light Rail System. As a mechanism to propose new urban strategies in the corridor, the paper proposes a method to identify 'mobility environments'. The method consists in 3 phases: (i) Defining components, indicators and mobility vectors. (ii) Designing and interaction matrix between indicators and mobility vectors. (iii) Identifying 'mobility environments'.

### **3. Results/Findings [these should be relevant to the conference]**

Five 'mobility environments' were identified: (i) Proximity and local dimension; (ii) Proximity and transit distribution; (iii) Motorized transit; (iv) Metropolitan centrality; (v) Intermodal station.

In the first mobility environment identified (proximity and local dimension), the majority of daily necessities (working, shopping, etc.) can be covered without motorized modes. This is a consequence of that the proximity component is very relevant. On the other hand, in the second 'mobility environment' identified (proximity and transit distribution) is not only very important the proximity component, but it has an important role for the motorized modes too. The rest of 'mobility environments' are more associated with a motorized use of the corridor.

Taking into account the characteristics of identified 'mobility environments', criteria to generate urban strategies in the corridor were finally proposed.

### **4. Implications for Research/Policy [abstracts which do not show evidence of implications for either research or policy may be rejected]**

Despite a growing interest regarding the relationships between urban structure and travel patterns, it is difficult to find researches orientated towards their effective integration in planning practice. In this respect, the paper highlights a number of important aspects related

to the usefulness of the 'mobility environment' concept such as its applicability, its technical simplicity, as well as, its spatial dimension.