

# A declining mobility model



Urban and territorial policies promoted in recent years from different government levels linked to business interests have relocated work activity and industrial sites to outer peripheral areas of large urban centers.

This fact, added to the broad scale use of private vehicles and trucks to the detriment of more sustainable means of transport, has led to a loss of collective welfare and become a source of environmental (local and global emissions, noise), social (injuries and exclusion), and economic impacts (loss of competitiveness and costs) for society as whole.

The use of private vehicles has even become an occupational hazard factor for workers, as millions of people make long daily journeys to and from work (commuters) under considerable stress and traffic congestion conditions. One out of every nine work accidents with leave in Spain is a traffic accident.

Therefore, to move towards a more sustainable mobility model it becomes necessary to promote actions to reverse the current trends:

- integration of transport policies and mobility management with territorial and urban planning
- introduction of policy measures and fiscal changes that favour ecomobility (public transport, cycling, pedestrian mobility, private vehicles' efficiency)
- expansion and integration of public transport networks
- implementing measures at workplaces to promote alternatives to the massive use of private vehicles

*Every working day in Spain represents around 123 million journeys, half of which are work-related. More than 65% of workers drive a car or ride a motorbike to work, compared to 15% that use public transport and 20% that cycle or walk to work.*

## **10 proposals for a more sustainable and safer mobility model**

1. Creating the figure of Mobility Manager in large companies and / or industrial sites; setting up Mobility Councils (involving companies, unions, government and transport operators); developing a mobility plan
2. Bid on public transport with rationality criteria: resizing vehicles for their optimal use and efficiency and linking the different public transport networks
3. Grant safe, easy access to workplaces for pedestrians
4. Promote car sharing and multiple user cars, ensuring their effectiveness and reserving parking areas
5. Promote cycling by ensuring safe routes and parking areas
6. Subsidizing personal transport fares in companies and reducing parking areas
7. Including commuters' mobility and access to workplaces in occupational risks assessments
8. Including mobility audits in studies to obtain a quality certification (EMAS or ISO).
9. Excluding driving license and vehicle ownership as recruitment criteria, they may be additional but not mandatory requirements
10. Introducing criteria for the systematic relocation of workers to workplaces closer to the their homes in collective bargain agreements