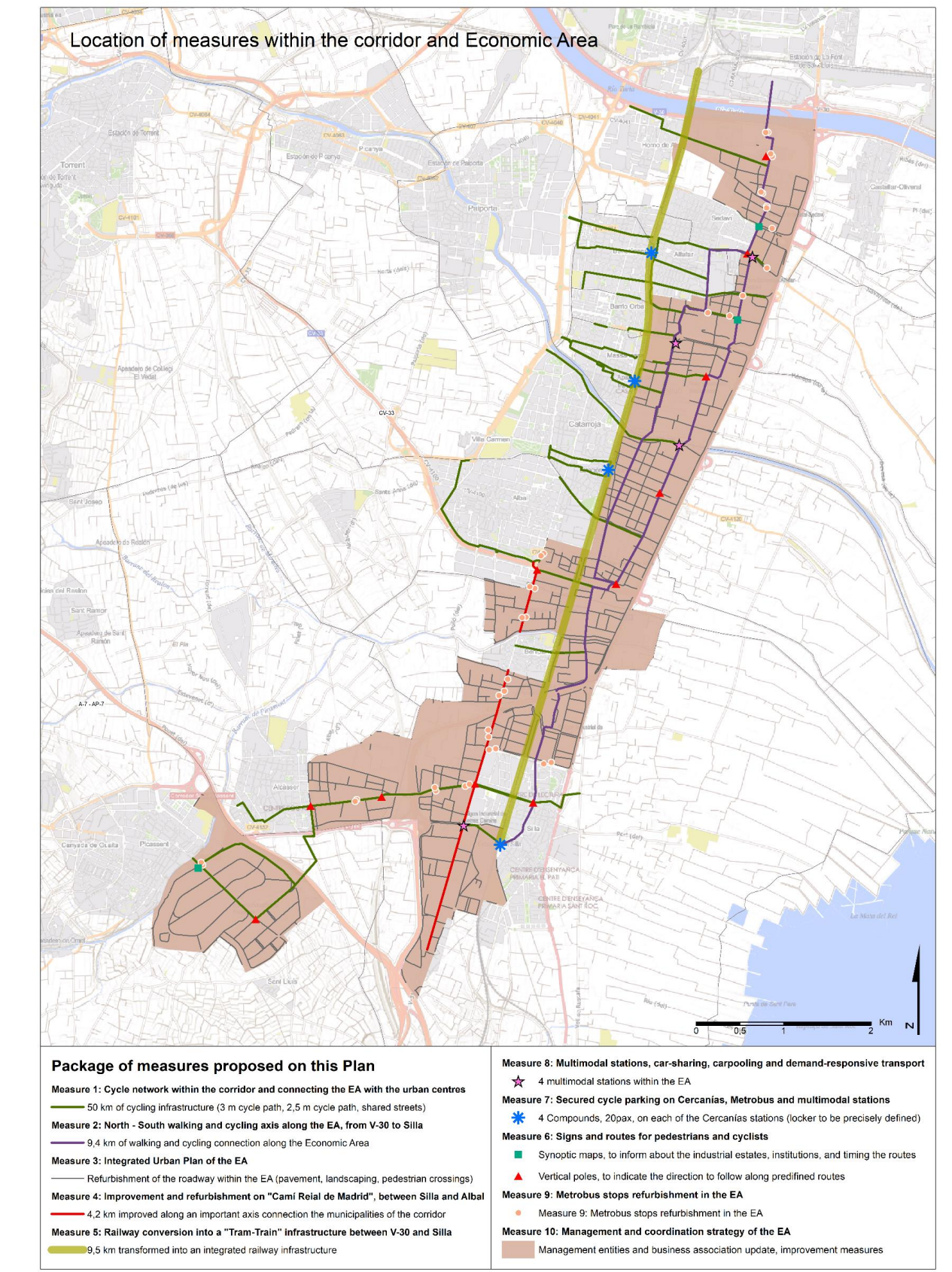




## 10 measures proposed to transform the current mobility model



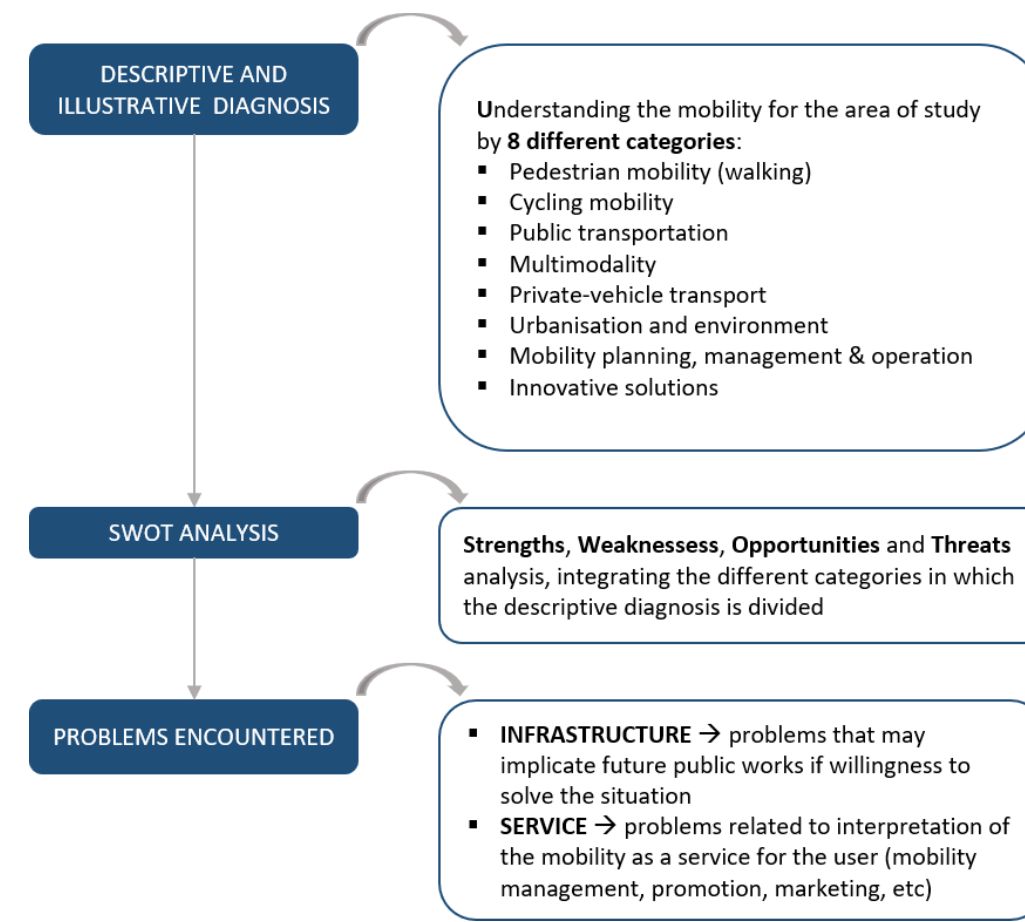
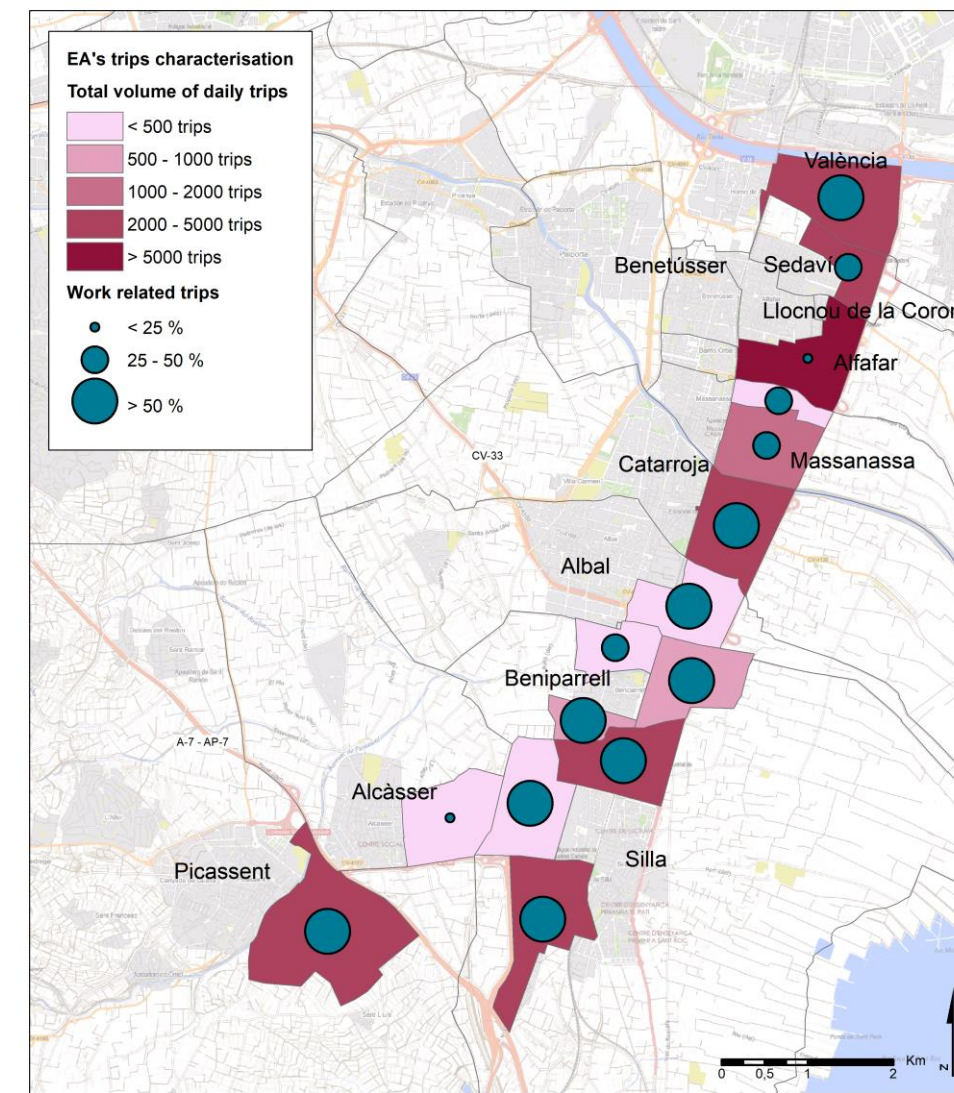
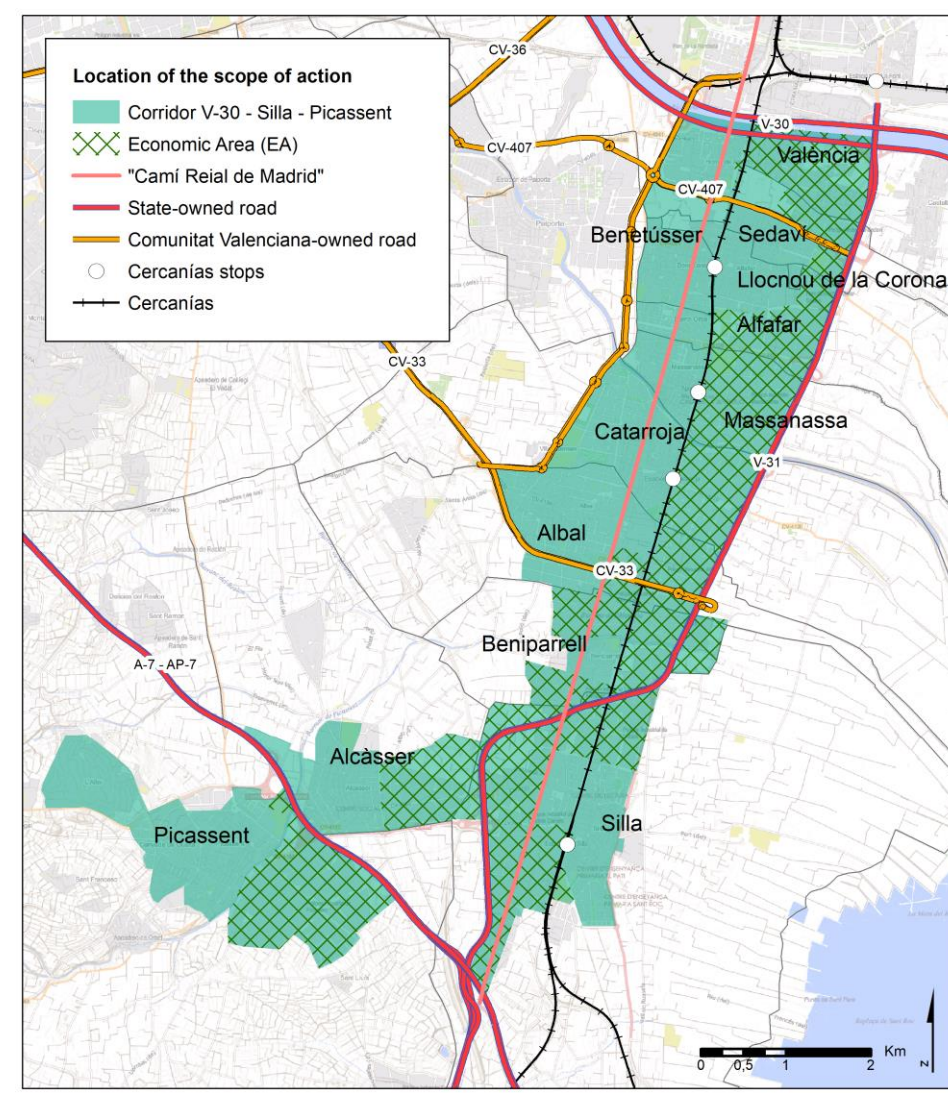
The **object** of this document is to develop a Mobility Plan in a part of the Metropolitan Area (MA) of València, in the South of the capital, formed by a continuous territory of industrial, commercial and service areas along V-31 highway.

The **municipalities concerned** by this Plan are: València, Sedaví, Benetússer, Alfajar, Llocnou de la Corona, Massanassa, Catarroja, Albal, Beniparrell, Silla, Alcàsser and Picassent.

In order to characterise the situation of the area of study in terms of mobility, a **double analysis** has been elaborated to obtain: mobility flows on a municipal scale and more detailed values based on ZT (Zone of Transport).

### Trip characterisation

Why do people come to the EA?  
 Where do people going to the EA come from?  
 How do people come to the EA?



The diagnosis aims to define which are the most relevant aspects, positive and negative, that may need to be considered when measures will be set up in order to improve the quality of the trips in the Economic Area within the corridor Silla – València.

### Objectives of the Plan

- Enabling non-motorised means of transport to get from and go to the BIZ but also within them in a safe and comfortable way,
- Improving the quality of BIZ for non-motorised means of transport,
- Developing multimodality within the EA,
- Improving Metropolitan public bus system,
- Increasing the occupancy rate of private vehicles getting from and going to the BIZ,
- Adapting BIZ to new mobility practices,
- Improving mobility management of the BIZ within the EA.

## CONTEXT

## ANALYSIS OF THE CURRENT SITUATION

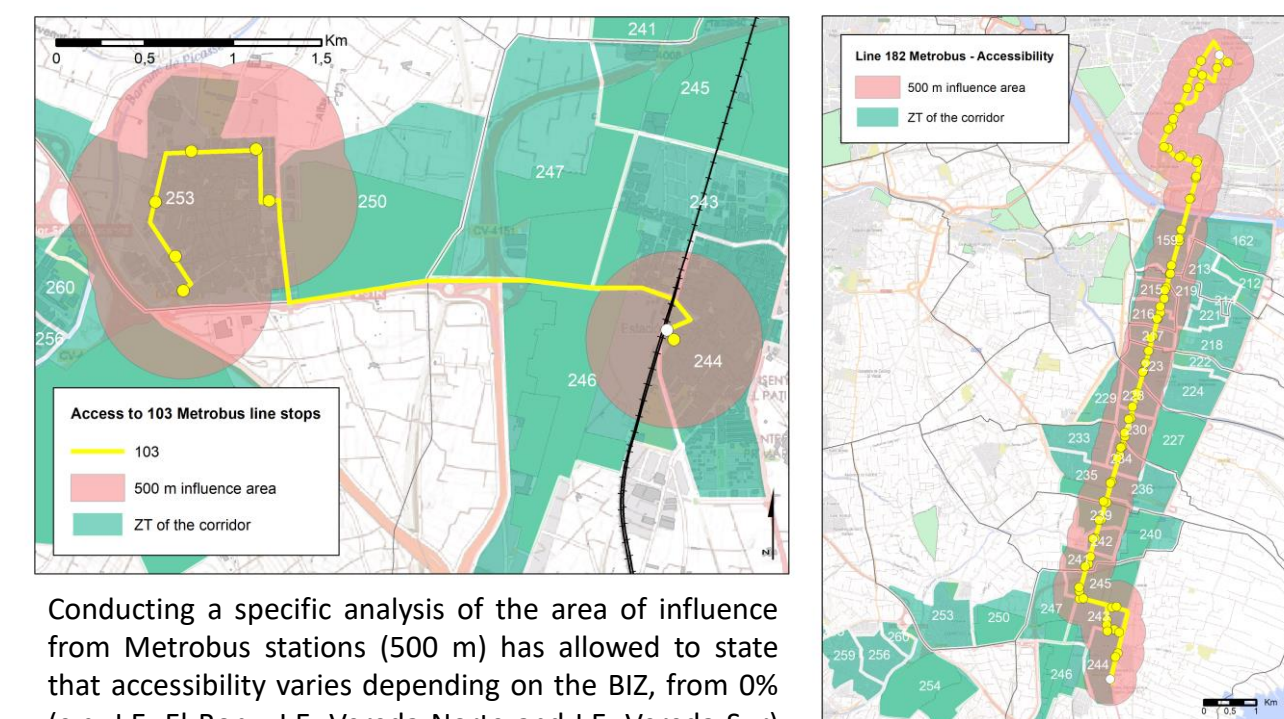
## DIAGNOSIS OF THE MOBILITY

## PLAN IMPLEMENTATION

The **corridor Silla – València** is defined including the urban centres as well as the Business and Industrial Zones (BIZ). Within this corridor, the name **Economic Area (EA)** is used to refer to the BIZ that constitute the area of study. The **surface of the corridor Silla–València** is 27,3 km<sup>2</sup>. The **surface occupied by the EA** is 13,7 km<sup>2</sup>, half of the territory of the corridor Silla–València.

Municipality	On foot	Car as a driver	Car as a passenger	Motorbicycle as a driver	Van/truck	Own bicycle	Bus (MTM València)	Company bus	Regional rail	Cability or others	Total trips
Silla	3,2%	95,4%		1,3%				1,3%			100,0%
Picassent		95,6%	3,2%	1,3%							100,0%
Catarroja		92,5%		0,7%				3,7%	3,1%		100,0%
Alfajar		95,0%		4,9%	0,2%						100,0%
Valencia	1,5%	92,5%					5,9%				100,0%
Sedaví	8,8%	91,2%									100,0%
Beniparrell		100,0%									100,0%
Massanassa		100,0%									100,0%
Albal		100,0%									100,0%
Alcàsser		100,0%									100,0%
Total trips	1,7%	95,0%	0,6%	0,5%	0,3%	0,0%	0,5%	0,4%	0,5%	0,4%	100,0%

**Car use account for 95% of all commuting trips to the EA.** Except from Alfajar, Sedaví and Massanassa which have commercial and services land use areas, the rest are industrial estates. The mode share of **people on foot** reaches **1,7%**. All the other means of transport used for commuting have a share lower than this.



The **SWOT analysis** applies to the whole corridor and does not consider individually each of the BIZ that have been identified. In this Plan, the willingness is to try to reduce the use of a car (in general terms) so the SWOT analysis takes this into account.

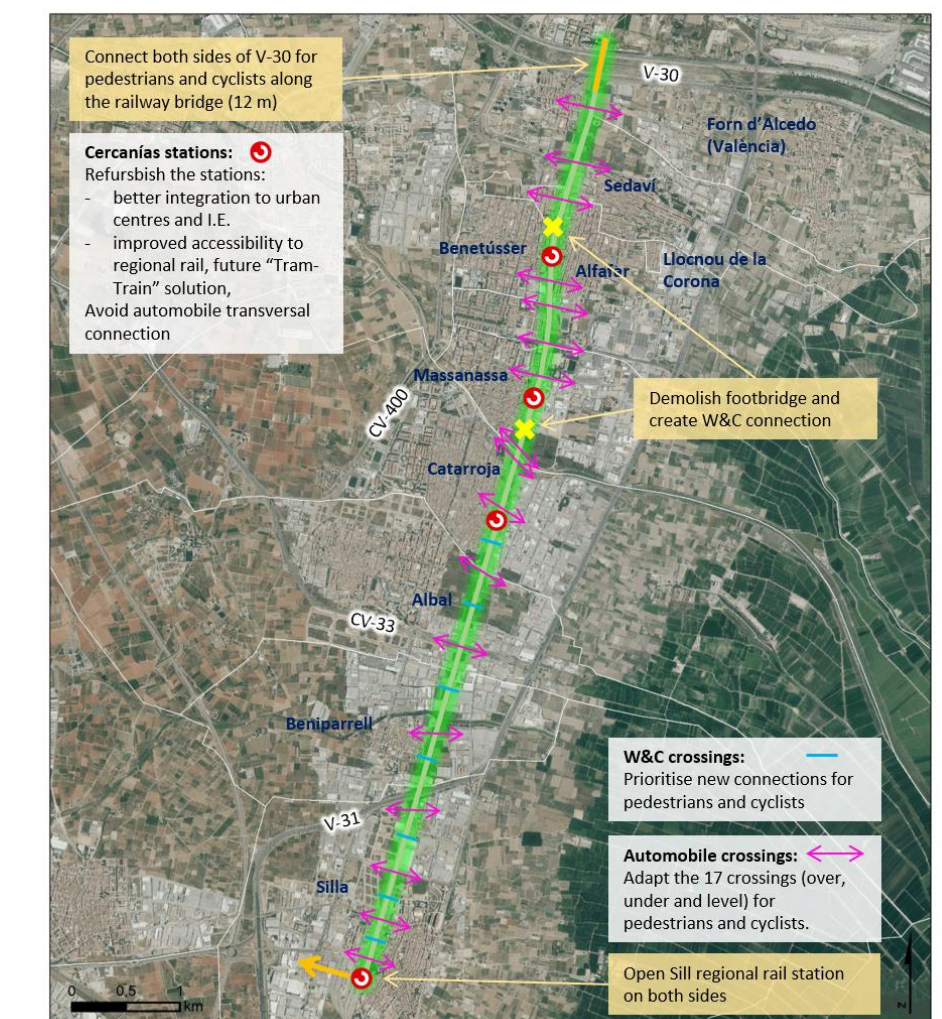
- |   |   |
|---|---|
| <p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>Activity areas and urban centres define a compact functional area.</li> <li>Good offer of the regional rail service (Cercanías).</li> <li>Corridor's flat terrain can facilitate the development of walking and cycling trips.</li> </ul>  | <p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>Car-oriented design of the activity areas.</li> <li>Barrier effect of the infrastructures serving the corridor.</li> <li>Lack of unified mobility planning outside of municipal limits.</li> <li>Deficient offer and infrastructure of the Metrobus service.</li> </ul>   |
| <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Existing railway transformation into a regional railway in a mid-term.</li> <li>Two pedestrian and cycling infrastructure projects connecting the corridor with other parts of MA's territory.</li> <li>Renovation of Metrobus concessions.</li> <li>Existing strategy to preserve the surrounding natural environment (Albufera and Horta).</li> <li>Roads, streets and avenues with potential for other uses than private vehicles.</li> </ul> | <p><b>Threats</b></p> <ul style="list-style-type: none"> <li>Relatively low congestion levels of the road network.</li> <li>Low quantity level of multimodal trips.</li> <li>Not considering car (driver) alternatives in the V-31 project.</li> <li>People's resistance to change their habits.</li> <li>Law (June 2018) referring to industrial estates does not settle clear policies for sustainable mobility practices.</li> </ul> |

### Problems encountered

- Predominance of car (driver) modal share
- Deficient transversal permeability from CV-400 to V-31
- Difficulties to move by bicycle and on foot within the industrial estates and between them
- Deficient bus system infrastructure (Metrobus)
- Barrier effect of lineal infrastructures
- Unequal public bus offer/non adapted to demand patterns
- Difficulties to encourage multimodal trips
- Incorrect design of the public space
- Absence of an integrated mobility management policy within the Metropolitan Area
- Lack of information about other means of transport rather than private vehicle or ways to encourage people to move alternatively
- Absence of infrastructure to encourage new mobility practices: car-sharing, car-pooling, electric vehicles, on-demand-transport.

**Example of a problem sheet**

### Graphic description of Measure 5 (Railway conversion into a "Tram-Train")



### Action Plan. Total Budget 283,4 m€

Measure	Short-term				Mid-term				Long-term				Measure's tender budget with VAT									
	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11		Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	
Measure 1	70%				30%																	5.852.000 €
Measure 2	50%	4.096.000 €			50%				9.033.000 €													18.065.000 €
Measure 3	50%	9.033.000 €			50%				9.033.000 €													16.647.000 €
Measure 4	80%	8.324.000 €			20%				8.324.000 €													7.987.000 €
Measure 5		6.390.000 €			1.397.000 €																	234.054.000 €
Measure 6					40%				60%													4.000 €
Measure 7	75%	1.600 €			25%				2.400 €													225.000 €
Measure 8					70%	168.750 €			25%	56.250 €												392.000 €
Measure 9					100%	274.400 €			117.600 €													176.000 €
Measure 10						176.000 €																ND
Term cost						28.463.750,00 €			32.589.250,00 €													283.400.000 €

**Analysis results:** small quantity and low quality of cycling and pedestrian infrastructures in almost all BIZ, inappropriate offer of public transport and lack of maintenance and conservation of it, lack of infrastructures and promotion of multimodal journeys, low presence of alternatives to the car as a private vehicle, and lack of a clear and shared strategy in terms of management and coordination of the mobility of the EA.