



SPANISH
URBAN
AGENDA



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AGENDA**

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THE PATH TOWARD MORE LIVEABLE TOWNS AND CITIES

| PREFACE

“Never before in the history of mankind have cities been as prominent as they are today. The world is urban, and so is society. Which is why global challenges of all types - social, environmental, cultural, food and health, economic and, of course, territorial - must be addressed within cities through integrated and holistic strategies”.

I have chosen this paragraph from the Introduction of the Spanish Urban Agenda because I believe it adequately reflects the important role that strategic documents such as this one, which the Council of Ministers has just approved, play in our present and also in the future. And so it is with great pleasure that I present the results of this intense work, completed over a relatively short time, endorsed by the Ministry of Development and which relied on the participation of a very wide array of all the key actors to ensure sustainable and inclusive urban development.

The Plan of Action of the 2030 Agenda, approved in June 2018 by the Government of Spain, identified this Agenda as one of its most relevant policy drivers, that is, it recognised its role in accelerating the implementation and joint progress of the Sustainable Development Goals, known colloquially as the “SDG” and which lay out the universal call for measures to end poverty, protect the planet and ensure that all people enjoy peace and prosperity.

Through this Urban Agenda, Spain joins in the international work already initiated by all the Member States of the United Nations and those that make up the European Union as they search for solutions to the challenges posed by the unstoppable increase in urban population, humanitarian crises, the processes of land development and housing construction, the attraction and growth of economic and production activities, social relations, the loss of cultural identity and the environmental repercussions of climate change. All of these are problems are addressed through a three-pronged approach to sustainability: social, economic and environmental. And all of them are present in the series of Strategic Goals proposed in this Agenda.

The Agenda also seeks to contribute to the generation of Agendas within our territorial context and, fundamentally, at the local level, which is where people's everyday problems are most common and immediate, and where the competencies of the local government agencies most directly related to urban policies are exercised. The Agenda also accounts for the various public and private agents who, through their various actions, can propose and implement their own activities and campaigns, the objectives of which result in a higher quality of life for everyone, whether in urban environments or in rural towns, which make up an essential part of our territory.

It is a great honour for me to be able to present this Agenda. I would like to very briefly express my sincere thanks to all the people, organisations, institutions and government agencies that, through their efforts, enthusiasm, conviction and work, have helped to turn it into reality. However, as the Agenda itself recognises, it is not a document, but a “process” that is now being opened and whose success will depend on the effort each of us puts into its effective implementation. And as the Prologue of the United Nations Urban Agenda recalls, we will have to bear in mind that in order to carry out this extraordinary task, “there is no single formula”, so the fundamental role of the Agenda that the reader has in his/her hands is to provide the objectives and lines of action that, based on a broad consensus, have been deemed to be conducive to achieving sustainable, safe cities and urban environments that guarantee social inclusion and are resilient, meaning they can overcome adversity and forge ahead into the future.

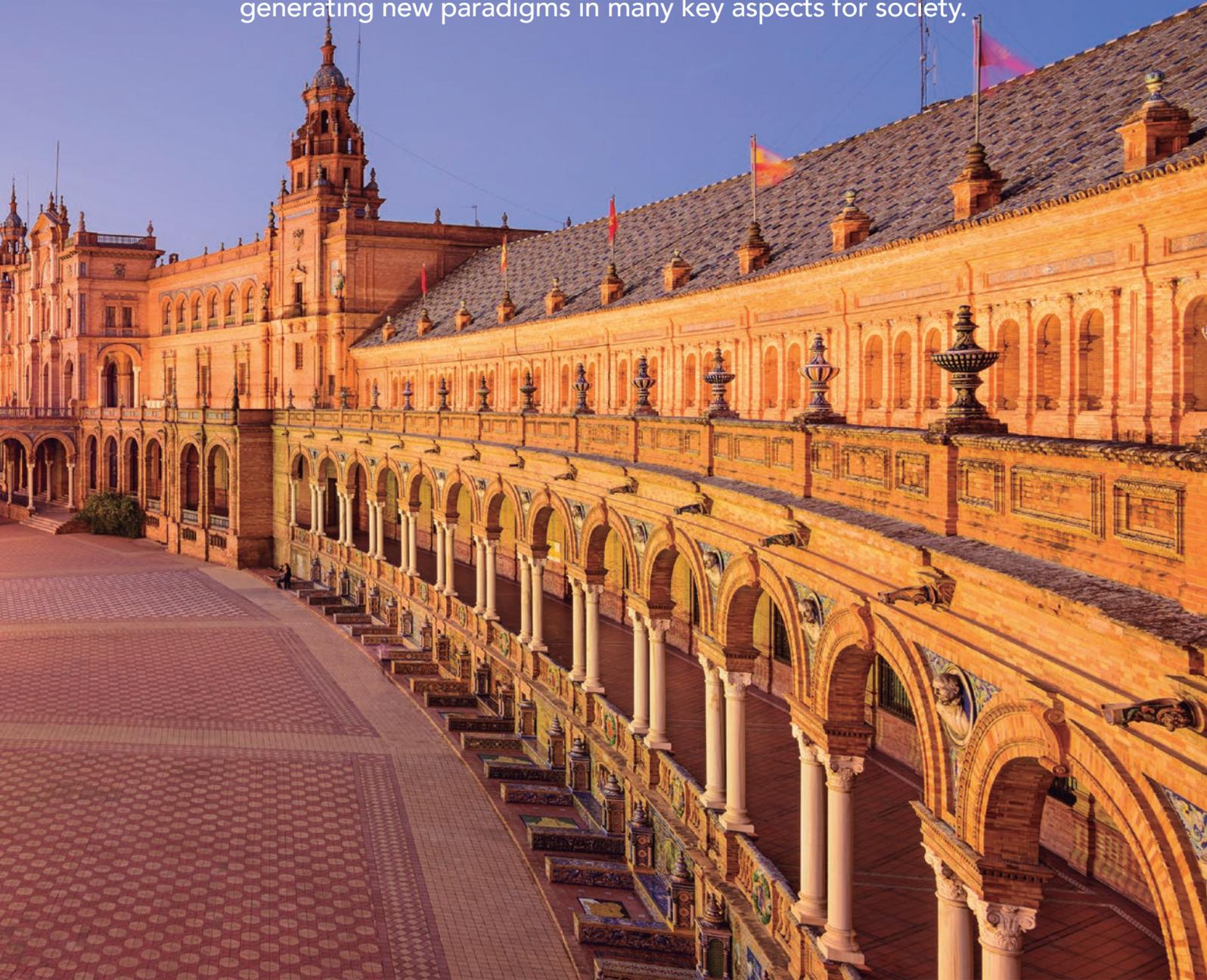
José Luis Ábalos
Minister of Development





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The world is experiencing unprecedented processes of accelerated and disruptive change, in which the process of expanding and unstoppable urbanisation, the consumption of natural resources, the loss of cultural identity, the new digital technologies, the demographic challenge and depopulation are generating new paradigms in many key aspects for society.



INTRODUCTION

The United Nations (UN) predicts that within 20 years, two-thirds of the world's population will be urban, living in cities. In Spain, this percentage has already been reached and of the country's 46,528,024 inhabitants, 80% live in urban areas, which account for just 20% of the territory. Spain is among the countries with the highest percentage of urban population in the whole European Union (EU). Of these, 25% live in urban centres with over one million inhabitants, and 17% in the largest cities. In addition, both small and large urban areas have experienced good growth rates between 2001 and 2016, which were 18.8% for small areas and somewhat lower, 16.2%, for large ones.

Never in the history of humanity have cities been as prominent as they are today. The world is urban, and so is society. Hence, global challenges of all types - social, environmental, cultural, food and health, economic and, of course, territorial - must be addressed within cities and through integrated and holistic strategies. The traditional intervention mechanisms involving both cities and the territory pose important limitations and frameworks that have been greatly outgrown. Permanent innovation also opens up new opportunities for novel ways of understanding the City and new ways of intervening in it. And we will have to rely on it.

The pressure exerted by tourism activity in many cities, the threat posed by climate change and depopulation, the intensity and speed of changes, the loss of biodiversity, the growing social inequality and the disparities and problems of conventional urban systems to offer solutions urgently require reviewing the development and growth patterns of cities because, as the UN Secretary General stated, it will be in these cities that the battle for sustainability is won or lost. This is despite the fact that the challenges and opportunities faced by cities are very different depending on their size and scale, and also on the context relevant to each.

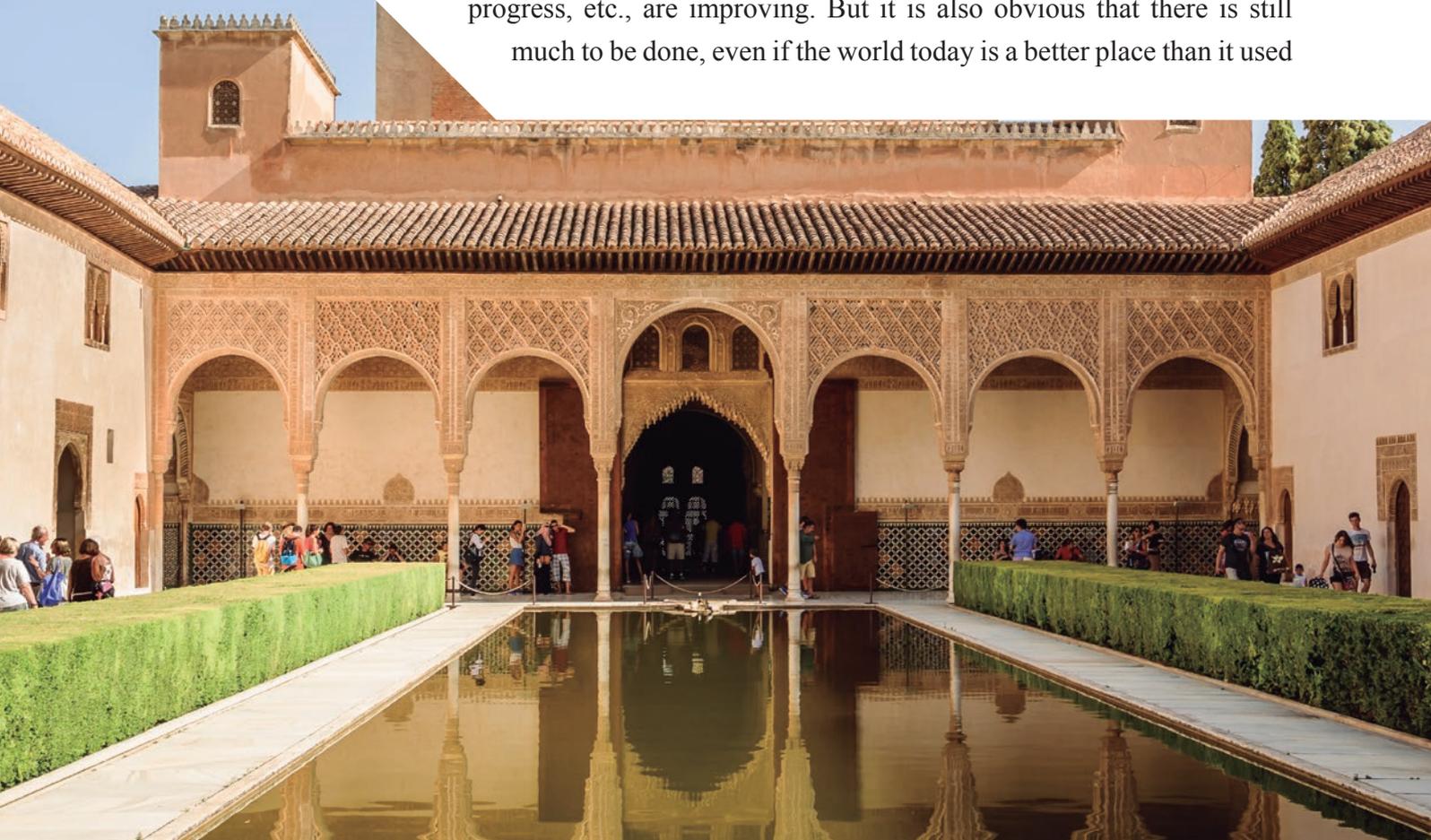
Cities in Spain conform to an urban model with very positive values that should be preserved and enhanced. It is the city that conforms to the Mediterranean model and is compact, dense, complex, medium sized, with a mix of uses, which has safe and relational urban spaces that are at the forefront of social life and that promote social diversity, all of which facilitate common development and well-being. These values, which define the DNA of the Spanish urban model that is so well known and valued, both within and outside our borders, have been ignored internally in the urban developments on the outskirts of many cities, with bland schemes, alien to their culture and lacking identity. Worst of all, they have contributed to increasing urban vulnerability, which rose by almost 50% between 2001 and 2011 (analysing the 13 largest Spanish cities, with more than 300,000 inhabitants), not as much as would seem possible as a result of the crisis that began in 2007, as the analogue of the depression of the existing city, in exchange for the apparent quality and prosperity of the new suburban areas. These have caused urban centres to lose much of their population and resources and, as shown by the studies carried out by the Ministry of Development to bring the data from the Observatory of Vulner-

able Neighbourhoods up to date, have raised the rates of inequality in cities as a whole.

The urban policies implemented on the basis of this model not only fall short of the sustainability targets contained in the international commitments that Spain has been taking on in recent years, they in fact pose real threats to said targets. These commitments include the Sustainable Development Goals (SDGs) contained in 2030 Agenda 2030, those included in the New Urban Agenda of the United Nations and the Urban Agenda for the European Union, both approved in 2016 (Quito Declaration and Amsterdam Pact, respectively), and those recognised at the Climate Summit, also known as the Paris Agreement.

Still, it is beneficial to learn from mistakes, to find best practices and success stories, including international ones, and to try to bring them to a good conclusion. And in this objective, the Spanish Urban Agenda can become an excellent opportunity to re-incorporate into the development of our cities not only the code of traditional values, which yielded such good results, but also a new one code consisting of principles, strategic goals, lines of action, rules and procedures, protocols and plans and any other elements that, in keeping with the reality of the moment, allow us to address the collective challenge of a model that is able to combine economic and social development, with a sustainable vision that combines economic prosperity, increased social welfare, a reduction in poverty, the best use of natural and technological resources, lower pollution, a cleaner environment and the preservation of cultural values.

It is evident that, on a global scale, most of the indicators related to health, food, education and culture, quality of life, peace, rights and freedoms, scientific progress, etc., are improving. But it is also obvious that there is still much to be done, even if the world today is a better place than it used



to be. Society's code of values is constantly evolving and being updated. We cannot deny advances such as environmental sensitivity (although the risk is also very high), the increasingly relevant role of women in society, the various improvements in the quality of life and the holistic view of housing - not only as a traditional and typical space devoted to physical accommodation, but as a space comprising a suitable environment that contains social welfare, health, education, communication and infrastructure services, companies and employment, etc. Perhaps the greatest risk facing the world is that, as Yuval Harari summed up, "For the first time in history, society does not know how the world will be in the next 25 years". And that is true, but the current generations have it within their power to make sure that this world is better and that, in any case, the opportunities of future generations are not compromised to find the route that, in the best way possible, will allow them to meet their own needs. That is, in essence, at the heart of the concept of sustainability.

This is why we need to be aware of global aspects from a local perspective. This places cities in a dominant position to be major players in their own sustainable development, and with it, of the development associated with each country and the planet itself. But they will not be able to do so by themselves. Governments at every level, civil society, the private sector and academia have much to say and contribute to this paradigm shift.

The Spanish Urban Agenda wants to play a modest but relevant role in this endeavour. Its planning is in keeping with the challenges posed and with the strategic vision of the two international Urban Agendas signed in 2016. It also falls within SDG 11, which seeks sustainable, inclusive, safe and resilient cities, as shown in section III, which identifies how each of its ten strategic goals is linked to the goals, objectives and lines of action of the three aforementioned international Agendas. It defines an urban model or vision that provides the desirable key aspects and it relies on a series of common principles that seek to generate a true "Operating System" for Spanish cities. It does not ignore the towns and the predominantly rural territories, which also play an important role in development and which live under the constant threat of depopulation. It also does not forget their ties to the urban areas on which they depend and which, on occasion, can threaten them. All this is set in a context that is perfectly consistent with many other SDGs that involve cities, that promotes all possible synergies, increasing with them the chances of success in the specific area of SDG 11 itself.

The Agenda is a strategic document, non-regulatory in nature, which is imbued with pragmatic approaches that are intended to be useful and, of course, consensual. It is committed to a desirable urban model for the future and seeks to set the standard for a new vision of Urban Planning, one that could be called 1.0. It will be imperfect and will undoubtedly require successive improved versions, 2.0, 3.0, etc., and this will be possible as long as the various public and private stakeholders incorporate effective implementation processes and mechanisms and reveal how much and which of its content is improvable and desirable. The flexibility of the document itself, its constantly updated content and the goal of integrating highly different sectoral views, aim to be three of its main advantages.

In any case, it is true that the new urban model does not emerge from nowhere. It is part of the urban planning tradition referred to earlier and seeks to address the main problems and challenges posed through innovative proposals.

To this end, the **Diagnosis** document - which is contained in section 02 - is particularly useful as it provides an objective analysis of the current situation. It analyses from a wide variety of aspects (ranging from demographic changes and depopulation to mobility, urban metabolism, governance and other issues) the main problems that threaten the sustainability of the Spanish urban model.

However, the central element of the Agenda are the sections devoted **to the city model** that is proposed based on the **code of values** that is reflected in the definition of the **strategic goals and lines of action** and that will be used to achieve them, in whole or in part. Each strategic goal in turn contains a series of specific goals that relate to one another and to the lines of action themselves, and which are provided as guidelines to show the way to the possible paths to take.

There is also a **system of indicators** to facilitate their implementation and the definition of a series of guidelines that will be used to **monitor and review their content**. As mentioned earlier, the Agenda seeks to be dynamic, and with good reason. Within this system, two different types of indicators stand out. On the one hand, the purely descriptive ones, which should help regional governments mainly to prepare their own Diagnoses of the situation and that will be provided by the national government; and on the other, evaluation and monitoring indicators, which are truly relevant in order to measure how effectively the Agenda is being implemented.

Finally, the **Action Plan** will be decided by the government agencies themselves, each within its own purview, and by the private sector, civil society, academia, NGOs, etc. All of them within the framework of their needs, capacities and expectations. All are, in short, the stakeholders in this Agenda, whose sole but ambitious objective is to achieve an urban model for our cities that is more sustainable, resilient, inclusive and safe, as specified in SDG 11, through a joint effort with the other SDGs related to it, all in a coordinated, conscientious, committed and voluntary fashion. Furthermore, as an internal commitment, the Urban Agenda seeks to improve the quality of life of citizens, because they are the real drivers who must promote any development policy. After all, the aim is to improve the quality of life of each individual, without forgetting that the possibility of having them share in the Agenda's advantages and gaining their enthusiasm will be an essential requirement to the Agenda's success.

In short, the Spanish Urban Agenda seeks to remedy the needs of a different era, the Anthropocene era, the age of technology, of global risks, of intense changes in how we live, of the awareness that sustainable urban development is more than a concept and that it must be reflected in how our cities are, how they are designed, what their everyday development strategies are, and what effects they

have on social cohesion and the needs of people. It is not a city planning document, but an urban document that conveys basic concepts that have international support and that takes into account the demands of citizens. But most of all, it is a document that must be implemented locally, in keeping with the territorial context of each town and city, that facilitates decision-making by officials and creates awareness among the citizens of the relevance of the urban agenda.

In short, it is a document with an inspirational and horizontal dimension that seeks to preserve the best version of our towns and cities of old, our architecture and culture and our ways of life, but improved and updated for the society of the 21st century.

SPAIN



RESIDENT POPULATION

46,528,024 inhabitants

80% live in urban areas (20% of the territory) and 18.7% are over 65 years of age.

AREA

505.944 km²

ARTIFICIAL LAND

3,9%

European average: 4,13%

DENSITY

92,02 ha/km²

GDP PER CAPITA

25.000 euros

17 AUTONOMOUS COMMUNITIES

2 AUTONOMOUS CITIES

8.125 MUNICIPALITIES

PLANNED CITIES

82.03% of the municipalities have a general urban planning plan.

HOUSING STOCK

25,2 million

RENTAL POPULATION

22,9%

European average: 30%



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The Diagnosis collects and analyzes the existing data on the different variables with an impact on urban development, assessing the positive aspects and assuming the weaknesses and problems detected.



02 | **TERRITORIAL DIAGNOSIS AND SUMMARY**

1 | THE URBAN MODEL

The traditional Spanish city model has been compact, reasonably dense, complex, with a mix of uses, medium size, with safe, healthy and quality urban spaces that guarantee harmony and promote social diversity. They have been and continue to be an inducement for both their inhabitants and for those who visit them. With good reason, in UNESCO's recognition of Spain as the country in the world with the third most World Heritage sites (47), cities take on special significance as jewels that reflect the country's urban history, with transformations and influences from very different periods: Alcalá de Henares, Ávila, Cáceres, Córdoba, Úbeda, Baeza, Cuenca, Ibiza, Mérida, Salamanca, San Cristóbal de la Laguna, Santiago de Compostela, Segovia, Tarragona and Toledo.

However, during the real estate boom from 1998 to 2007, scattered urban development was prioritised over compact growth, with many cubic metres of buildings constructed atop old, left over undeveloped land and residential or service areas with a low density, high environmental impact, social segregation and economic inefficiency resulting from the high cost to power, build and maintain the huge infrastructures and to provide public services. The emergence of these new growth models, endorsed by a regulatory tradition based on urban development and driven primarily by the desire to build new cities, led to an increase in artificial land of 43.7%, compared to the 15% population growth in the same period. This led to low-density residential models with an average of 20 homes/ha (well below the average housing density in large municipalities, which is 50.9 homes/ha). In fact, when analysing large classified and developing residential sectors in recent years, we see housing densities that are far removed from the values that, in general, may be said to favour viable and sustainable urban development, there being, on average, fewer than 30 homes per hectare. There is also a large amount of land classified and zoned for urban development. According to data from the Ministry of Development's Urban Information System, there are more than 51,000 planning areas or sectors subject to urban development. These sectors are frequently located in municipalities characterised in recent years by adverse demographic dynamics: nearly 44% of the large residential sectors are located in municipalities that have recorded significant periods of population loss. It is also common for there to be a gap between the scale of these developments and the size of the consolidated city. Accordingly, in more than fifty municipalities, the building potential in terms of the number of dwellings in the large residential development sectors envisaged in the Plan exceeds 80% of the existing homes in their respective municipalities.

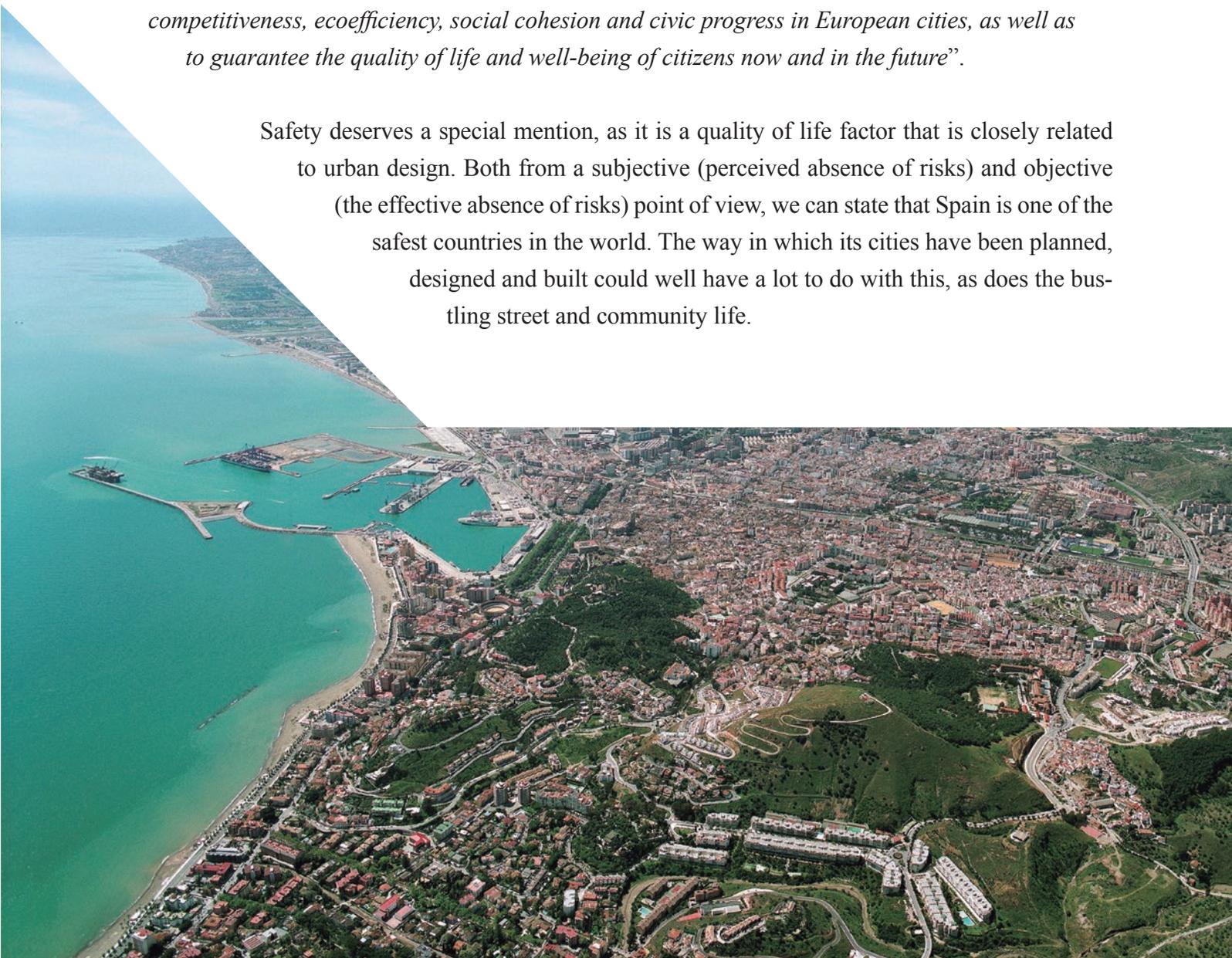
This dynamic also had a negative impact on the country's biological wealth. With good reason, the main threats facing biodiversity are the overuse of land, the creation of artificial surfaces, the alteration of the physical environment, improper landscaping, the urban metabolism itself and the fragmentation of natural spaces. All of them are closely related to urban models.

Although the proportion of artificial land in Spain (3.9%) is still lower than the European average (4.13%) and urban growth has greatly facilitated the country's own economic growth, this does not nec-

essarily imply that this makes for a good combination, nor the need to keep accepting it. On the contrary, Spain, as well as Europe and the rest of the world, have taken up the challenge of urban development that is capable of contributing to economic progress without ignoring the requirements of sustainable urban development, because land, in addition to being an economic resource, is one of the most valuable natural elements available on the planet, and its regulation requires combining a large number of factors: the environment, quality of life, energy efficiency, provision of services, social inclusion and cohesion, the principle of equality, etc.

Since 2007, national land laws have steadily insisted on an urban planning proposal that is balanced and sustainable, and that includes comprehensive approaches, given the many challenges that are currently facing urban policies. As recognised by the Statement of Toledo, signed at an informal meeting of EU Ministers of Urban Development on 22 June 2010, there are long-term structural challenges that must be addressed now in the design of urban policies. These include: “... *globalisation, climate change, the pressure on natural resources, migrations, ageing and demographic changes, etc. - that have a strong urban aspect – impact on the urban economy, degradation of the urban environment, increased risk of social exclusion and polarisation, etc.- and that must be addressed at the same time. These challenges are a call to action, an opportunity to hold a steady course based on the principles of integrated, intelligent, cohesive, and inclusive urban development, as the only way to achieve greater economic competitiveness, ecoefficiency, social cohesion and civic progress in European cities, as well as to guarantee the quality of life and well-being of citizens now and in the future*”.

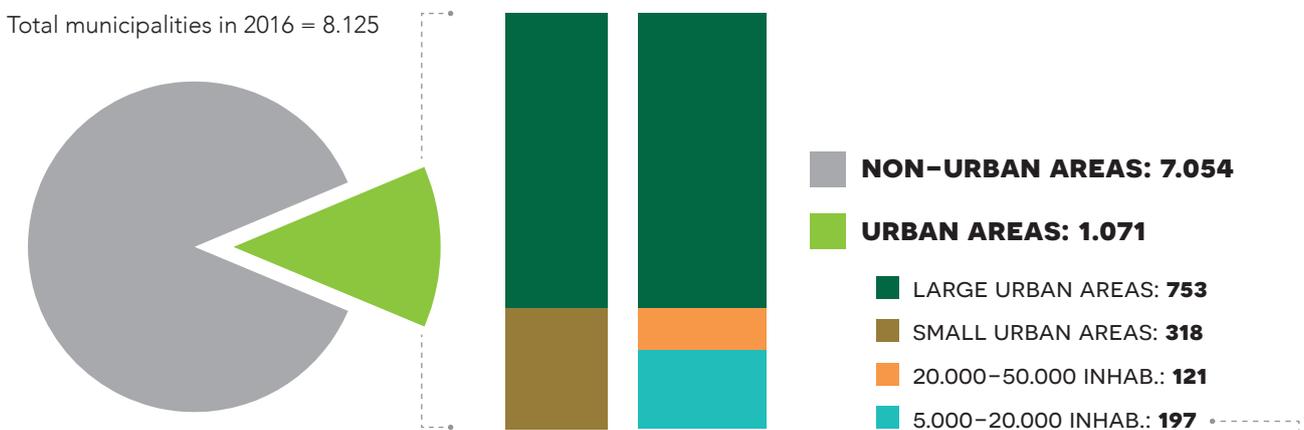
Safety deserves a special mention, as it is a quality of life factor that is closely related to urban design. Both from a subjective (perceived absence of risks) and objective (the effective absence of risks) point of view, we can state that Spain is one of the safest countries in the world. The way in which its cities have been planned, designed and built could well have a lot to do with this, as does the bustling street and community life.



2 | THE POPULATION AND THE TERRITORY

Naciones Unidas (NNUU) prevé que dentro de 20 años, dos tercios de la población mundial sea urbana, concentrándose en las ciudades. En EsThe United Nations (UN) expects that within 20 years, two-thirds of the world's population will be urban, living in cities. In Spain, this percentage has already been reached and currently, of the country's 46,528,024 inhabitants on 1 January 2017, 80% lived in urban areas, which account for just 20% of the territory, placing Spain among the countries with the highest percentage of urban population in the whole European Union (EU). Of these, 25% live in urban centres with over one million inhabitants, and 17% in the largest cities, while rural areas, which account for more than 2/3 of the territory, exhibit a sizable demographic void.

I Distribution of municipalities in urban areas in 2017 I



Result of applying filters to select municipalities with populations between 5,000 and 20,000.

Total municipalities 5,000-20,000 not included in the scope of the Large Urban Areas	624
1st Filter. Population of the centre < 10,000.	-430
2nd Filter. Negative demographic trend	-36
3rd Filter. Proportion of active population	-129
Housing potential	+168
Final set of municipalities with more than 5,000 inhabitants included in the urban areas	197

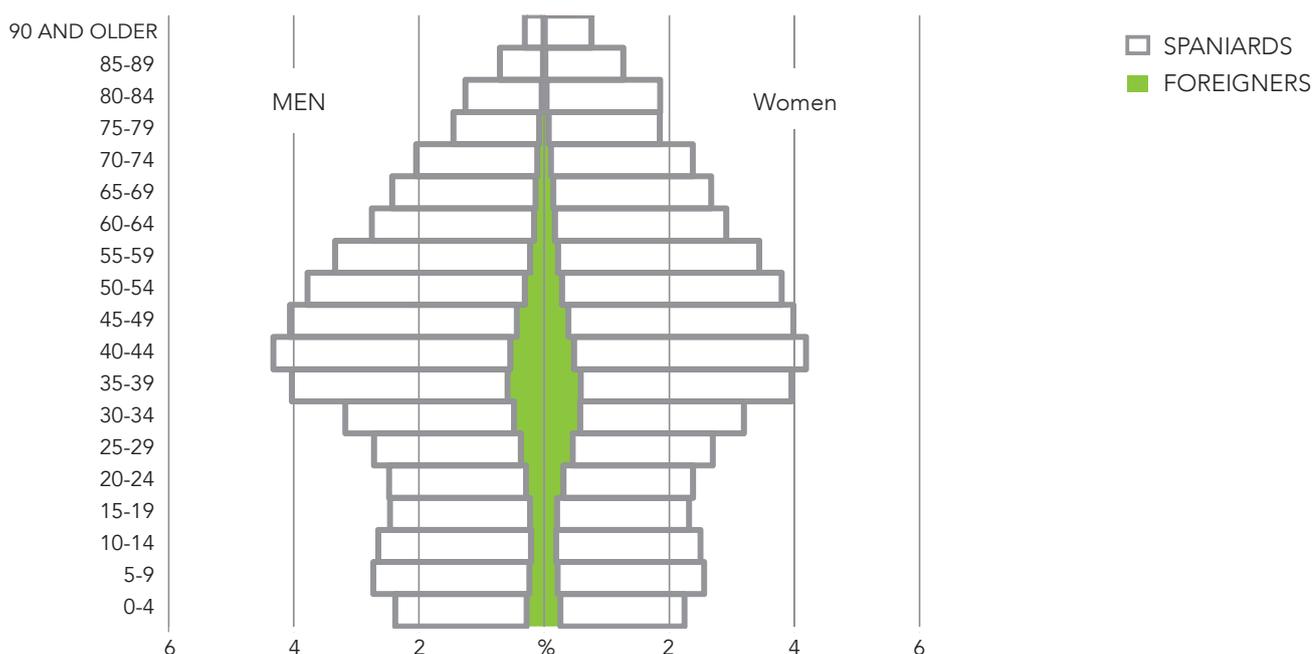
Source: Digital Atlas of Urban Areas

According to the 2017 report from the Spanish Federation of Municipalities and Provinces (FEMP) Depopulation Commission, the demographic gap between rural and urban areas rose again in 2015, with the loss of population in 2015 and 2016 in Spain as a whole taking place primarily in smaller municipalities, in contrast to what happened in the most populated cities, which endured the demographic regression better.

Although both small and large urban areas experienced good growth rates between 2001 and 2016 (18.8% for small areas and slightly lower, 16.2%, in the case of large municipalities), approximately half of Spain’s municipalities are at risk of extinction. Of the 8,125 municipalities that exist, 4,955 have fewer than 1,000 inhabitants, according to official data from the National Statistics Institute (INE).

Among the main causes of depopulation are demographic ageing, low generational turnover, low birth rates and a shortage of jobs and other ways to make a living. This reality poses significant territorial imbalances. Again, according to the INE, this problem is present in more than 22 of the 50 provinces, with the situation being critical in 14 of them, where over 80% of their municipalities face the risk of depopulation. On 17 January 2017, at the 6th Conference of Presidents of Autonomous Communities, an agreement was signed for a “National Strategy against depopulation”, which aimed to alleviate the gradual ageing of the population and rural depopulation.

| Spanish population pyramid (as of 1 January 2017) |



Source: Population figures. INE.

But it is not just rural areas that are experiencing significant ageing. This is one of the main characteristics of Spain’s demographics these days. The population aged 65 and over has continued to grow since 1998 (currently accounting for 18.7% of the total population, a figure that is forecast to be 25.6% within 15 years), and the population aged 80 and older is also increasing, in what is known as

the “ageing of ageing”. By 2050, it is estimated that the percentages of the working-age population (16-64) and children (0-15) will have lowered, and the elderly will outnumber children three to one.

In January 2017, a Government Commissioner for the Demographic Challenge was created in recognition of the problems posed by the imbalance in the population pyramid, the goal being to come up with a medium- and long-term National Strategy for the Demographic Challenge.

This is not a trivial matter. Ten Autonomous Communities have a negative rate of natural increase and are expected to lose more than half a million inhabitants by 2031 (with almost 26% fewer children under 10 years of age) and more than five million inhabitants by 2066. In the shorter term, the population loss is expected to be concentrated in the 30-49 age group, which may experience a population loss of 28.5% over the next 15 years.

In light of these data, and following a six-year downward trend (until 2016), immigration rose by 28.4% in 2017, yielding a positive migration balance of 164,604 people, which offset the negative rate of natural increase - more deaths than births - of 31,245 people, according to statistical data.

The demographic decline in Spain (along with the collapse in the migration balance due to the recent crisis) offers an unprecedented opportunity to overcome the growth dogma on which urban planning, construction and the real estate business in general relied until a few years ago.

3 | THE ECONOMY AND SOCIETY

The recent economic crisis inevitably led to an increase in situations of social exclusion and inequality, and altered the profiles of people in these situations. This increase is explained by the rapid rise in unemployment (particularly youth unemployment), which still poses one of the most pressing challenges in Spain. Despite this, there is room for hope. Spain has gone from accounting for half of all unemployment in Europe to creating the most jobs in the continent. The unemployment rate was 15.28% in the second quarter of 2018, a figure that while still very high, allows for some optimism as it is eleven points below the peak reached in 2013, and below 2009 levels.

The Spanish economy closed out 2017 with four consecutive years of job creation, a growth rate of 2.6% and 490,300 new jobs created. In all, from the first quarter of 2014 to the fourth quarter of 2017, 2,047,800 jobs were created. The unemployment rate fell for the fourth consecutive year, reaching 16.55%, which is lower than in 2009. In absolute terms, the number of unemployed persons fell by 471,100, and almost three-quarters (72.9%, according to Eurostat) of those who emerged from poverty in the EU between 2014 and 2016 were Spanish. Tourism has been key, making Spain the world's second largest tourism destination in 2017, with 82 million visitors. Tourism is a key sector

for the Spanish economy, due to its important contribution to the wealth generated in the country. In 2017, according to the INE, its activity accounted for 11.7% of Spain's GDP, with revenue from tourism totalling 60.294 billion euros (+10.3%). Tourism generated 12.8% of all jobs nationwide in 2017, a year that saw more than 82 million international tourists visit Spain (8.7% more than the previous year). The areas of economic activity typical of tourism involve nearly 462,000 active companies (470,000 in 2017), accounting for 14% of all the companies in the economy. The figures for 2018 confirm this upward trend: the unemployment rate fell to 15.28% in the second quarter of 2018, which, despite being a high figure, is the lowest in this quarter since 2009. Recent job creation has especially benefited groups with serious employability problems: the unemployment rate among people under 25 has fallen by almost 20 percentage points from its highest level, and now stands at 36.3%. However, there are particularly pressing weaknesses involving employment and remuneration. Labour market insecurity and the long-term unemployment rate are both among the highest in the OECD.

Although considerable progress has been made since the crisis ended (according to the National Reforms Programme, 2017 closed out with growth of 3.1%, well above the Eurozone's 2.4%), there are still significant challenges and economic growth must be maintained in a way that is more environmentally and socially sustainable, in order to completely overcome the consequences of the crisis and to continue advancing toward convergence in income, wages, equality and productivity. This challenge is bound to be lasting and complex.

According to the 2016 Living Conditions Survey, the AROPE indicator applied to 27.9% of the resident population, compared to 28.6% in the previous year, which means that despite continuing to fall since the worst years of the crisis, it is still high compared to the European average, which it exceeds by 4.9 bp. The poverty risk rate that measures income - economic poverty - and which is the most important factor of the AROPE, affects 22.3% of the population, and the severe material shortage - which considers the possibilities of consumption - is at 5.8%. Single-parent households with dependent children are those with the highest risk rates, as are people with low educational levels and the unemployed. In 2016, 3.8% of the population was poor and socially excluded due to underemployment. In 2008 it was 2.4%, and it reached its peak in 2014, at 4.3%. From that year on, a change in trends was observed in the most relevant indicators that remains to this day. For two years in a row, the AROPE fell: specifically, by 0.7 points in 2016, after going down by 0.6 points in 2015; child poverty (under 16 years) fell by 1.7 points, compared to 0.7 points in the general population, having fallen by almost four points in the last two years, from 35.4% to 31.7% today. Of special note is the risk of poverty for people originating outside Spain, which was 52.1% in 2016, much higher than the 18.8% for the Spanish population. This percentage drops to 40.3% when it involves migrants from the EU. According to the INE, the foreign population residing in Spain stands at 4,418,157 people, accounting for 9.5% of the total.

As for inequality, it has gone up in the last decade. The Gini Index went from 32.4 in 2008 to 34.2 in 2012, with an increase of 5.5% in just 3 years. In 2015, it was 34.6, falling somewhat in 2016 to 34.5. The evolution of the S80/S20 indicator has also been unfavourable. In 2016, the total income of the richest 20% of the population was 6.8 times that of the poorest 20%. And the incomes of the poorest 20% of the population have gone down more sharply. Based on early data from the FOESSA (Promotion of Social and Applied Sociological Studies) survey, 10 years after the start of the economic crisis and four years after its turning point, the pre-crisis levels have recovered in the case of full integration, but not in the case of exclusion. In 2018, social integration levels improved considerably, reaching figures of over 48% and mirroring the situation in 2007. At the other extreme, there was an increase in the overall exclusion of 12% compared to the start of the cycle.

Special mention should be made of inequality due to gender. According to the “Women and Men in Spain, 2016” report from the Ministry of Health, Social Services and Equality, there is still no effective equality between men and women, despite the significant advances made. In 2017, the State Pact against Gender Violence was signed and employment trends were favourable to the inclusion of women in the labour market, with the employment figure for women rising from 7,827.4 in the second quarter of 2013 (in the middle of the crisis) to 8,815.7 in the second quarter of 2018. The salary gap has also been going down gradually: since 2012, it has fallen by 4.5 points and is below the European average. But inequalities persist: female unemployment is falling more slowly than male unemployment, so the gender gap in unemployment has increased (although it is one point below the 2008 figure and for those under 25, the female unemployment rate is lower than that of men). In 2017, although the initial trend begun in 2014 in which female unemployment mirrored the Eurozone average, it still showed a difference of almost ten points, and long-term unemployed women remain a majority (51%).

On 8 March 2018, coinciding with International Women’s Day, the first general women’s strike was held in Spain to demand real equality. Hundreds of thousands of women and

men flooded the streets calling for actions to end the salary gap, the glass ceiling, sexual harassment, gender violence (which claimed 48 fatalities in 2017 alone) and obstacles to work-life balance. Women are not a “vulnerable group” or “collective”; they account for more than half of Spain’s population (a total of 23,711,009 women, 50.94% of the total), so there will be no progress or social justice if there are no significant, real and effective advances in matters of equality. And urban planning is not neutral, because it can improve or harm how women carry out their multiple responsibilities in the public and private spheres. The restrictions imposed on everyday life by the spatio-temporal structure of cities seriously limit women’s everyday life choices, and they affect women much more than men. Hence, planning can play a fundamental role in providing effective equality between men and women.

Inequalities due to disability are also worth mentioning. In 2017, the number of people of working age with disabilities totalled 1,860,000. These individuals, in addition to facing numerous difficulties in everyday life, are under-represented in the labour market. In fact, their employment rate is below that of the total population, although it has been increasing for 3 years in a row. Their unemployment rate, although it has also been falling since 2014, continues to be significantly higher than that of the general population. Within these margins, there is hardly any gender gap between them, with the unemployment rate of women with disabilities being almost a point higher than that of men.

Health in the context of city life deserves special mention. Ways of life have changed dramatically, and design and planning play a fundamental role in enhancing aspects that Spanish society is urgently demanding: more active ageing, a childhood without problems of physical inactivity and increasing obesity, the minimisation of the psychological problems associated with living alone, and not only in the elderly, and, of course, environmental problems. The commitments that some cities are already making to healthy models in which the city is designed for walking, nature is integrated and reaches into the city proper and spaces where people can gather are guaranteed, must be identified as replicable practices.

To conclude, the 2017 Social Progress Index of Spain, calculated based on 54 indicators, currently ranks Spain 16th in the world (in 2016, it ranked 20th). And it is important to note the consolidated social welfare system that guarantees free education and healthcare for all citizens, care for dependent persons and the income guarantee system, which includes pensions, unemployment benefits, welfare benefits and a minimum income system in every Autonomous Community and in the cities of Ceuta and Melilla, all of which have a clear role in containing the impact of the crisis by functioning as automatic stabilisers. However, Spain has particularly pressing weaknesses in employment and remuneration: for example, both labour market insecurity and long-term unemployment are among the highest in the OECD. A new labour strategy that properly addresses both challenges is thus essential.

4 | THE ENVIRONMENT, CLIMATE CHANGE AND ENERGY

Spain is highly vulnerable to climate change. The alert involving rising average temperatures between 5° and 7°C in summer and 3 and 4°C in winter for the last third of the 21st century is already troublesome, and the effects of climate change are being felt in the form of droughts; global precipitation values below the historical average (this has occurred in the last four years, except for 2018); insufficient water storage in reservoirs (at the end of the 2016/17 hydrological year, it was at 33.9% of the total capacity, below the average value for the last 10 years, which was 50.1%); damage from floods exceeding 800 million euros per year, and an increase in the forest area affected by fires (in 2016 it reached almost 66,000 ha, although it is estimated that 95% of these fires were caused by humans).

Spain is also a country with more than 10,000 km of coastline, so that effects such as global warming, the pressure exerted by the development and the construction of infrastructures on the coast, as well as the decrease in the sediment flow of rivers, not only pose a real threat to the coastline, they are also altering it. Already in 2006, more than 75% of the Spanish coast was developed. This figure matches today's data. As far as 10 km inland, 345,765 ha are occupied by artificial surfaces, accounting for 34% of the total artificial surface in the entire country.

One of the main causes of climate change is the emission of greenhouse gases (GHG). Between 1990 and 2014, these emissions increased by 15%, accounting for 7.7% of all GHG emissions in the EU-28 (figure from 2014), with Spain ranking 13th in the EU-28 with the lowest CO₂ emissions. Since 2014, there has been a 0.45% increase, mainly due to industry (up 3.7%) and agriculture (up 3.8%). Emissions from transport have only gone up by 0.5%, but this increase is significant because this sector accounts for 25% of total GHG emissions. In contrast, emissions from the energy industry have decreased 0.5%.

The building industry is responsible for 35% of Spain's atmospheric CO₂ emissions and consumes 31% of the final energy, with residential buildings consuming 18.5% and commercial, services and government agencies 12.5% (long-term strategy for the energy rehabilitation of the building sector in Spain, 2014). In addition, buildings are responsible for consuming 50% of physical resources (such as materials), 20% of water and they generate 35% of the waste. This situation fully implicates cities as a key element in achieving a Circular Economy, a goal that is already part of European policies.

The fight against climate change must be addressed through both mitigation (reducing GHG emissions) and, above all, adaptation. And cities are key to both goals, which is why planning must play a fundamental role in their design and in the development of the infrastructures that underpin the territory. The use, management and distribution of land, the choice of transport, housing and social attitudes are closely interrelated and shaped by infrastructures and urban forms. Hence, territorial and urban planning, the mixed zoning of land uses, development that strives for sustainable transport and the increase in building density, among many other aspects, can contribute to joint mitigation in every sector. Heat waves and their impacts on cities are exacerbated by the so-called "urban heat island" effect, and the intensity of this phenomenon depends on several characteristics, such as the spatial shape of the city, its morphology (urban rugosity, urban canyon, visibility of the sky, etc.), the presence of vegetation, and the albedo of materials in developed areas. Therefore, adequate planning that takes into account the influence of regional and local climate can achieve reduced emissions by minimising the need to travel or shortening journeys, choosing non-motorised modes of transport and reducing land occupation and energy consumption, thanks to more efficient supply infrastructures. Compact development, filling in urban spaces and gaps and intelligent densification can preserve space for agriculture, bioenergy and carbon sinks. And the preparation of urban climate maps that analyse the absorption and heat transfer capacity of urban materials (overheating map) and the capacity to eliminate that heat (urban ventilation map) can also be very useful.

With regard to energy, Spain is among the EU countries with the highest dependence on energy (“Spain by the Numbers 2017” report from the INE), having needed to import, in 2014, nearly 73% of the energy consumed, well above the EU-28 average (53.5% in 2014). This level of energy dependence was only exceeded by Italy, Lithuania, Belgium, Ireland, Cyprus, Luxembourg and Malta. In addition, petroleum products account for around 50% of final energy consumption and 40% of primary energy consumption. Since 2000, primary consumption of renewable energies has increased 2.5-fold, although it still accounted for 17.3% of final energy consumption and 14% of primary energy consumption in 2016. In terms of sectors, transport consumes the most energy percentage-wise (41.65%), followed by construction (more than 30%) and, finally, industry (23.53%).

Over the 2030 horizon, the goals and targets must be defined and identified involving the following five aspects of the Energy Union: decarbonisation, energy efficiency, energy security, internal energy market and innovation and competitiveness. Therefore, any national plans and policies that are approved must be consistent with a longer-term vision of reduced emissions that is compatible with the commitments made in the Paris Agreement and with the EU’s goal of reducing emissions by between 80 and 95% by 2050 compared to 1990 levels. This is an important challenge and the diagnosis of the current situation demonstrates the enormous amount of work that Spain has ahead of it. It must achieve an energy transition that allows us to consume less energy with a lower environmental impact and at more competitive prices. We also have to phase in a low-carbon economy.

With regard to renewable energies, Spain is a leader in generating energy from renewable sources: more than 40% of all the electricity generated in the country comes from renewable sources, surpassing neighbouring countries. And it is ahead of schedule to achieve the 2020 goal (20% generation from renewable energies). In 2016, renewables accounted for 17.3% of final energy consumption, compared to the 16.7% forecast, and in 2017, more than 8,000 MW of new renewable power was commissioned.

5 | MOBILITY

Spanish cities have a significant supply of urban and metropolitan transport infrastructures. The road network has over 128,180 km of municipal urban roads, and public transport infrastructures allow between 2.8 and 3 billion passengers to move every year (2,785.1 million in 2015). A total of 12 urban areas have commuter rail transport services, 7 cities have a metro system and many others have a tram or light metro. Special mention should be made of urban bus networks, which have renewed fleets that account for 60% of public transport mobility and that are turning into true vectors of technological innovation, improving the supply and quality of the service with systems for operating assistance, fleet management, smart ticketing, etc. The average age of the urban fleet in capital cities is 9.1 years, with a high percentage of cleaner engine technology and the increasingly widespread use of alternative fuels. In Madrid and Barcelona alone there is a network of bus lanes that exceeds

100 km. Public systems for hiring bicycles in every city with more than 500,000 inhabitants are also starting to become relevant, as is the placement into service of bicycle lanes in many smaller cities. Collaborative mobility platforms such as car sharing, bike sharing and car sharing, are also being adopted, especially in large cities.

Another important aspect is that mobility is a prime consideration in planning practice. Almost every municipality with more than 50,000 inhabitants has its own mobility plan, which usually includes measures to encourage public transport (improved fare systems, guaranteed universal accessibility - not only from a technical standpoint, but also cognitive and communication - quality...), promotion of non-motorised means (particularly bicycles), parking regulation measures and introduction of lanes reserved for public transport. The inclusion of comprehensive approaches to parking remains a challenge. Beyond park and ride spaces and the search for a balanced distribution of urban space intended for motorised and non-motorised mobility, these Plans, together with the Urban Development Plans themselves, should incorporate an analysis of the impact that the parking policy (both on public roads and in car parks) has on sustainable mobility and allocate sufficient parking spaces in a way that takes into account the different uses (residential, rotation, park and ride, distribution of goods, services, etc.) and which would include policies such as the regulation of above-ground parking and the incorporation of the traffic calming principle, i.e. the joint establishment of measures such as: speed limits, specific road design, 30 kph zones, extension of pedestrian spaces and routes at the expense of motorised traffic routes, etc. These mobility strategies would not only improve road safety, but also, and above all, the quality of the urban environment, mainly in urban and metropolitan areas. And this quality would include aspects such as noise mitigation, which is an important challenge to cities, and, as per the WHO, ranks second among environmental stressors to health in Europe. Specifically, in Spain, it is estimated that 74% of the urban population is affected by traffic noise, and that 23% is exposed to unhealthy levels. And although air pollution in cities comes not only from motorised traffic, the proper management of this traffic could reduce air pollution and avoid the negative influence it has on people's health and the environment, and by extension, on the associated health costs, which account for 3.5% of Spain's GDP, according to the World Bank.

However, despite the dominant role of private motorised mobility in our collective imagination, the Spanish population relies heavily on public transport. In the 22 areas included in the 2016 report from the Metropolitan Mobility Observatory, 3.497 billion trips were made, of which 1.729 billion were by bus and 1.768 billion by rail.

With regard to the modal distribution of travel, the private vehicle predominates for work reasons, though this predominance drops by half when travelling for different reasons. In capital cities, travel is mostly on foot, by bicycle, or by public transport, compared to the mode of travel used in the suburbs, where there are fewer such trips.

With regard to efficient mobility, measures have been implemented to reduce emissions in the transport sector, such as those to promote the modal transfer of passengers and freight (Spanish Strategy for Sustainable Mobility, Infrastructure, Transport and Housing Plan 2012-2024); to promote alternative fuels in transport (Strategy for powering vehicles with alternative technologies, PIVE MOVELE and MOV-ALT Plans); and energy efficiency actions in transport (PIMA Air plans for renewing light commercial vehicles and PIMA Transport Plan that finances the scrapping of heavy vehicles over 7 years old).

And one last very relevant fact is the number of accidents with victims on urban roads. While road accidents tend to decrease every year, the number of accidents with victims on urban roads increased by 33% between 2008 and 2016, with pedestrians and those over the age of 74 being most susceptible to fatal accidents, which should also be considered when drawing up the corresponding Mobility Plans.

6 | HOUSING

Ensuring that all citizens have access to decent and adequate housing at affordable prices is one of the great challenges facing Spain. The hardest years of the recent economic crisis painted a bleak picture and, even though the situation has been improving, much of the population still has problems accessing housing.

In 2017, according to INE data, 27,171 homes were in foreclosure, of which 4,632 were new and 22,539 were second-hand homes. Considering the 70,422 foreclosures in 2014, this figure went down by 61% in three years. The number of foreclosures involving primary residences was also halved in that year, since there were 21,064 foreclosures in 2016 versus 10,749 in 2017. According to the latest data, this trend is continuing, with a total of 1,762 foreclosures of primary residences in the second quarter of 2018, a decrease of 38.2% compared to the same quarter in the previous year (2,850).

In contrast to this positive trend in mortgage foreclosures, recent years have seen an increase in the number of properties for rent. The number of properties made available as a result of the Urban Lease Law, according to data from the General Council of the Judiciary, was 35,666 in 2017. This is an increase of 4.3% compared to the previous year (34,193), although it should be noted that this figure includes properties for other uses, as well as housing. This trend continued into early 2018. The second quarter of 2018 saw a total of 10,491 properties being made available as a result of the Urban Lease Law, an increase of 6.1% compared to the figure for the same quarter in the previous year (9,886).

With regard to access to housing, the economic accessibility indicator for purchasing a home has improved (ratio between the price and the gross income per household). Data from the Bank of Spain for 2017 show that the home price is 7.1 times the gross annual income, a significant reduction from the peak of almost 9 times in 2007, although this figure ticked up to 7.3 in the second quarter of 2018.

The most serious problems involve the following factors:

- 1 | the gradual and constant increase in rental prices, which makes it difficult to access housing in those regions of Spain where the highest percentages of rental homes are located. These regions are the Canary Islands, with 32.8%, the Balearic Islands, with 31.8%, Catalonia, with 28.1% and Madrid, with 27.0%. Rental prices in the regions of the Balearic Islands, the Canary Islands and Madrid have already exceeded their all-time highs, and in Catalonia they are very close to doing so (data obtained from the 2018 Special Bulletin on Residential Rentals, from the Ministry of Development).
- 2 | the loss of housing stock from the portfolios of government agencies (they number in the thousands) and their transfer to for-profit investment funds.
- 3 | the existence of many homeless people who depend entirely on social services (estimated at around 23,000 people, although Caritas places the number closer to 40,000) and
- 4 | the large number of people and families who face real problems accessing affordable housing and who are at obvious risk of social exclusion.

The almost non-existent stock of public housing, especially for rent, does nothing to alleviate the need for access to decent, adequate and affordable housing for those who need it most. This problem stems from the long history of public policies that systematically encouraged the building of homes subject to some public protection regime and their transfer, by way of purchases that offered significant incentives to both the developers and the families that purchased them. In fact, of all the homes built between 1951 and 2015, 36.8% (6,305,951) were part of some kind of public protection regime. Now, despite the enormous public effort this entailed, this figure is now forgotten, as these homes have gone on to become part of the private assets of the families who purchased them. It is not surprising, therefore, that the percentage of the population living in a rented home is much lower than the EU average (30.0%), and although it went from 20.3% in 2011 to 22.9% in 2017, according to EUROSTAT data, home ownership still greatly outnumbers rental figures in Spain. In any case, this increase of 12.8% is noteworthy, representing around 700,000 more rental homes during this period (including rental at market price, below market and free transfer), in contrast to the greater stability of the European average. In the EU28, the percentage of the population that rents increased slightly from 29.6% in 2011 to 30.0% to 2017.

According to the Housing and Rental Barometer, society is deeply concerned about the rise in rental prices, not only due to the prices themselves, but to the insufficient amount of rental housing compared to the increasing demand. However, the verified data from the Ministry of Development's Housing and Land Observatory (resorting to various sources) can be used to adequately assess the situation:

- In general, the last two years have seen a growth rate of 13.4%, which placed the average monthly rental price in Spain at 8.45 €/m² in the second quarter of 2018. However, in previous years there was a significant drop in rental prices, which is why said prices are still 16.5% below the

maximum price reached in 2007 (10.12 €/m²). The same could be said of unsubsidised housing, since the second quarter of 2018 saw a year-on-year growth of 3.8%, reaching €1,587.9/m² and making for three consecutive years of growth, though this cost is generally 24.4% below the 2007 maximum.

The evolution of rental prices is very heterogeneous and in some places have reached all-time highs. This also poses a significant barrier to access rental housing at market prices. The Autonomous Communities that have reported the highest increase in rental prices in recent years are the Balearic Islands (€10.37/m² and 9.0% above the 2007 peak), Madrid (€12.38/m² and 5.4% above the peak), the Canary Islands (€7.65/m² and 3.1% above the peak) and Catalonia (€12.36/m² and 0.4% below the peak). In contrast, the rental prices in eight Autonomous Communities are more than 15% below the maximum prices reached in 2007: Andalusia, Aragon, Asturias, Cantabria, Castilla-La Mancha, Valencia, Galicia and Murcia.

One of the aspects that may be significantly influencing price dynamics is the phenomenon of renting housing to tourists. This activity is regulated by the regional governments (through tourism legislation) and town halls (by way of urban planning ordinances, by setting limits on rentals through zoning laws). Despite the rapid and largely uncontrolled boom of this phenomenon, which was, until recently, unknown and absent from Spanish legislation, there are now several regional and municipal initiatives that seek to regulate the peaceful and orderly coexistence of housing for residential and tourist use. The municipalities that already have initiatives in force or are in the process of adopting them include Barcelona, Palma de Mallorca, Valencia and Madrid, for example.

Some of the measures put in place in an effort to provide rental homes, however, have failed. Most notably among them is the Social Housing Fund, an agreement signed on 17 January 2013 between the Ministries of Economy and Social Services and Spain's leading banks to make part of the vacant housing stock that the banks had in their portfolio available for subsidised rental by families at risk of social exclusion. Part of the failure is explained by the insufficient number of homes included in the Plan, the inadequacy of the limits specified in the Agreement in relation to the economic reality of the households that needed the homes, and the insufficient cooperation among local institutions in quickly identifying the people at risk of exclusion.

Other measures being implemented are those included in the 2015-2020 Comprehensive National Strategy for Homeless Persons, which has established, for the first time, a reference framework at the national level to support them. The new 2018-2021 Housing Plan persists in adapting the support system to current social needs, and again prioritises, as was done in 2013-2017, the promotion of rental housing, in contrast to home ownership. With a total budget of more than 1.8 billion euros, not including the co-financing that could be provided by the Autonomous Communities, one of the

Plan's nine programmes includes "Housing rental grants" (programme 2); "Grants for people who have been evicted from their main residence" (programme 3); "Promotion of rental housing stock" (programme 4); "Help for young people" (programme 8) and "Promotion of homes for the elderly and disabled" (Programme 9). However, according to a February 2017 study on "Affordable Housing" written by the European Commission (EC) and the Organisation for Economic Cooperation and Development (OECD), Spain is, together with Chile and Malta, the OECD country with the lowest percentage of public expenditure earmarked for housing subsidies, at 0.01% of GDP. This percentage is in contrast with those of neighbouring countries, such as the United Kingdom, at 1.41% of GDP, France (0.83%), Germany (0.59%) and Sweden (0.45%).

The National Housing Plan also focuses on encouraging urban rehabilitation and regeneration, with several specific programmes such as "Promoting improvements in the energy efficiency and sustainability of housing" (programme 5), "Promoting preservation, improved safety in the use and accessibility of housing" (programme 6) and "Promoting urban and rural regeneration and renewal" (Programme 7). The support of this policy is crucial, given that renovation, viewed as a whole, still needs to be addressed in Spain and the number of homes requiring renovation is very high. Just in the area of accessibility, and based on data from the 2011 Census, of the 10.7 million homes located in buildings with four or more storeys, 4 million still do not have a lift, which is essential and a legal obligation. It is also a commitment made at the international level through the International Convention on the Rights of Persons with Disabilities of 13 December 2006, which guarantees universal accessibility. With regard to energy efficiency, the data are even worse, since almost 60% are energy inefficient, having been built without taking into account any energy efficiency standards, however minimal. With regard to conservation and maintenance, although Spanish homes may be said to be in good condition overall, there are 83,532 homes in derelict buildings (braced, officially declared unfit for habitation or in the process of being so declared), 265,788 in bad condition (with considerable cracks, buckling walls, sinking foundations, uneven ceilings, floors or staircases, or where the building's support has failed) and 1,380,531 in poor condition (with drainpipes or sewage lines in poor condition, damp spots in the lower part of the building and leaks in roofs). Furthermore, according to the same census data, a total of 156,208 homes do not have an indoor toilet.

As for neighbourhood regeneration, it also has an important role to play. According to data from the "Urban Vulnerability Observatory", in cities with more than 50,000 inhabitants, there are 918 neighbourhoods or vulnerable areas where action is needed to avoid gentrification, as well as other problems. In addition, the number of cities in which these neighbourhoods exist is on the rise, as is the number of inhabitants living in them. Of this total, 403 neighbourhoods were defined by a low educational level, 387 by the poor condition of the housing and 318 by high unemployment rates. And of the neighbourhoods that were already vulnerable in 2001 and still were in 2011, the increase of those defined by level of education (from 144 to 159) and the three indicators (30 to 31) is noteworthy. Immigration is the indicator that separates cities the most.

To conclude this section on housing, we should note that both national and regional laws view housing not as an isolated element, but as integrated into a suitable urban environment. Specifically, the National Urban Land and Rehabilitation Law of 30 October 2015 demands that public authorities, as an additional element of the principle of sustainable territorial and urban development, allow the residential use of primary residences “in a safe, healthy urban context that is universally accessible, of suitable quality and socially integrated, outfitted with the facilities, services, materials and products that eliminate or, in any case, by applying the best technology available in the market at reasonable prices, minimise the emissions of pollutants and greenhouse gases, water and energy consumption, waste production, and improve their management” (Art. 3). This principle, together with the right to housing already recognised by numerous regional housing laws, fits perfectly with the commitments accepted by Spain through international agreements that, in this regard, demand that all people be guaranteed access to adequate, safe and affordable housing and basic services by 2030.

In addition, through the New Urban Agenda, Spain has committed itself to promoting housing policies that support the progressive realisation of the right to adequate housing for all; that fight against all forms of discrimination and violence and prevent arbitrary forced evictions; and that focus on the needs of the homeless, of people in vulnerable situations, of low-income groups and people with disabilities, while encouraging the participation and collaboration of the relevant communities and stakeholders. In the New International Urban Agenda, States have united around an inclusive vision of human settlements, have affirmed the need to recognise the social function of land and housing and have committed to promoting various types of tenure, a wide range of options for creating housing and approaches centred on people.

7 | INTERVENTION INSTRUMENTS

EIT (Information Technologies) is properly regulated, planned, financed and integrated in rural centres and cities of Spain.

Despite this, there is a need to take action on at least five fronts.

Regulatory: As a result of the configuration of powers specified in the area of town planning and land management, Spain has 18 legislators who are involved, under the purview of various legal frameworks, in territorial (sectoral or horizontal) and urban issues. In total, between Laws and Regulations, there are almost ninety urban and spatial planning standards in force, and more than 5,330 municipal building or construction ordinances. This complex regulatory framework does not actually offer any relevant changes or differences between the different standards, which are still largely governed by institutions and structures from the last century.

Planning: 82.03% of the municipalities have a general urban plan, but it is not flexible, it is excessively formalised and it requires more than 4 years to revise, and an average of between 1 and 3 years just to amend it. The current nature, content and procedures for preparing and approving these Plans are not compatible with a quickly changing reality, and despite having state-of-the-art technological instruments to adapt to new circumstances, it cannot respond to them due to their own configuration and characteristics. Another important problem is that only 10 Autonomous Communities have Regional Planning Guidelines or Plans that serve as a strategic framework for urban planning (Andalusia, Aragon, Asturias, Balearic Islands, Canary Islands, Catalonia, Galicia, Navarre, Basque Country and Valencia). Currently, the urban phenomenon is spilling over the limits of municipal districts. Urban reality has taken on a supramunicipal dimension that requires processes and interventions that can be used to coordinate different policies. Only in this manner will it be possible to effectively address the complexity of the country's growing urbanisation. Therefore, we must rethink the whole planning not only of the entire municipal geographical area, but of the regional area as well and its inclusion in broader territorial approaches or strategies. For this reason, it is obvious that it is impossible to solve the problems related to global sustainability on a purely urban and municipal level, or the inconsistencies that arise from the intention to engage in planning only on this scale. It should also be clear that the current Spanish urban model, based almost exclusively on preventive controls, of which the planning process is the best example, does not work and that new formulas must be devised that balance prevention with subsequent inspection and control.

Governance: in Spain's political system, every level of government enjoys broad autonomy in managing its respective interests, but it allocates its powers based on a complex system expressly set forth in articles 140, 148 and 149 of the Constitution, the Statutes of Autonomy of the Autonomous Communities and the basic laws of the local regime. This results in some dysfunctions, such as the insufficient relationship between decisions taken at the various administrative levels, potential duplicated efforts and inefficiencies, the absence of shared or integrated planning processes, insufficient financing of policies or services, or the development of shared information systems for managing public policies. In this context, both institutional and technical cooperation are important. Of particular relevance are spaces for communicating, and sharing information and knowledge. In the institutional arena, this role corresponds to the political-administrative cooperation bodies that exist between the Government, the regional governments and the Cities of Ceuta and Melilla (the Conference of Presidents, Sectoral Conferences, Sectoral Commissions and other multilateral bodies), as well as the National Commission of Local Governments, as a permanent body for collaborating between the national government and local administrations (Municipalities and Councils). There are also bilateral relations between the various Ministries and the FEMP or the Local Bodies themselves. From the perspective of horizontal cooperation, the networks of cities deserve special mention, as they lay out a series of common territorial objectives and create forums suitable for exchanging best practices and for cooperating on topics of common interest

(Provincial Networks of Municipalities for Sustainability, United Cities and Local Governments - CGLU; Network of Cities for Climate, etc.). In an increasingly globalised world, these networks, and supramunicipal alliances in general, whether backed or not by a political-administrative organisation, are becoming increasingly relevant as mechanisms for local governments to consult and cooperate, both nationally and internationally.

From another perspective, an urban space is not only a physical space, a territory with specific limits; it is also a sort of social group with shared interests that creates a space of harmony and logical relationships based on dependence and proximity. In this regard, in this chapter on governance, partnerships and participation require specific consideration. More than 12 million people, approximately one third of the adult population, are members of one or more associations (Revista de Estudios de Juventud [Journal On Youth Studies] no 76. 2007. Injuve), although the phenomenon of associationism is mainly rooted in the average city, its presence in rural areas being limited. Particularly noteworthy in the area of building and renovation are housing cooperatives, which, according to data from CONCOVI, have an asset portfolio of 1.708 billion euros in investments. The collaborative economy is also booming, which has very quickly aroused consumer interest.

According to the October 2016 report from the National Competition Commission on the use of collaborative economy platforms in Spain, one out of three internet users rely on them at least once a year, the most popular being those for buying or renting second-hand products, lodging in another individual's private home and carpooling for interurban routes. The challenges they pose to cities are important, because they change the prevailing reality very quickly, while the mechanisms - regulatory and of all kinds - that allow regulating and controlling their most negative effects evolve much more slowly and inefficiently. And to conclude this section, as regards citizen involvement in the processes of spatial and urban planning, and even in urban management, it is fully guaranteed from a legal point of view. But practice shows that the culture of citizen participation in matters related to urban planning and development is noticeably absent.

Financing: local authorities continue speaking about the endemic shortage of Local Tax Agencies and demand more funds, as the public officials that most closely interface with the public, in order to provide all the services that modern societies demand from them. The report issued by the Committee of Experts on 26 July 2017 to review the local funding system, highlights the need to revise a system that, in comparative terms, defines a classical, small local revenue system that primarily collects property taxes and whose expenditure structure is oriented towards traditional functions

Despite the overall financial surpluses in public accounts in recent years (resulting from the considerable fiscal discipline and cost-cutting measures implemented after the application of the Budget Stability and Financial Sustainability Law of 27 April 2012), the information given in said report shows that the finances are concealing serious problems in relation to the benefits that are charac-

teristic of the Welfare State (0.8% of GDP for welfare, health and education, compared to 6.1% in the EU), and even involving the fiscal sustainability of many town councils (around 800), especially small and medium-sized. The comparative scale of Spanish local tax authorities (6% of GDP in 2015) is also smaller than that of neighbouring countries (11.1% In the EU), even with respect to countries with a very strong level of regional governance, with a greater tax surplus (0.5% compared to 0.1%) and a lower level of debt (3.3% compared to 5.9%). In terms of national accounting, local tax agencies have lost importance in Public Administrations since the entry into force of the funding system launched in 2004, going from accounting for 14.8% of public expenditure that year to 13.7% in 2015 (12.3% and 11.3%, respectively if internal transfers between Administrations are eliminated).

The report also states that the relative importance of taxes in their financing (52.9% of their income) is higher than the European average (38.1%), which gives them greater fiscal autonomy. But the report expresses doubts about the sustainability of a system that has experienced strong growth due to the municipal tax pressure associated with real estate but that does not seem to be evolving in a way that is in keeping with the reality of the assets and presumed incomes derived from real estate. This has a lot to do with urban planning and activity and the generation of surpluses. To give an example, the amount collected from property taxes skyrocketed by 75% between 2007 and 2016, and the tax on the increased value of urban land brought in 2.577 billion euros in 2016, almost double that of 2007.

In any case, it is worth noting, on the income side, how there has been a differential growth in municipal taxes (31%) with regard to current transfers of the State (2.1%), a trend that is consolidating, alongside a very moderate behaviour of fees for the provision of services.

In short, the Committee of Experts concludes that local fragmentation must incentivise collaboration to achieve more effective public management and to leverage economies of scale in the provision of local public goods and services. It recognises the significant amount of tax discipline required by local tax agencies and proposes a more modern model for said agencies, one that is less rooted in traditional functions and more oriented to the duties typical of the welfare state. It seeks to improve equality in local financing systems, in order to operationalise the principle of equality as it concerns citizens' access to the services managed by local governments. And finally, it calls for an improvement in the tax autonomy and tax responsibility of local tax agencies.

ICTs: compared to neighbouring countries, Spanish society exhibits a satisfactory level in terms of the integration of digital infrastructure. Both medium-sized and large cities have been developing Smart City strategies in recent years that aim to implement technological and digital urban management solutions. According to data from the Ministry of Economy and Business, more than half of the Smart initiatives launched at the municipal level involve the area of Governance and aim to

achieve more open and transparent governments.

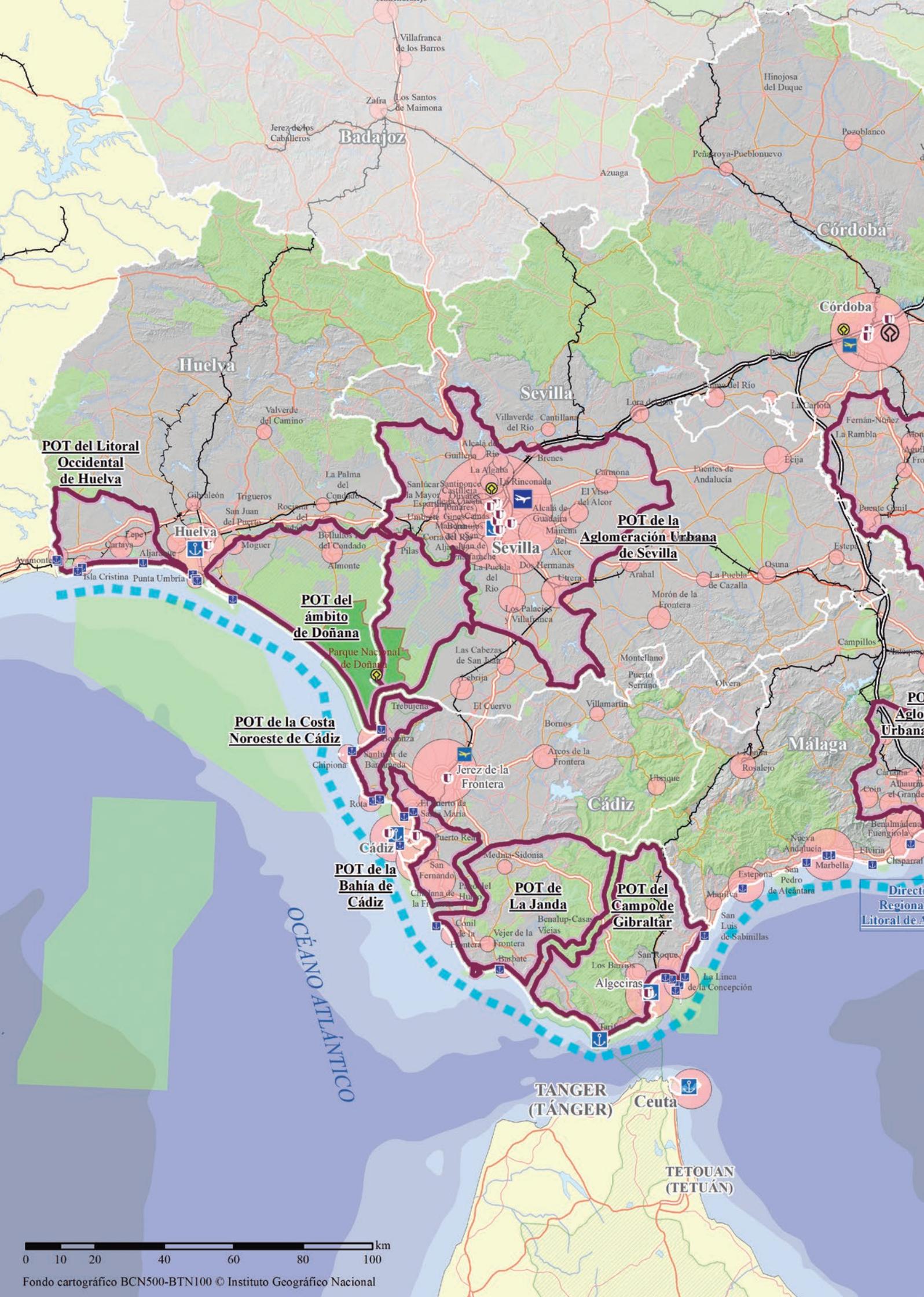
8 | TERRITORIAL SUMMARY BY AUTONOMOUS COMMUNITY

What follows are 18 maps that give a territorial summary for each Autonomous Community and the Autonomous Cities of Ceuta and Melilla, providing the following information layers:

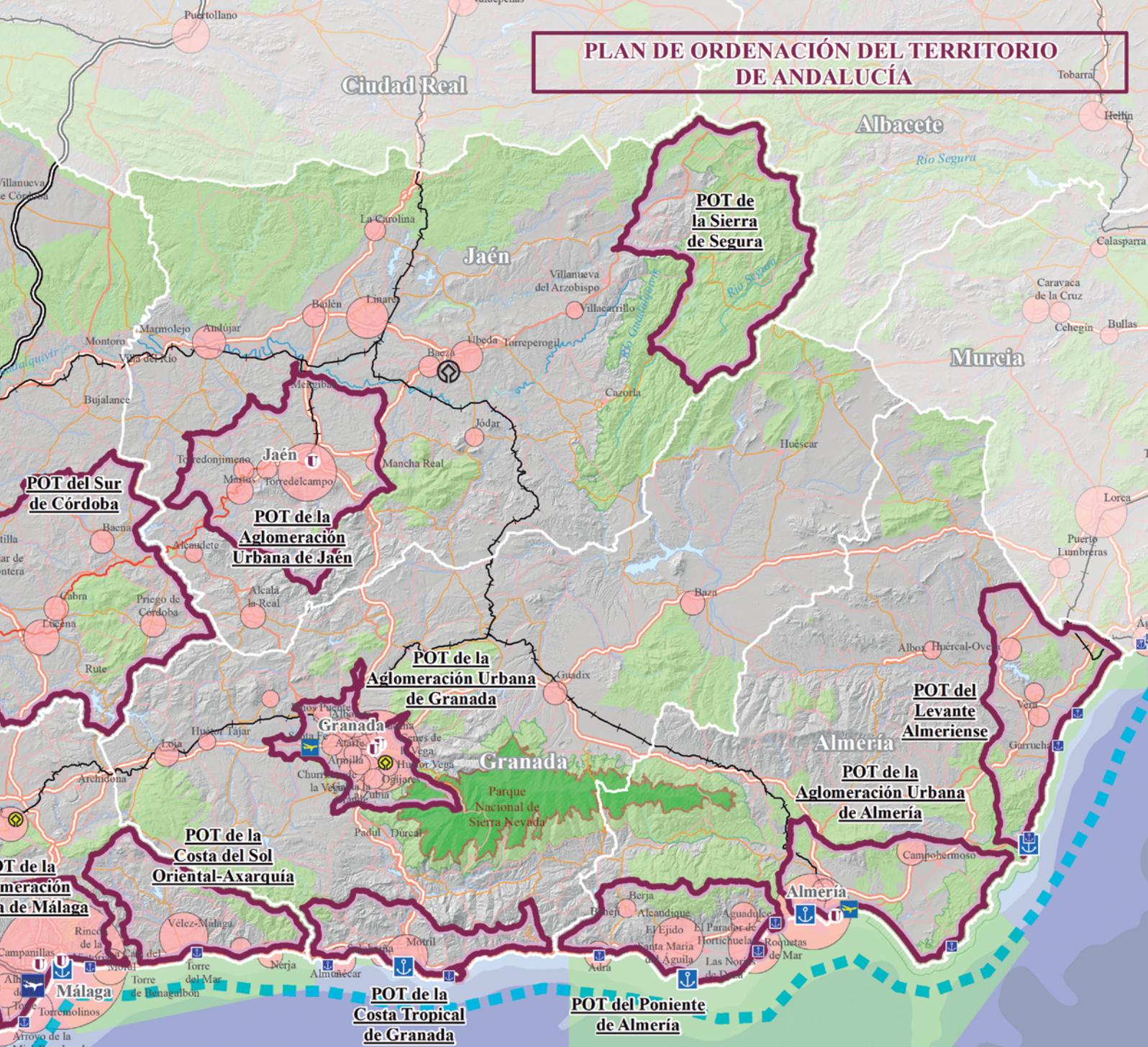
- Territorial Planning Instruments
- System of cities with more than 10,000 inhabitants
- Natural and Cultural Heritage
- Transport infrastructure

LIST OF MAPS:

1. Andalusia.
2. Aragón.
3. Asturias, Principality of.
4. Balearic Islands.
5. Canary Islands.
6. Cantabria.
7. Castilla y León.
8. Castilla-La Mancha.
9. Catalonia.
10. Valencia.
11. Extremadura.
12. Galicia.
13. Madrid.
14. Murcia.
15. Navarre.
16. Basque Country.
17. La Rioja.
18. Ceuta and Melilla.



PLAN DE ORDENACIÓN DEL TERRITORIO DE ANDALUCÍA



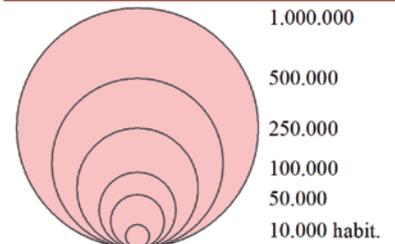
1. SÍNTESIS TERRITORIAL DE ANDALUCÍA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades



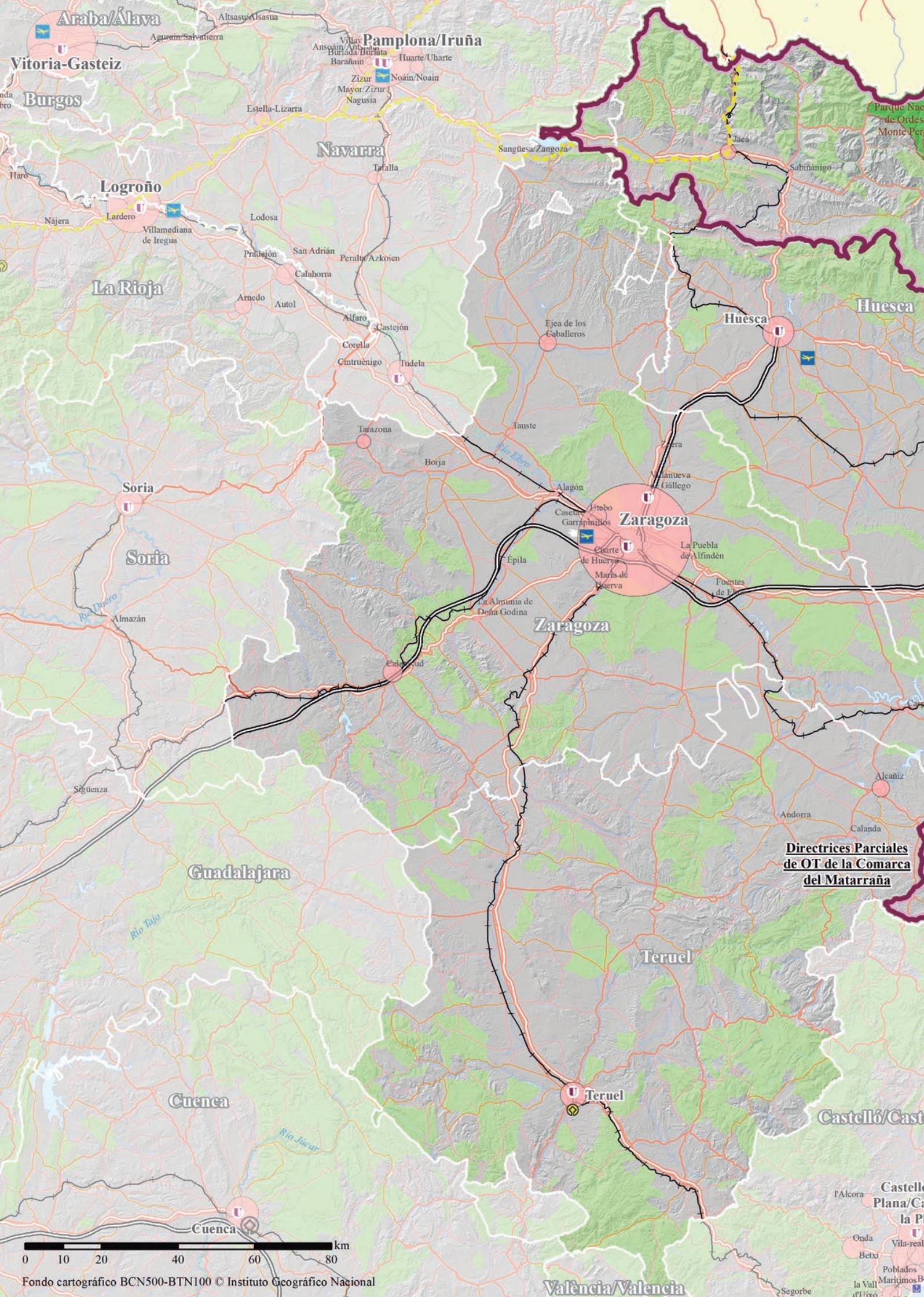
Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

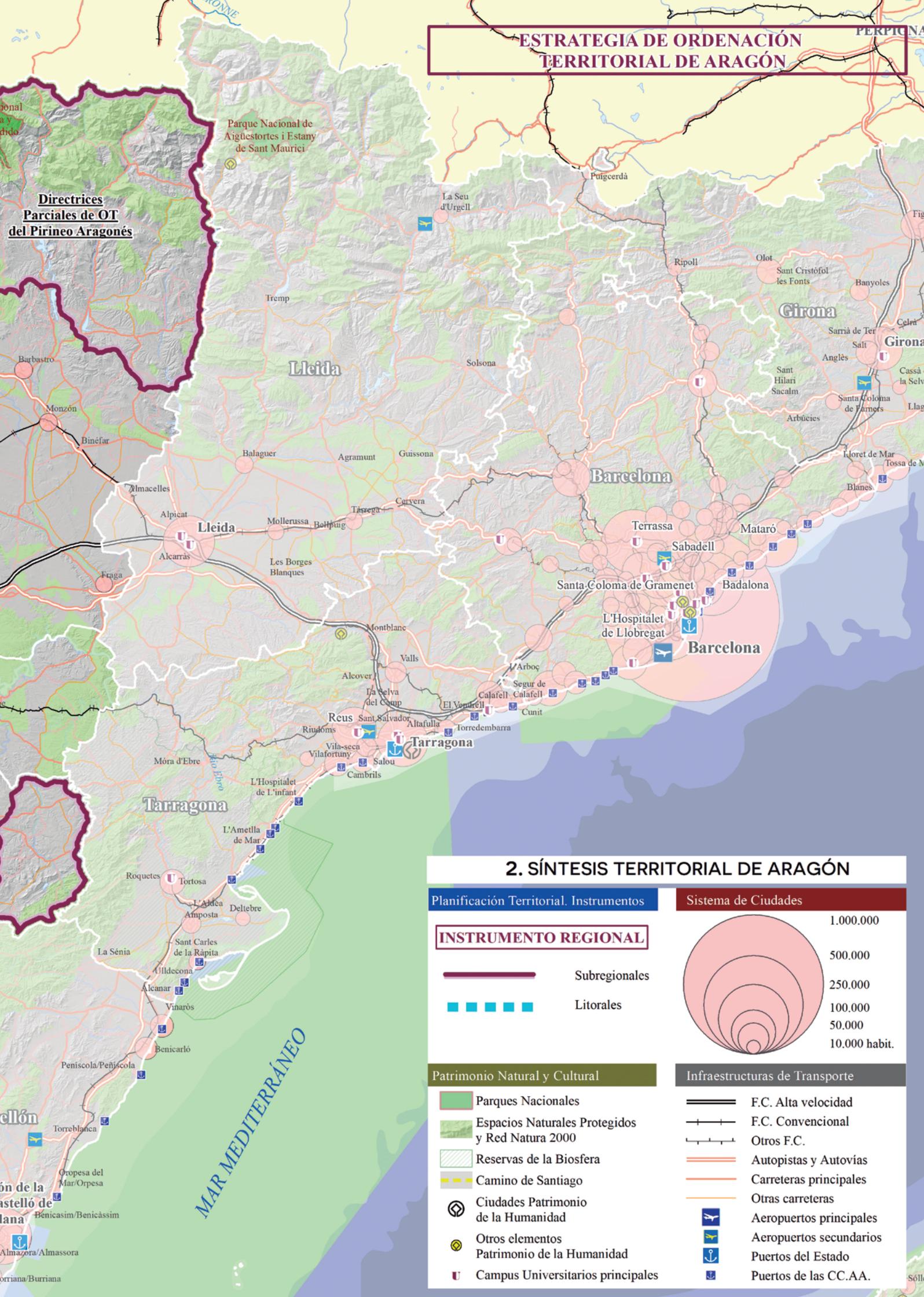
-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.

MAR MEDITERRÁNEO



Directrices Parciales de OT de la Comarca del Matarraña

ESTRATEGIA DE ORDENACIÓN TERRITORIAL DE ARAGÓN



**Directrices
Parciales de OT
del Pirineo Aragonés**

Parque Nacional de
Aigüestortes i Estany
de Sant Maurici

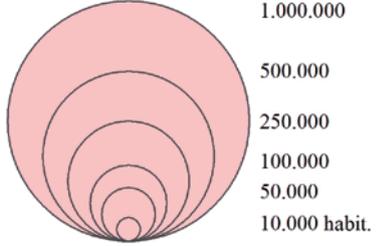
2. SÍNTESIS TERRITORIAL DE ARAGÓN

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

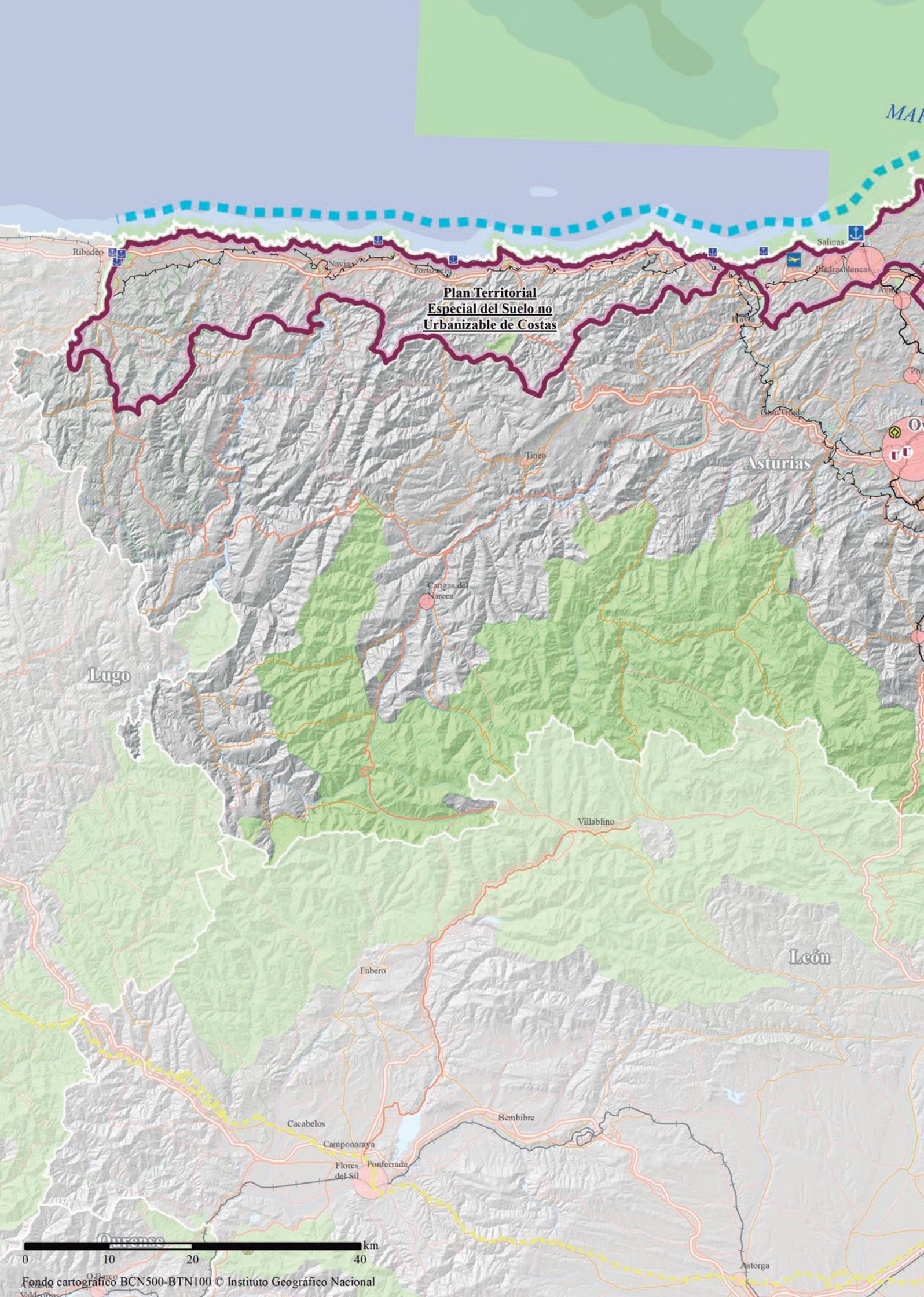


Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
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-  Campus Universitarios principales

Infraestructuras de Transporte

-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



**Plan Territorial
Especial del Suelo no
Urbanizable de Costas**

MA

Ribadeo

Navia

Portizos

Salinas

Madrazblancas

**Plan Territorial
Especial del Suelo no
Urbanizable de Costas**

Tineo

Asturias

Cangas del
Narcea

Lugo

Villablino

León

Fabero

Cacabelos

Camponaraya

Flores
del Sil

Ponferrada

Bembibre

Ourense

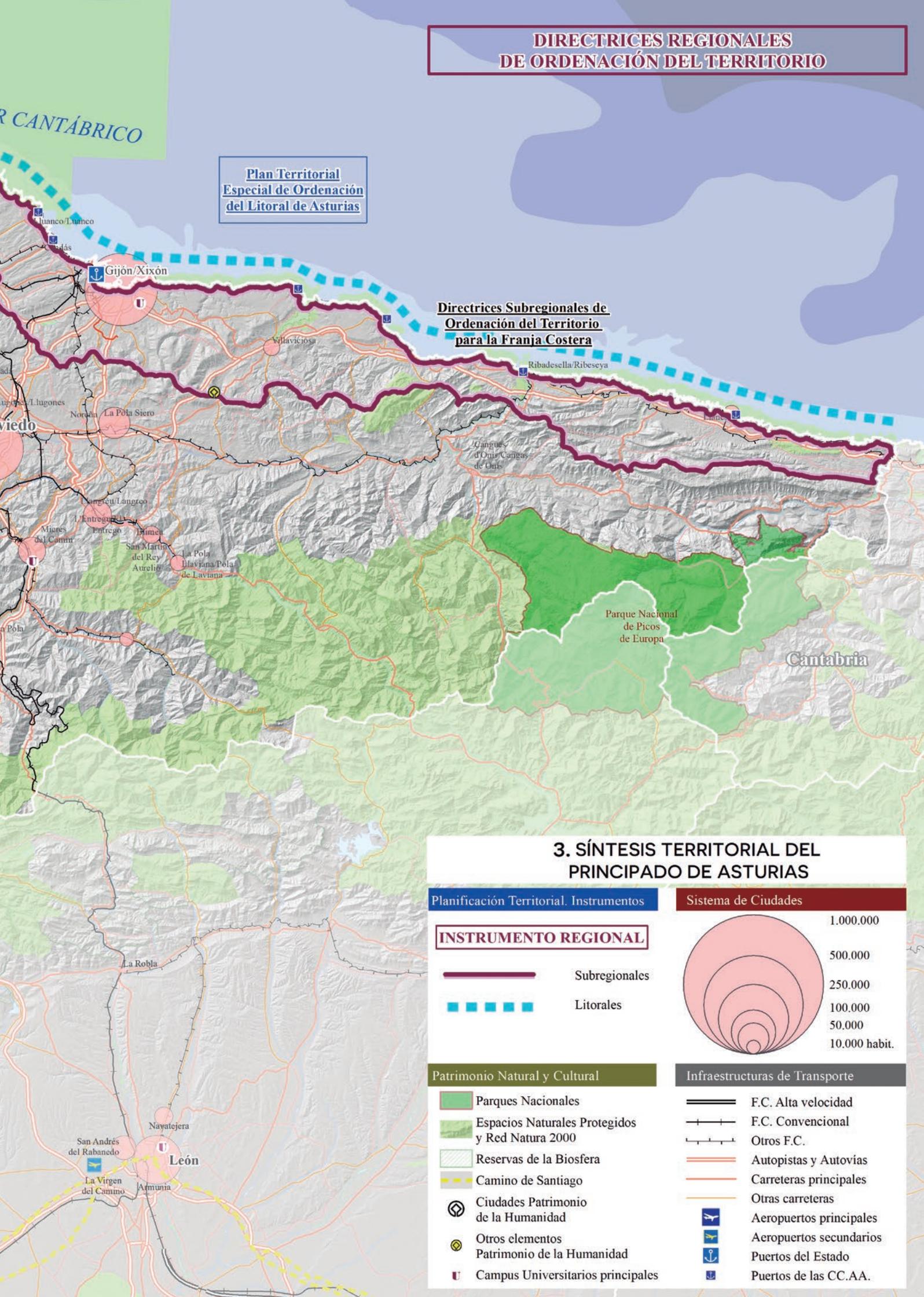
km

Astorga

DIRECTRICES REGIONALES DE ORDENACIÓN DEL TERRITORIO

Plan Territorial Especial de Ordenación del Litoral de Asturias

Directrices Subregionales de Ordenación del Territorio para la Franja Costera



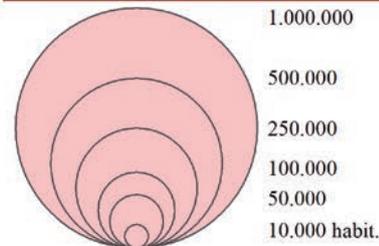
3. SÍNTESIS TERRITORIAL DEL PRINCIPADO DE ASTURIAS

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

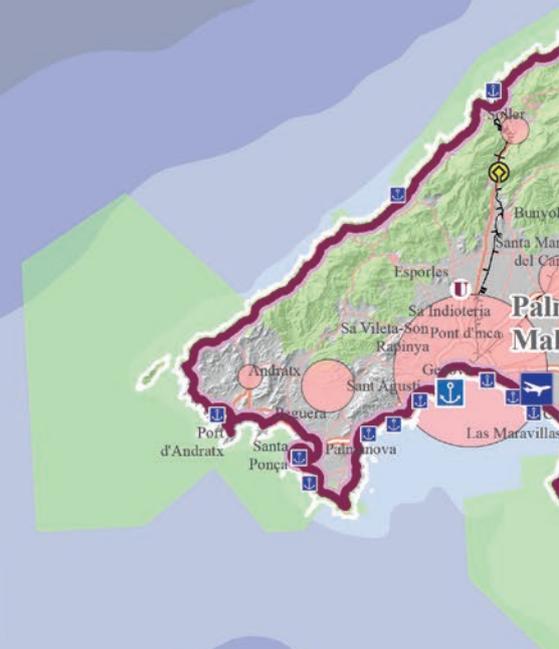
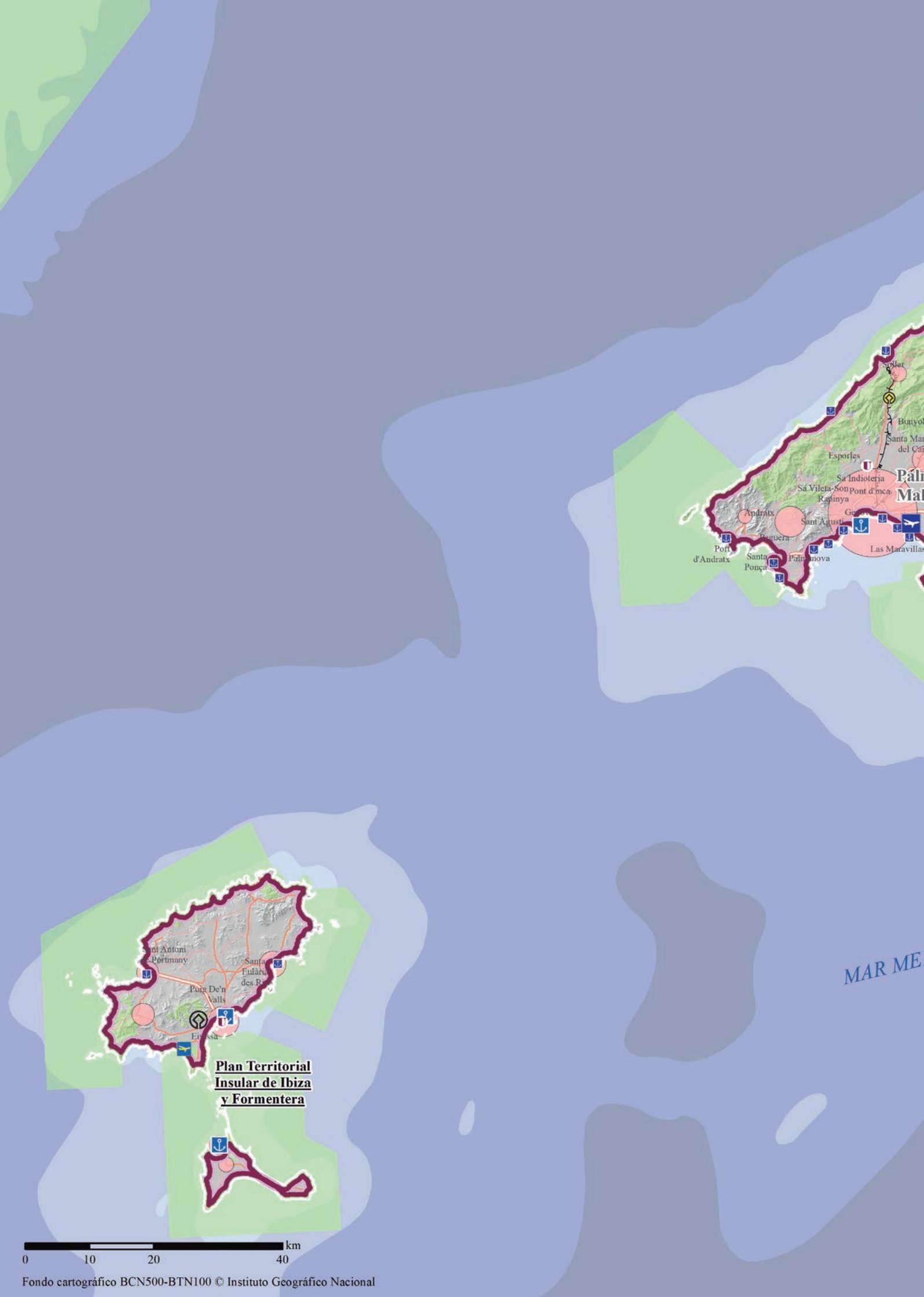


Patrimonio Natural y Cultural

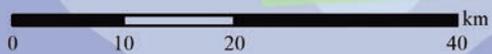
-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

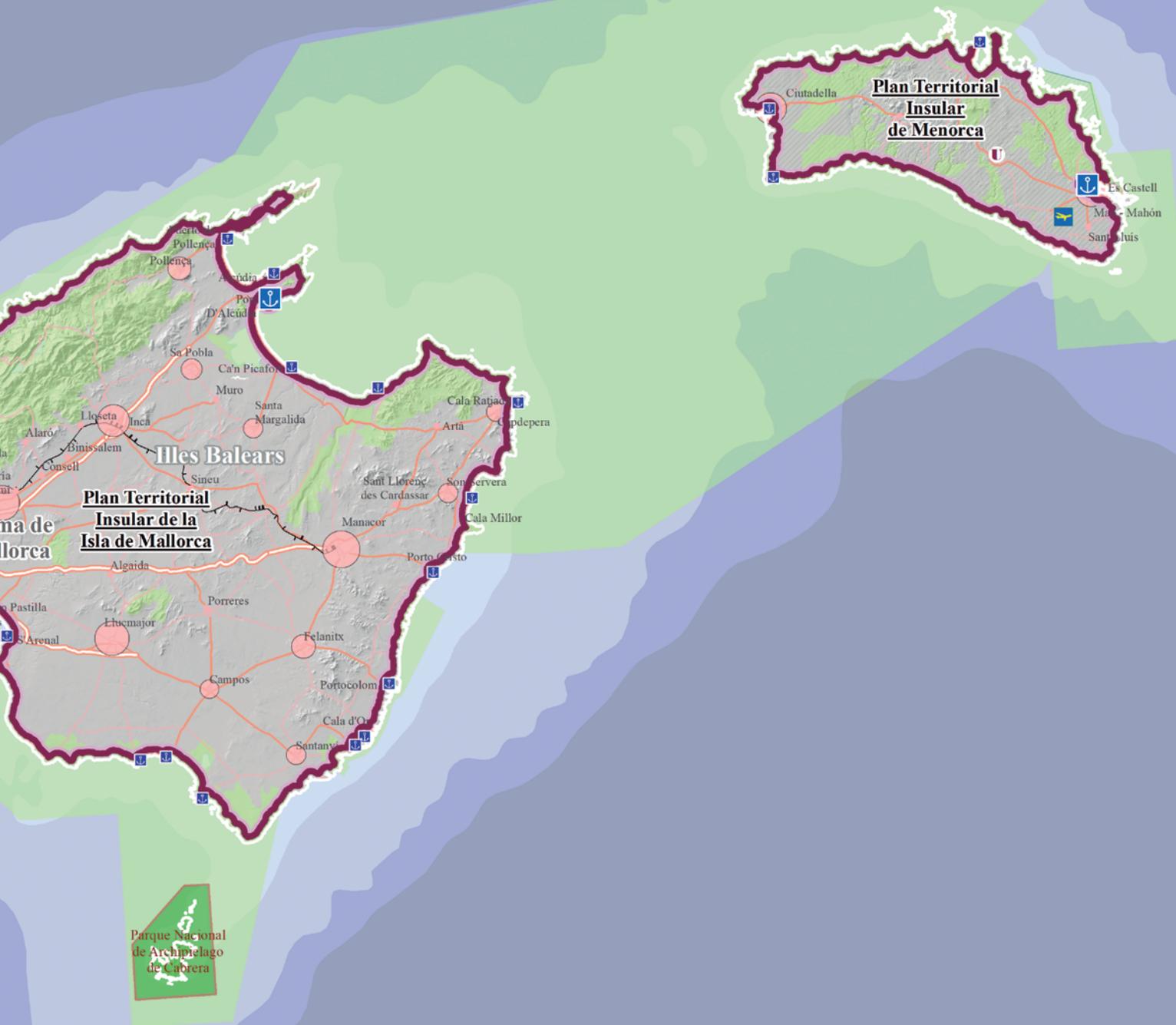
-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



**Plan Territorial
Insular de Ibiza
y Formentera**



DIRECTRICES DE ORDENACIÓN TERRITORIAL DE LAS ILLES BALEARS



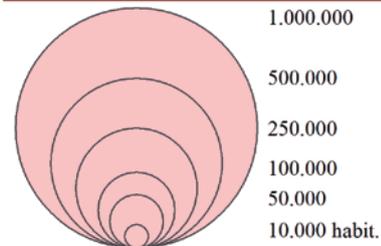
4. SÍNTESIS TERRITORIAL DE LAS ILLES BALEARS

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

- Subregionales
- Litorales

Sistema de Ciudades

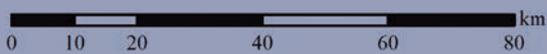


Patrimonio Natural y Cultural

- Parques Nacionales
- Espacios Naturales Protegidos y Red Natura 2000
- Reservas de la Biosfera
- Camino de Santiago
- Ciudades Patrimonio de la Humanidad
- Otros elementos Patrimonio de la Humanidad
- Campus Universitarios principales

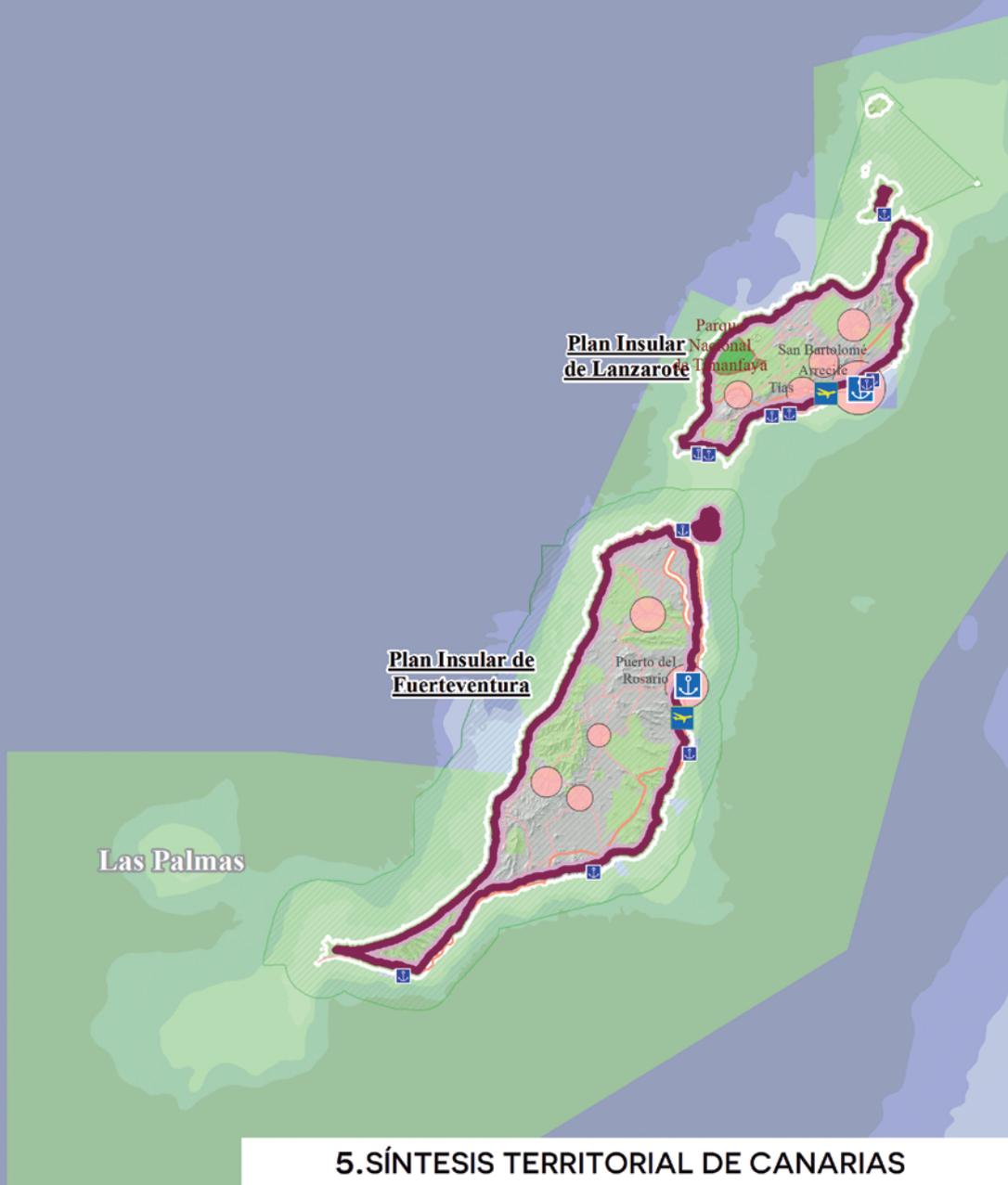
Infraestructuras de Transporte

- F.C. Alta velocidad
- F.C. Convencional
- Otros F.C.
- Autopistas y Autovías
- Carreteras principales
- Otras carreteras
- Aeropuertos principales
- Aeropuertos secundarios
- Puertos del Estado
- Puertos de las CC.AA.



DIRECTRICES DE ORDENACIÓN GENERAL

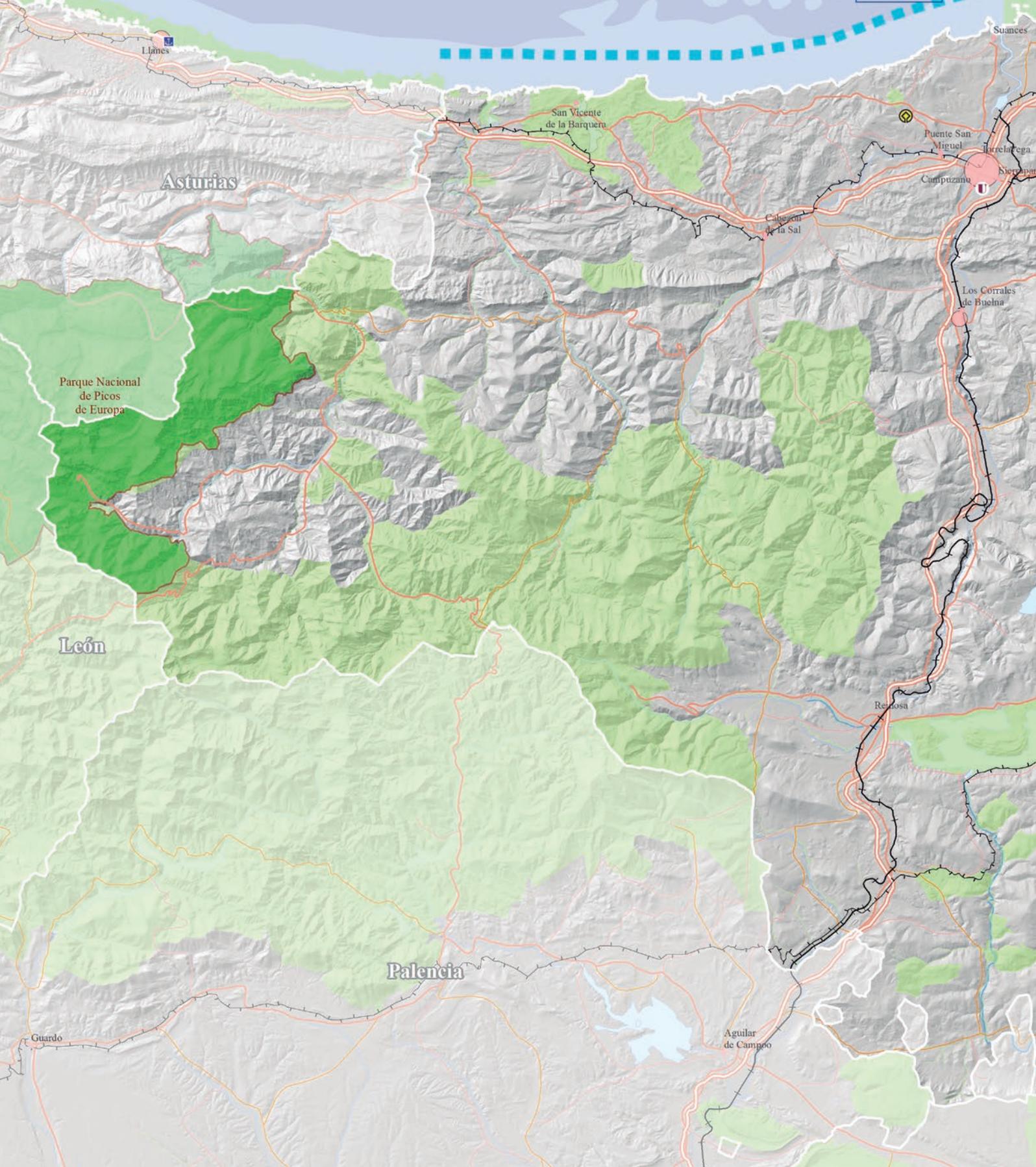
OCEANO ATLÁNTICO



5. SÍNTESIS TERRITORIAL DE CANARIAS

Planificación Territorial. Instrumentos	Sistema de Ciudades
<p>INSTRUMENTO REGIONAL</p> <p>— Subregionales</p> <p>■ Litorales</p>	
Patrimonio Natural y Cultural	Infraestructuras de Transporte
<ul style="list-style-type: none"> Parques Nacionales Espacios Naturales Protegidos y Red Natura 2000 Reservas de la Biosfera Camino de Santiago Ciudades Patrimonio de la Humanidad Otros elementos Patrimonio de la Humanidad Campus Universitarios principales 	<ul style="list-style-type: none"> F.C. Alta velocidad F.C. Convencional Otros F.C. Autopistas y Autovías Carreteras principales Otras carreteras Aeropuertos principales Aeropuertos secundarios Puertos del Estado Puertos de las CC.AA.

**Plan de
Ordenación
del Litoral**



Parque Nacional
de Picos
de Europa

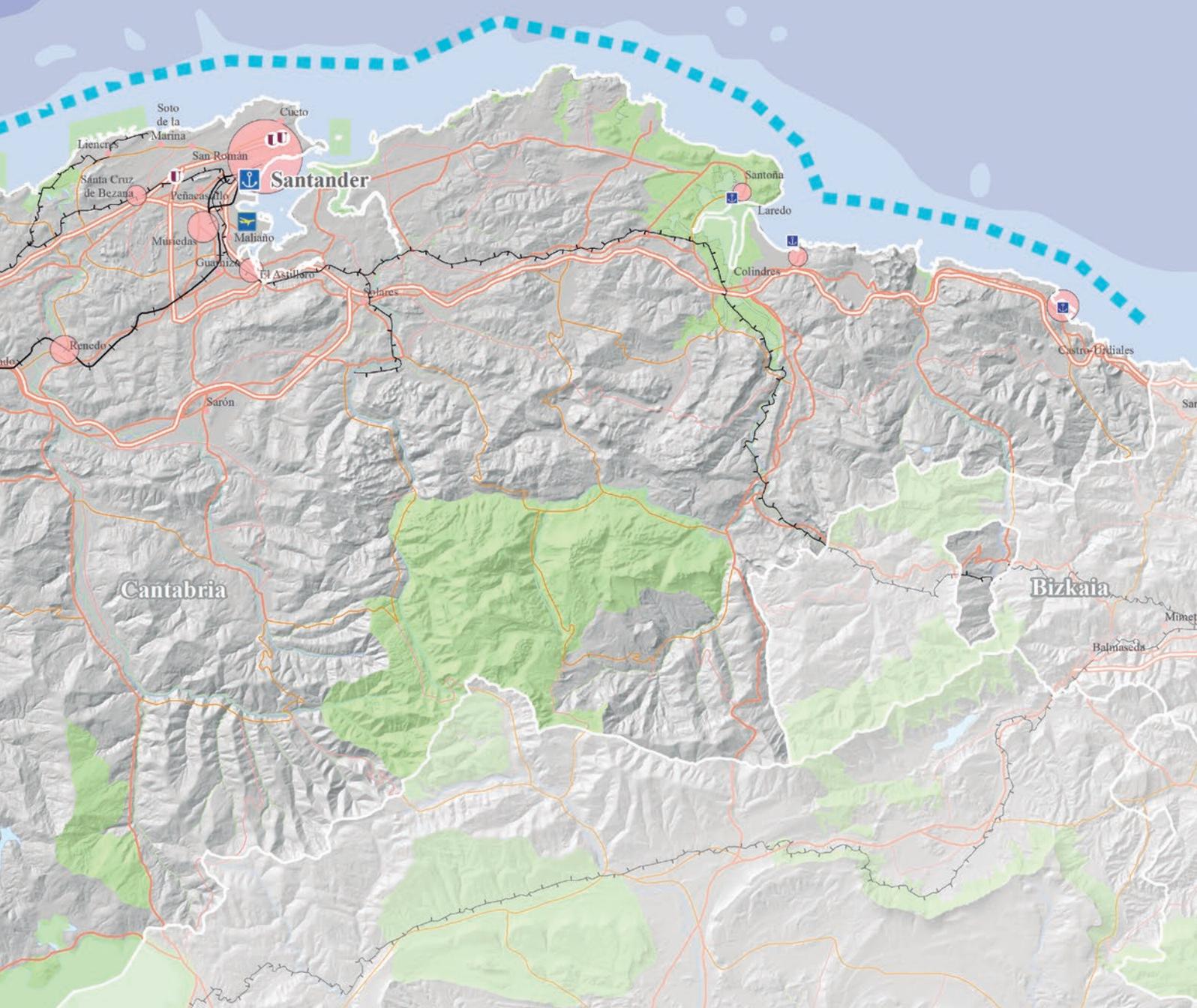
Asturias

León

Palencia

0 10 20 km

MAR CANTÁBRICO



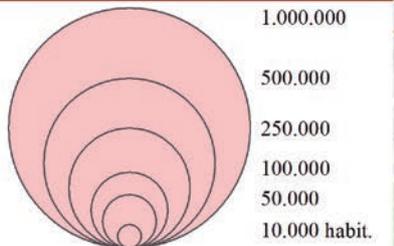
6. SÍNTESIS TERRITORIAL DE CANTABRIA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

- Subregionales
- Litorales

Sistema de Ciudades

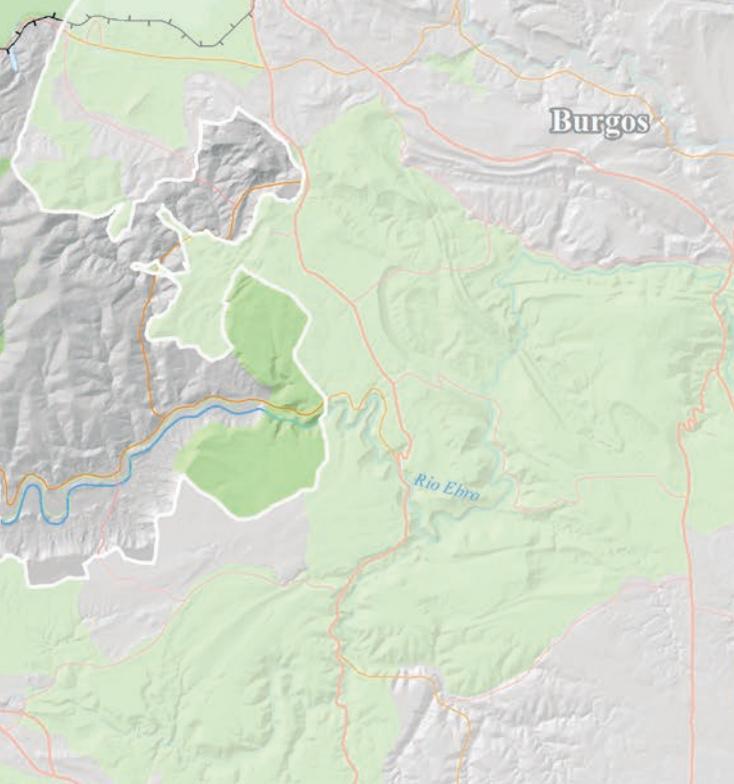


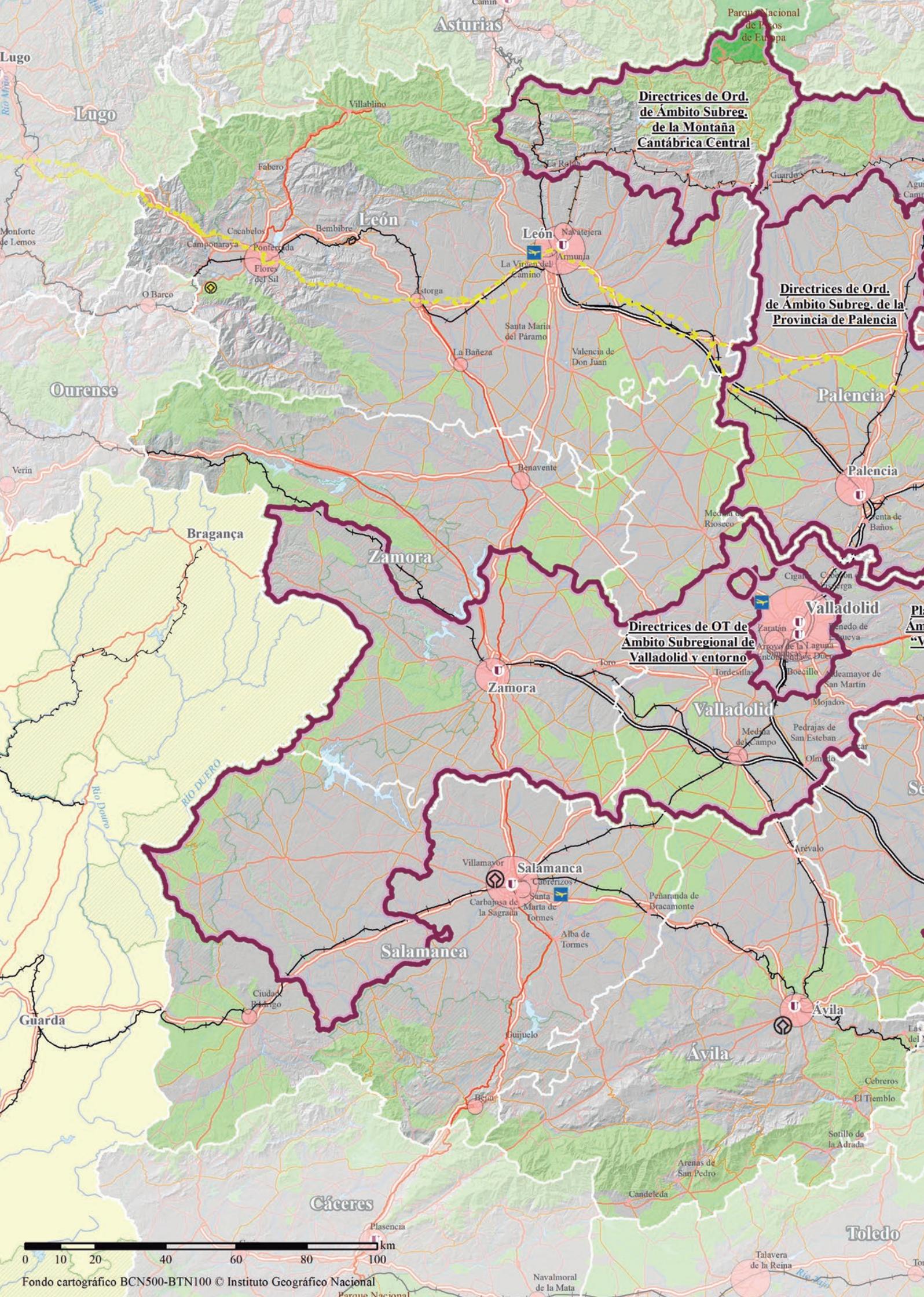
Patrimonio Natural y Cultural

- Parques Nacionales
- Espacios Naturales Protegidos y Red Natura 2000
- Reservas de la Biosfera
- Camino de Santiago
- Ciudades Patrimonio de la Humanidad
- Otros elementos Patrimonio de la Humanidad
- Campus Universitarios principales

Infraestructuras de Transporte

- F.C. Alta velocidad
- F.C. Convencional
- Otros F.C.
- Autopistas y Autovías
- Carreteras principales
- Otras carreteras
- Aeropuertos principales
- Aeropuertos secundarios
- Puertos del Estado
- Puertos de las CC.AA.

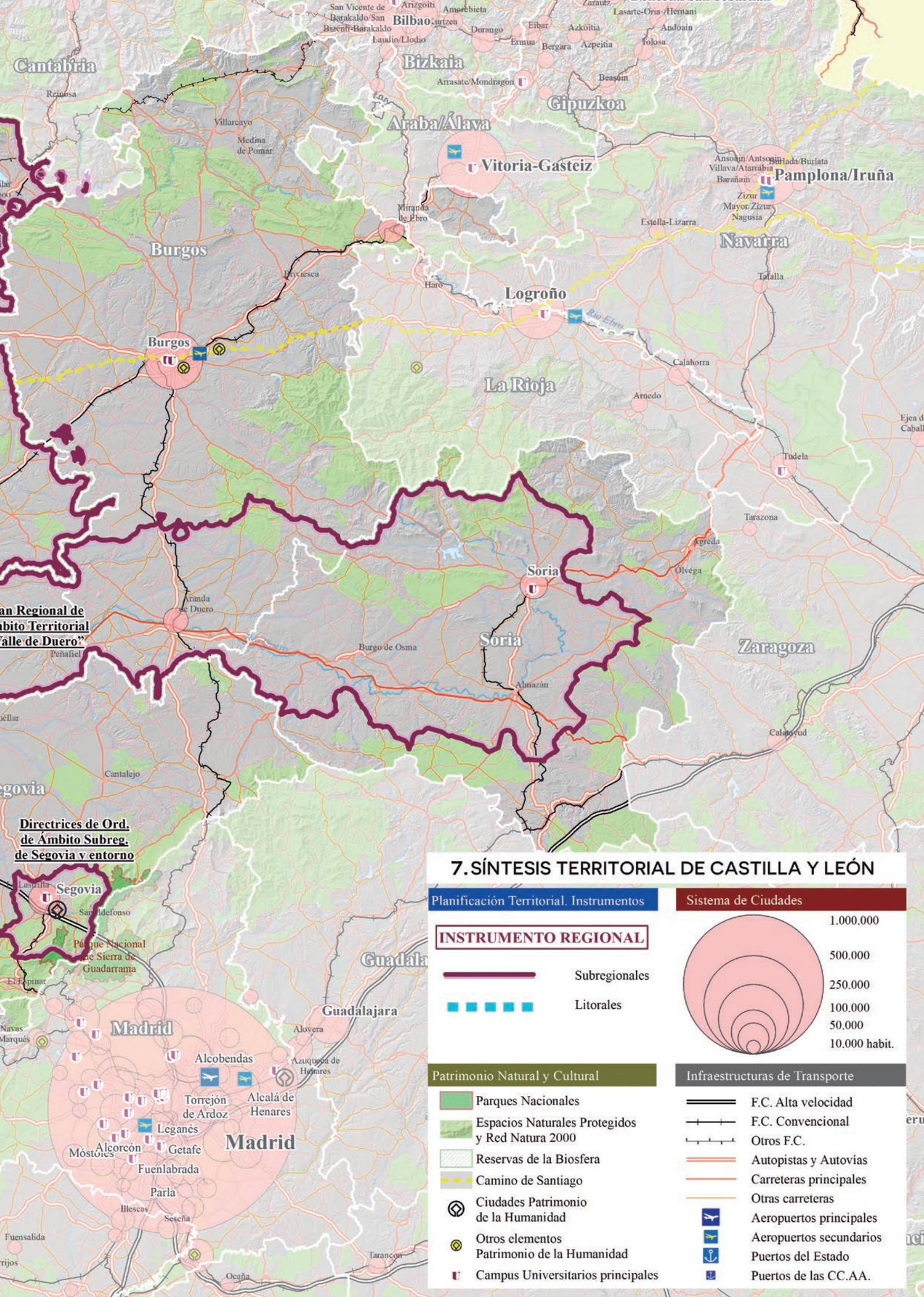




**Directrices de Ord.
de Ambito Subreg.
de la Montaña
Cantábrica Central**

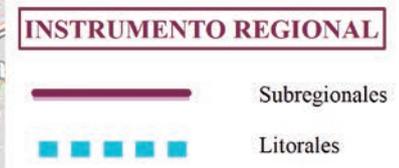
**Directrices de Ord.
de Ambito Subreg. de la
Provincia de Palencia**

**Directrices de OT de
Ambito Subregional de
Valladolid y entorno**

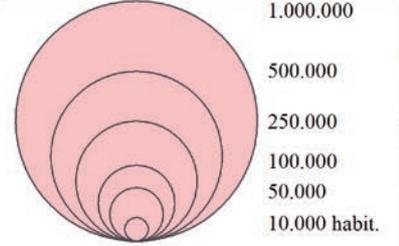


7. SÍNTESIS TERRITORIAL DE CASTILLA Y LEÓN

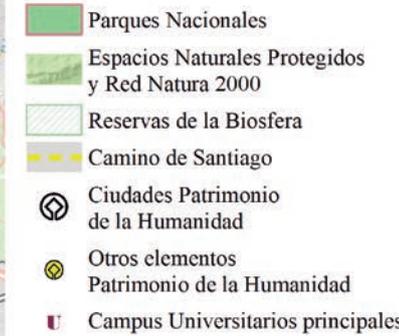
Planificación Territorial. Instrumentos



Sistema de Ciudades

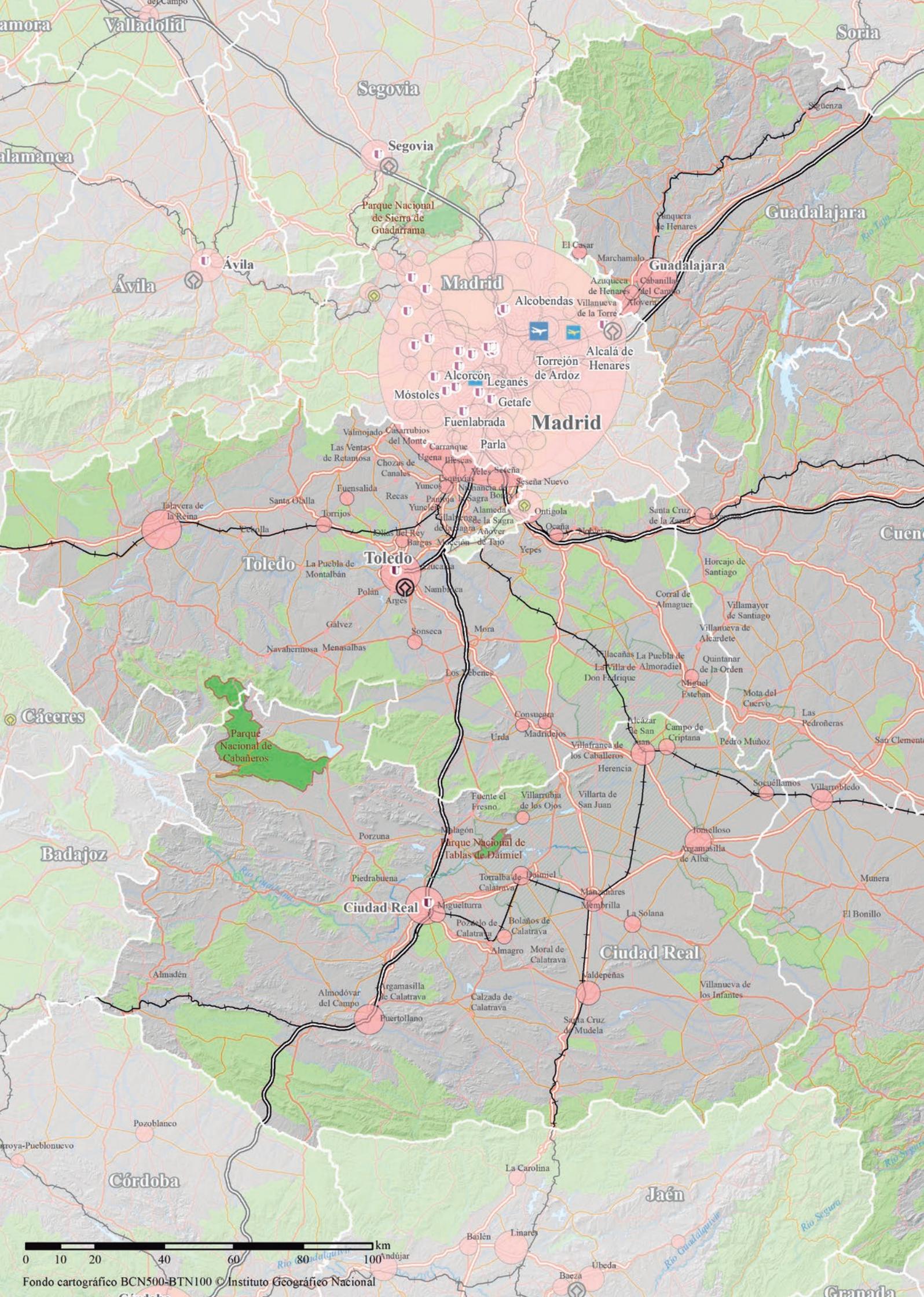


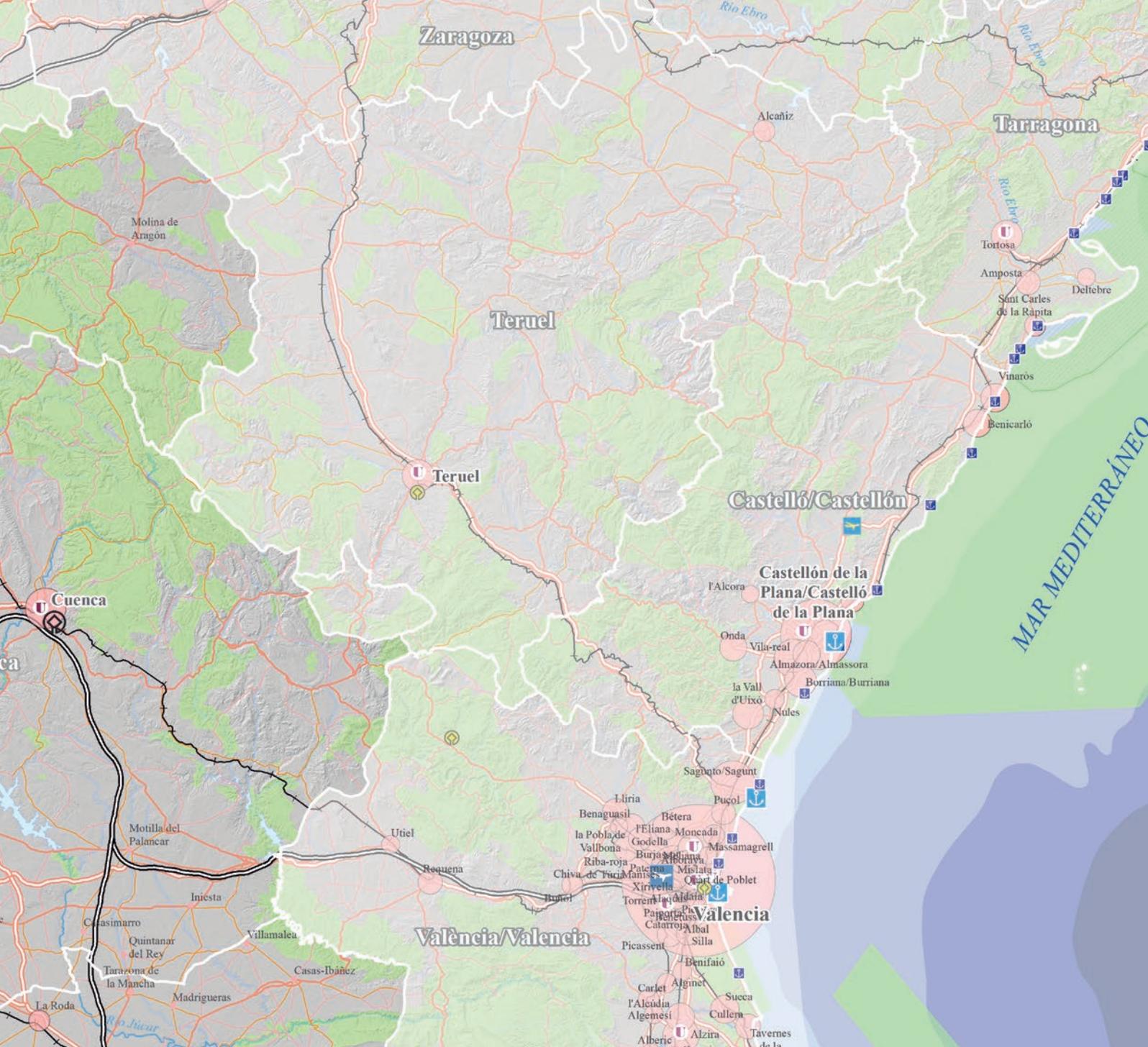
Patrimonio Natural y Cultural



Infraestructuras de Transporte





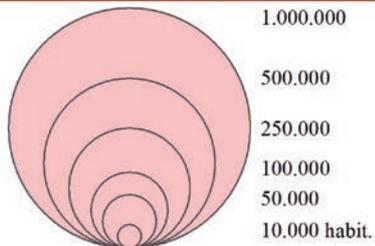


8. SÍNTESIS TERRITORIAL DE CASTILLA-LA MANCHA

Planificación Territorial. Instrumentos



Sistema de Ciudades

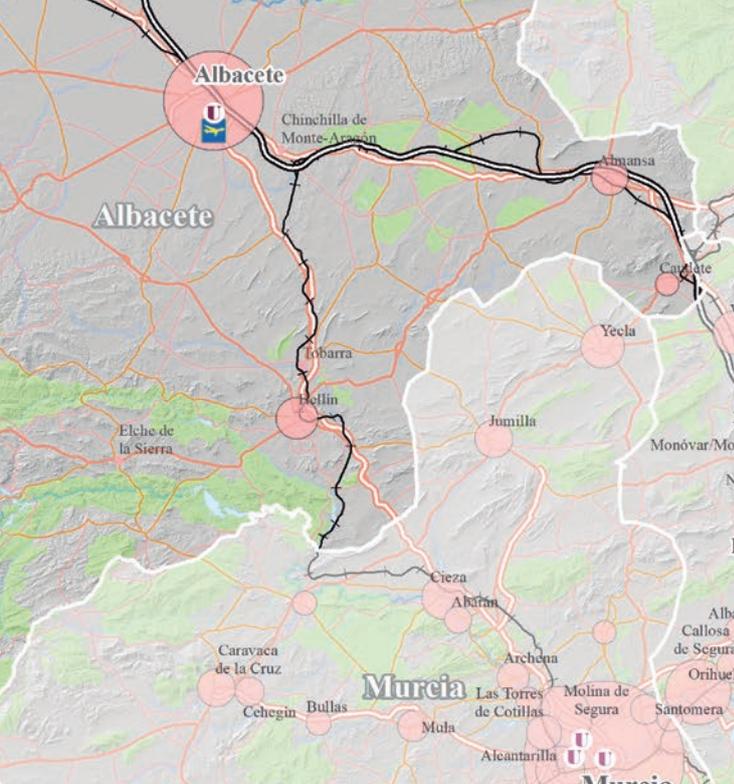


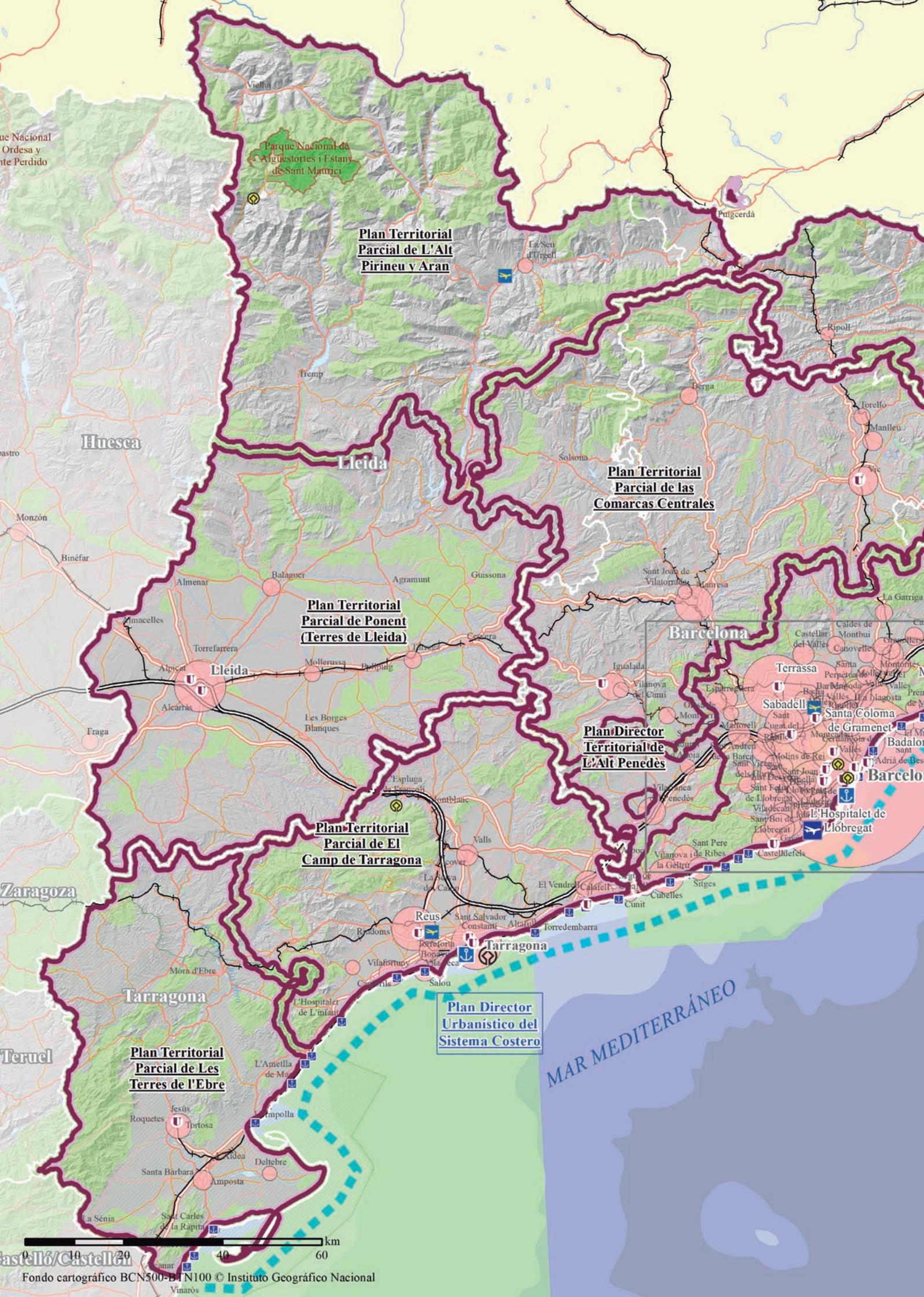
Patrimonio Natural y Cultural

- Parques Nacionales
- Espacios Naturales Protegidos y Red Natura 2000
- Reservas de la Biosfera
- Camino de Santiago
- Ciudades Patrimonio de la Humanidad
- Otros elementos Patrimonio de la Humanidad
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Infraestructuras de Transporte

- F.C. Alta velocidad
- F.C. Convencional
- Otros F.C.
- Autopistas y Autovías
- Carreteras principales
- Otras carreteras
- Aeropuertos principales
- Aeropuertos secundarios
- Puertos del Estado
- Puertos de las CC.AA.





Parque Nacional de Aiguestortes i Estany de Sant Maurici

Plan Territorial Parcial de L'Alt Pirineu v Aran

Plan Territorial Parcial de las Comarcas Centrales

Plan Territorial Parcial de Ponent (Terres de Lleida)

Plan Director Territorial de L'Alt Penedès

Plan Territorial Parcial de El Camp de Tarragona

Plan Director Urbanístico del Sistema Costero

Plan Territorial Parcial de Les Terres de l'Ebre

MAR MEDITERRÁNEO



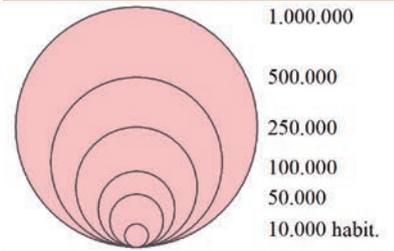
9. SÍNTESIS TERRITORIAL DE CATALUÑA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

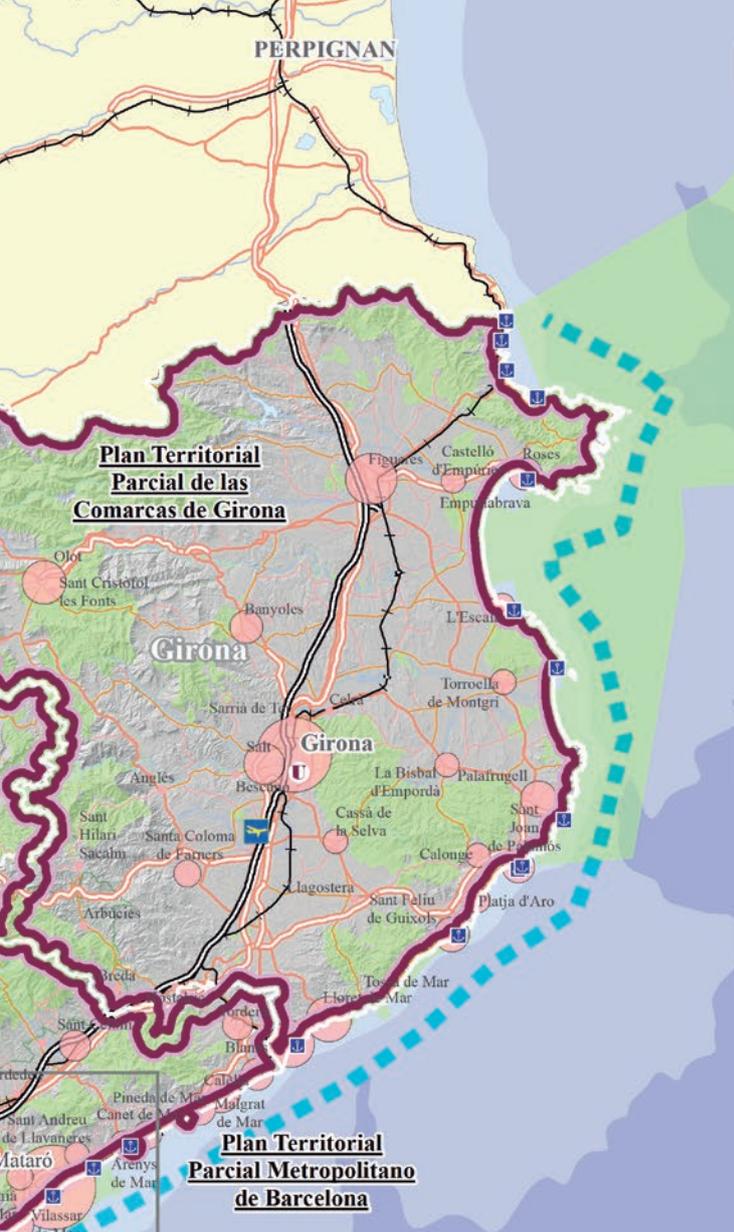


Patrimonio Natural y Cultural

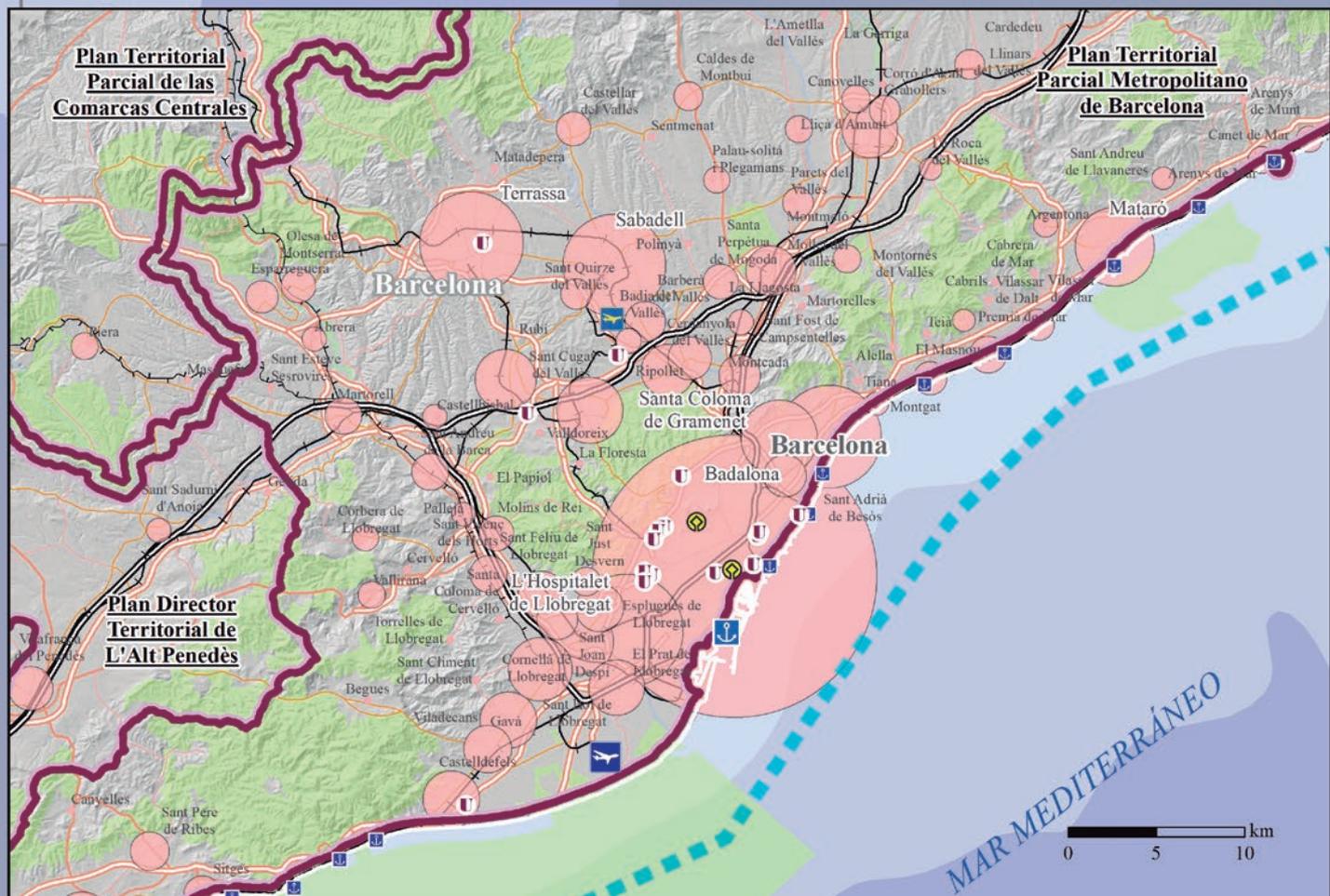
-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

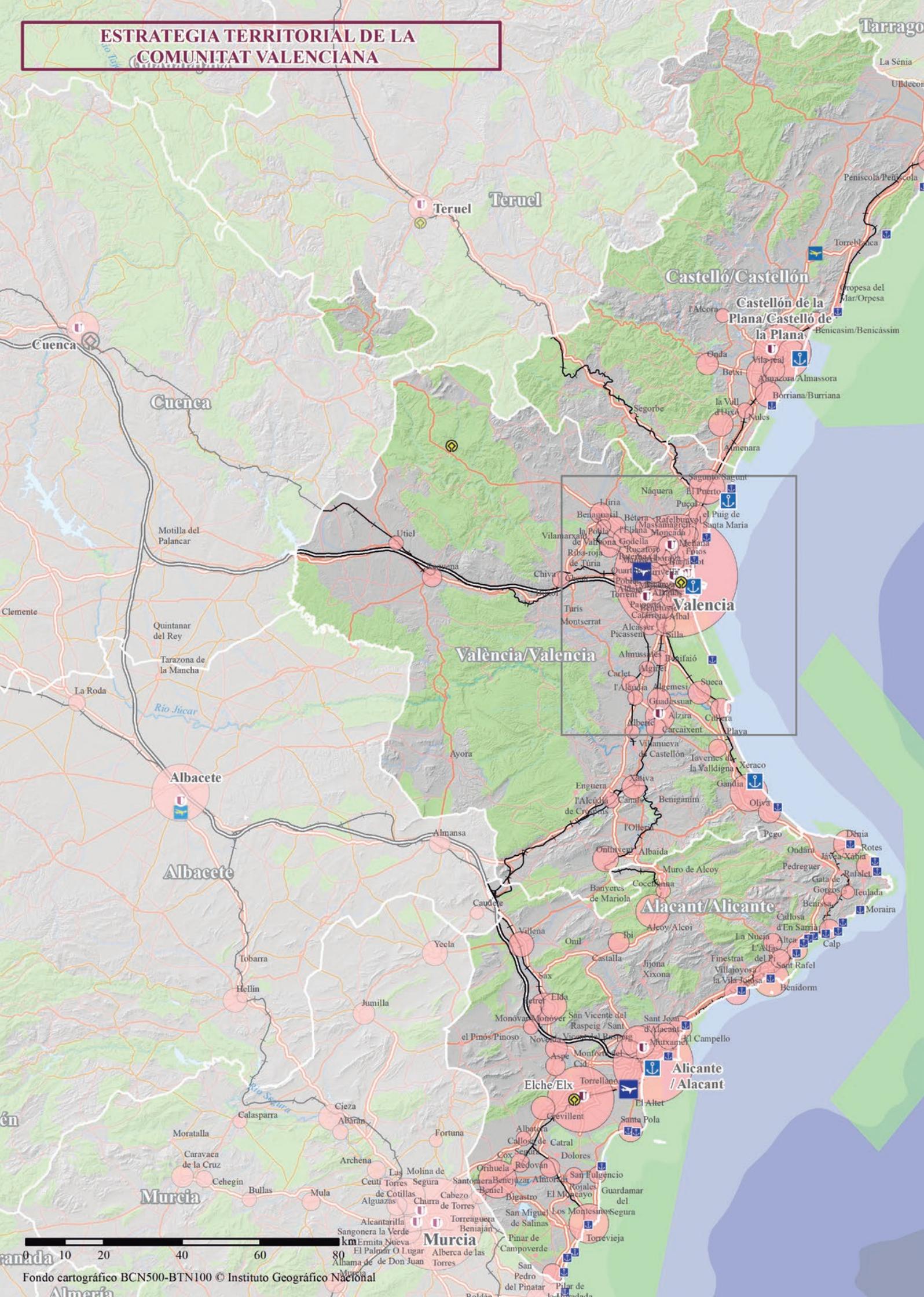
-  F.C. Alta velocidad
-  F.C. Convencional
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-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



PLAN TERRITORIAL GENERAL DE CATALUÑA



ESTRATEGIA TERRITORIAL DE LA COMUNITAT VALENCIANA



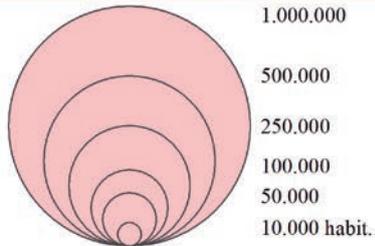
10. SÍNTESIS TERRITORIAL DE LA COMUNITAT VALENCIANA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

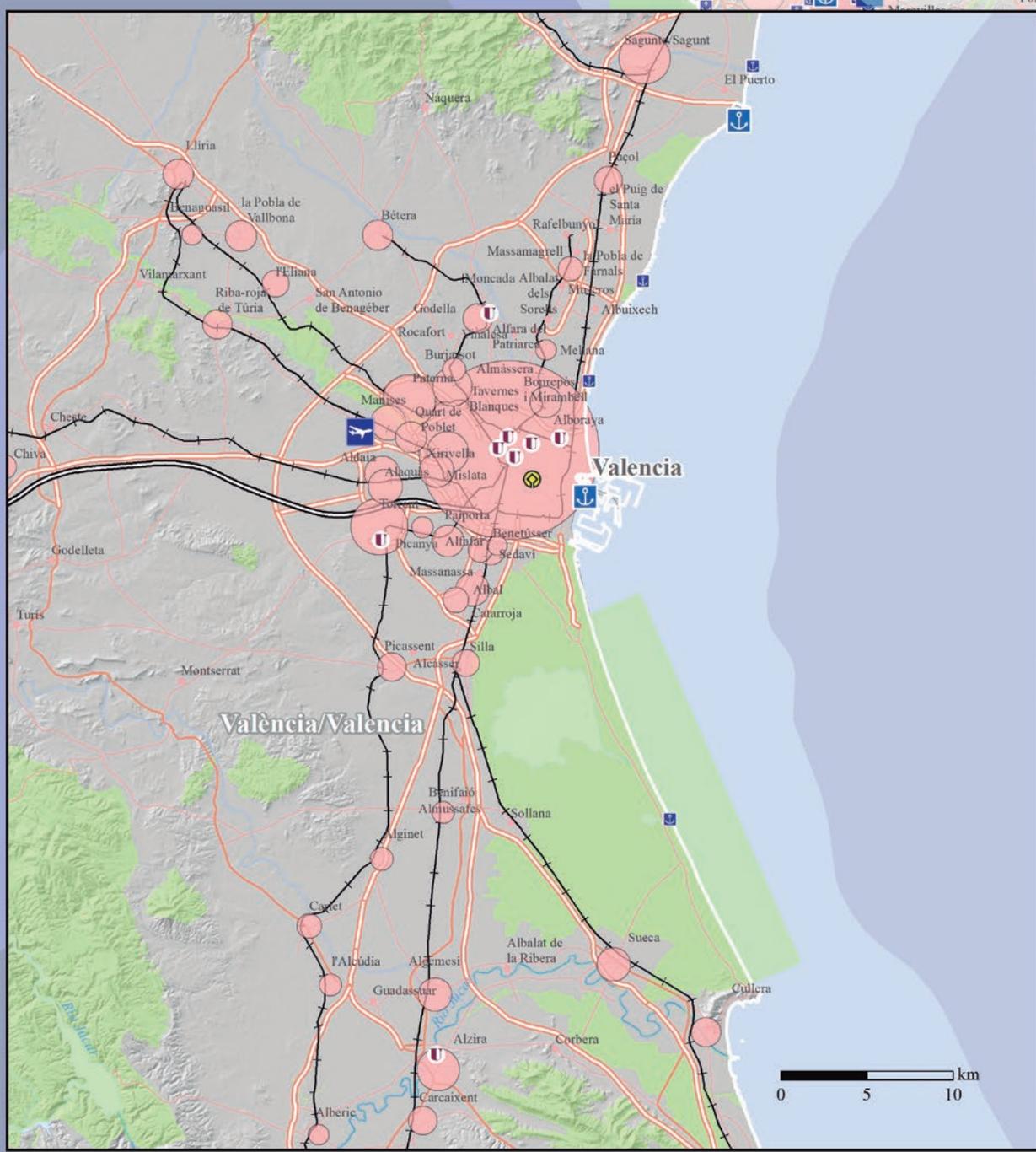


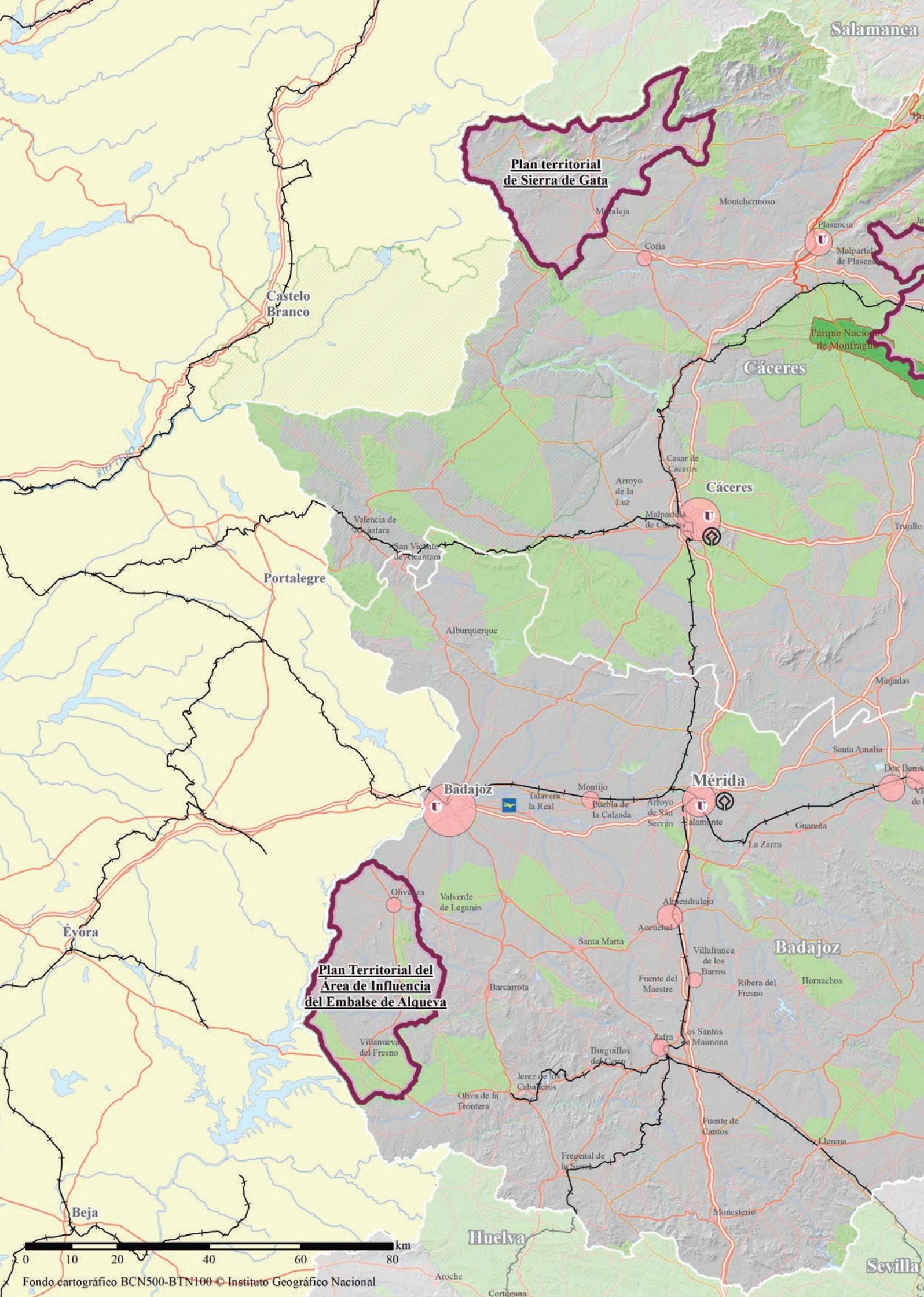
Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
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Infraestructuras de Transporte

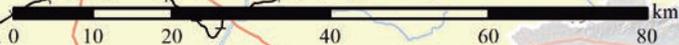
-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
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-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.

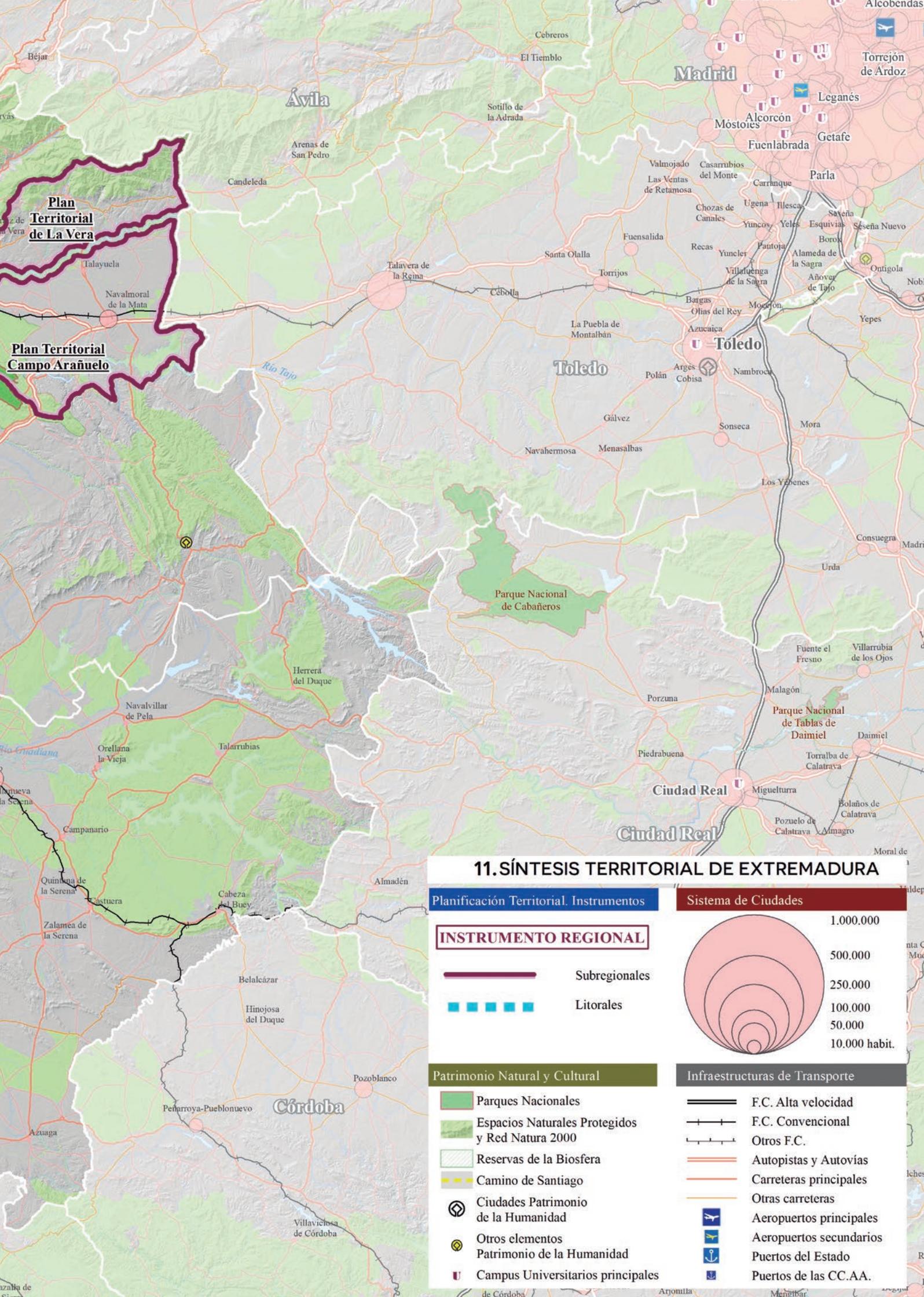




**Plan territorial
de Sierra de Gata**

**Plan Territorial del
Área de Influencia
del Embalse de Alqueva**





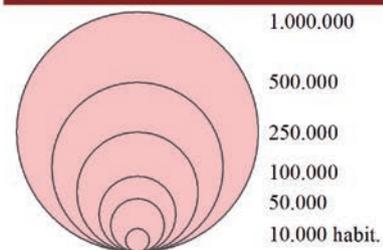
11. SÍNTESIS TERRITORIAL DE EXTREMADURA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

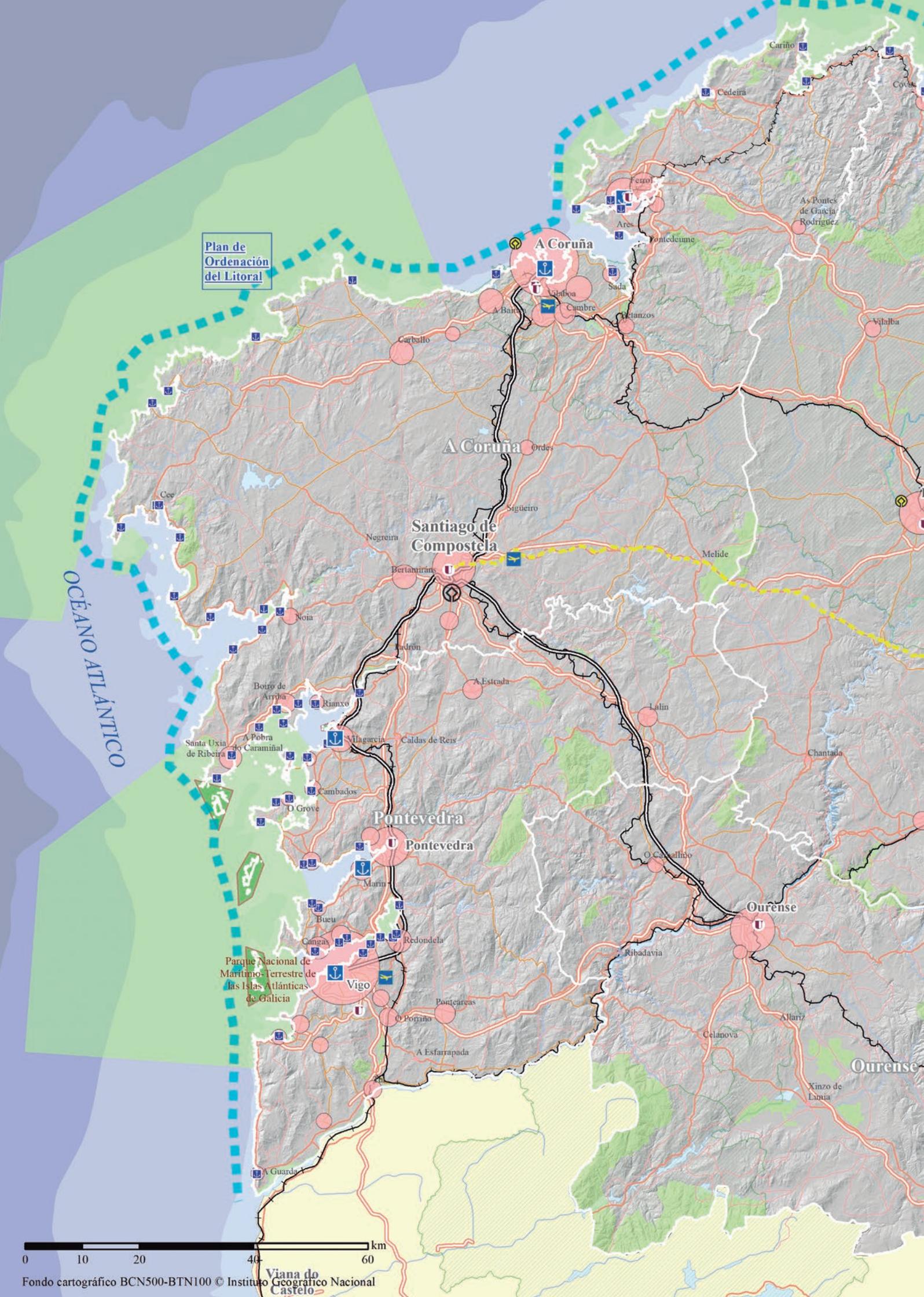


Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

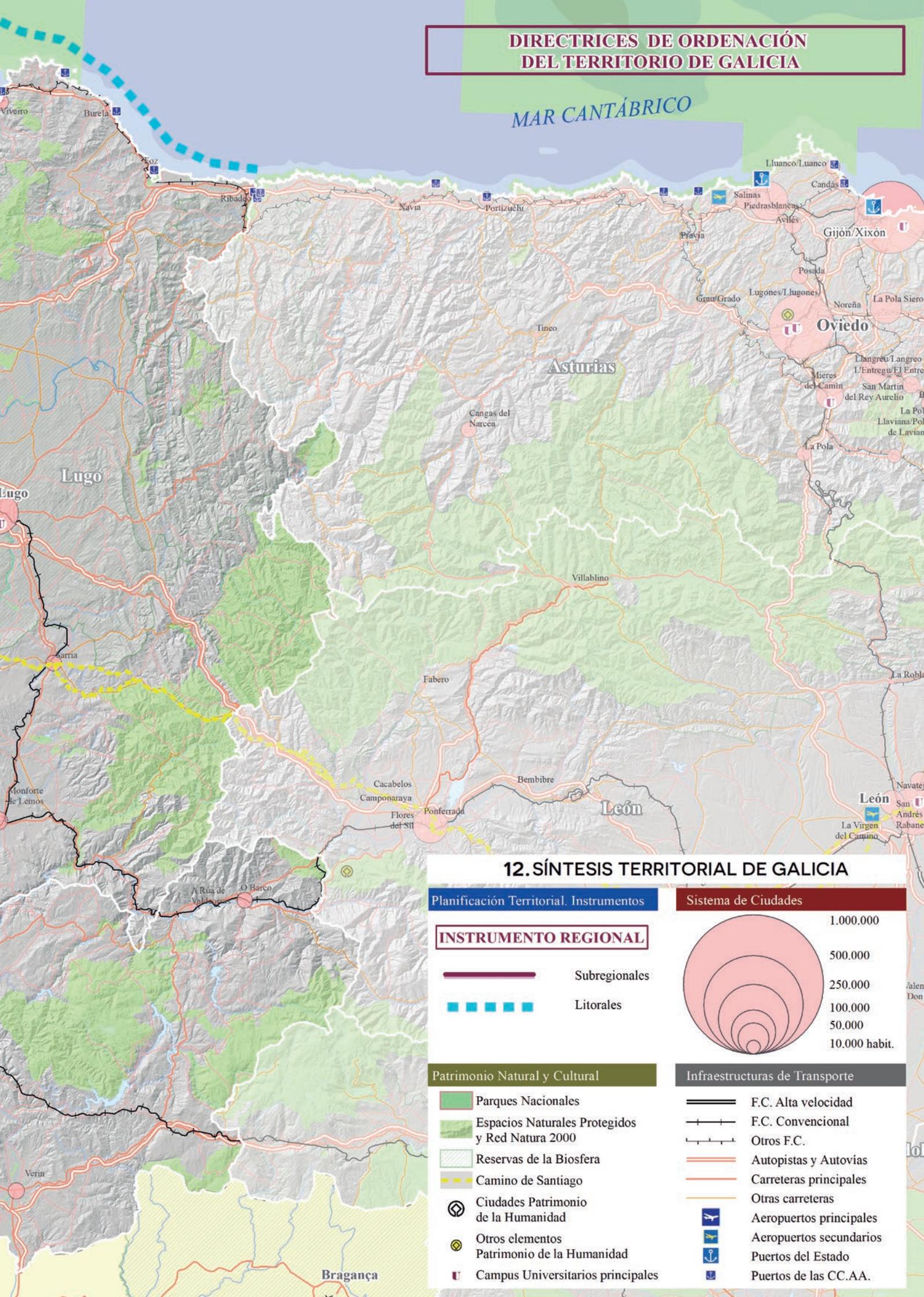
Infraestructuras de Transporte

-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



DIRECTRICES DE ORDENACIÓN DEL TERRITORIO DE GALICIA

MAR CANTÁBRICO



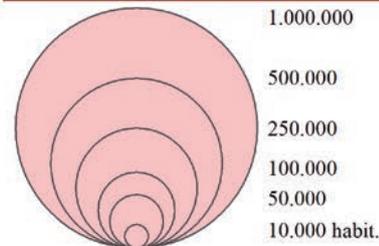
12. SÍNTESIS TERRITORIAL DE GALICIA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

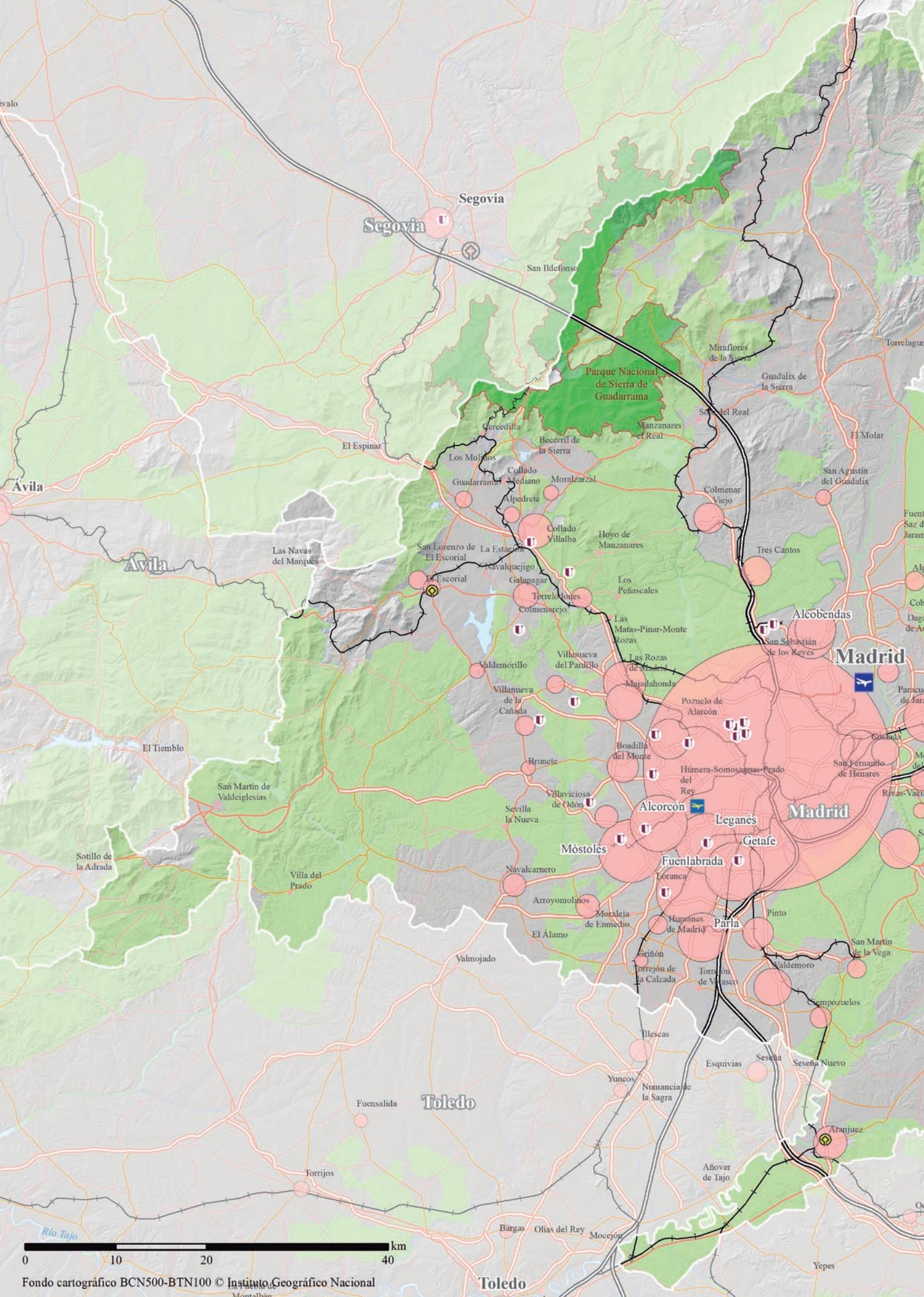


Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



Segovia

Parque Nacional de Sierra de Guadarrama

Avila

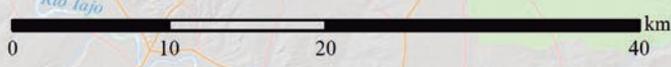
Avila

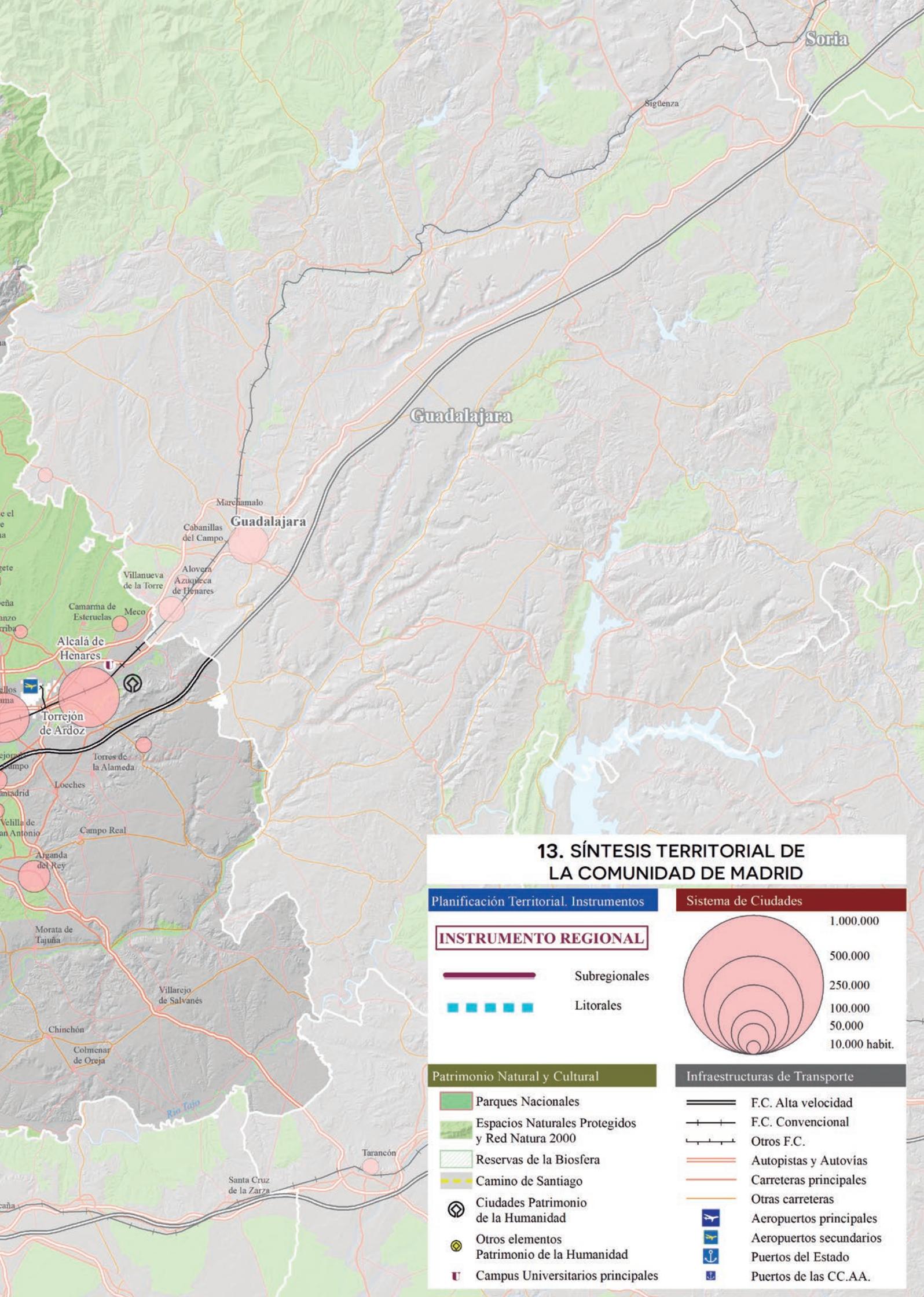
Madrid

Madrid

Toledo

Toledo





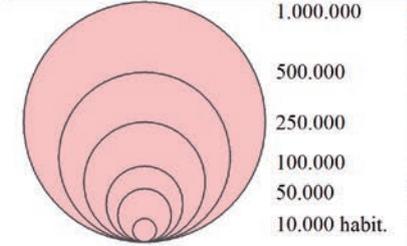
13. SÍNTESIS TERRITORIAL DE LA COMUNIDAD DE MADRID

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

- Subregionales
- Litorales

Sistema de Ciudades

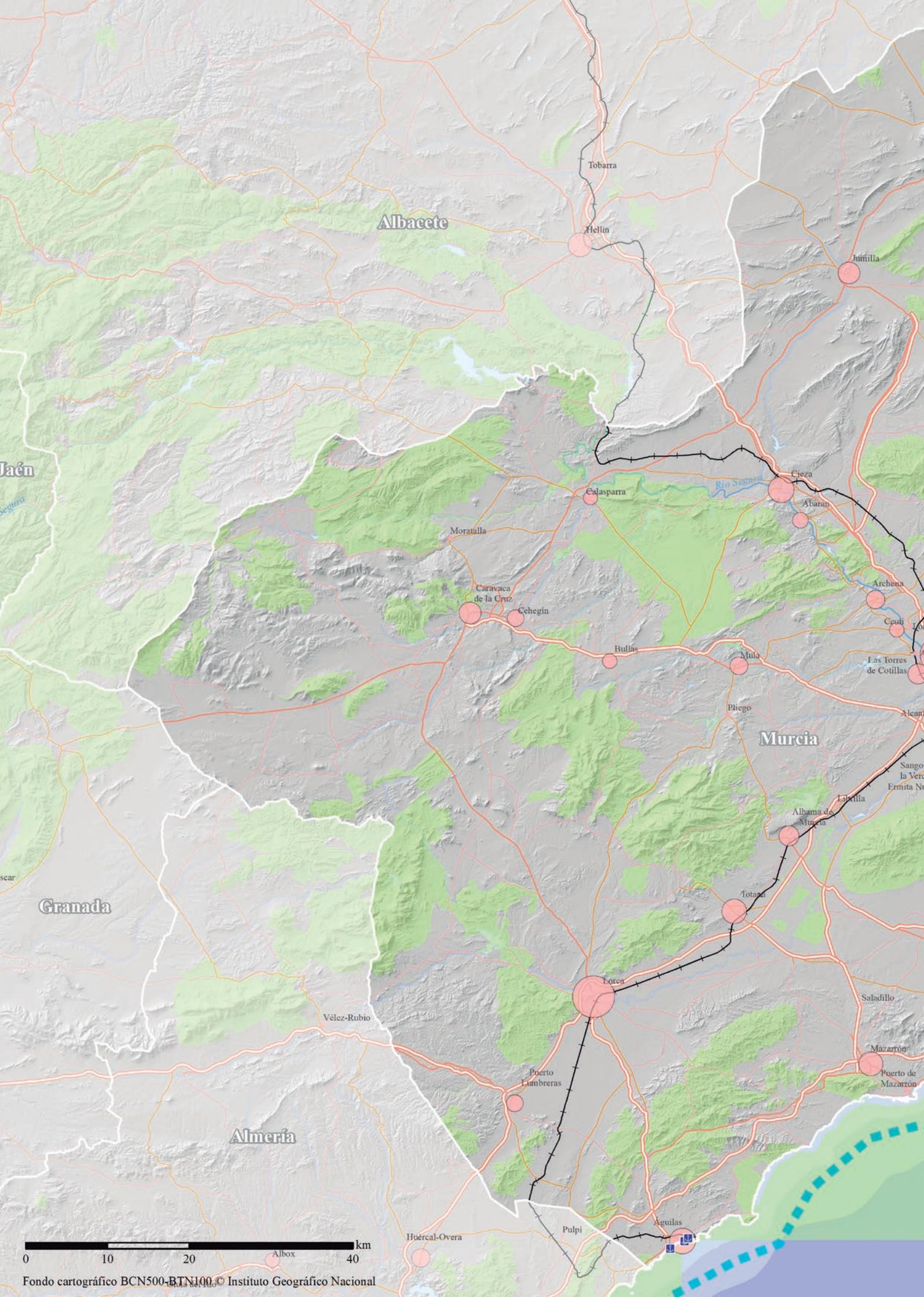


Patrimonio Natural y Cultural

- Parques Nacionales
- Espacios Naturales Protegidos y Red Natura 2000
- Reservas de la Biosfera
- Camino de Santiago
- Ciudades Patrimonio de la Humanidad
- Otros elementos Patrimonio de la Humanidad
- Campus Universitarios principales

Infraestructuras de Transporte

- F.C. Alta velocidad
- F.C. Convencional
- Otros F.C.
- Autopistas y Autovías
- Carreteras principales
- Otras carreteras
- Aeropuertos principales
- Aeropuertos secundarios
- Puertos del Estado
- Puertos de las CC.AA.



Albacete

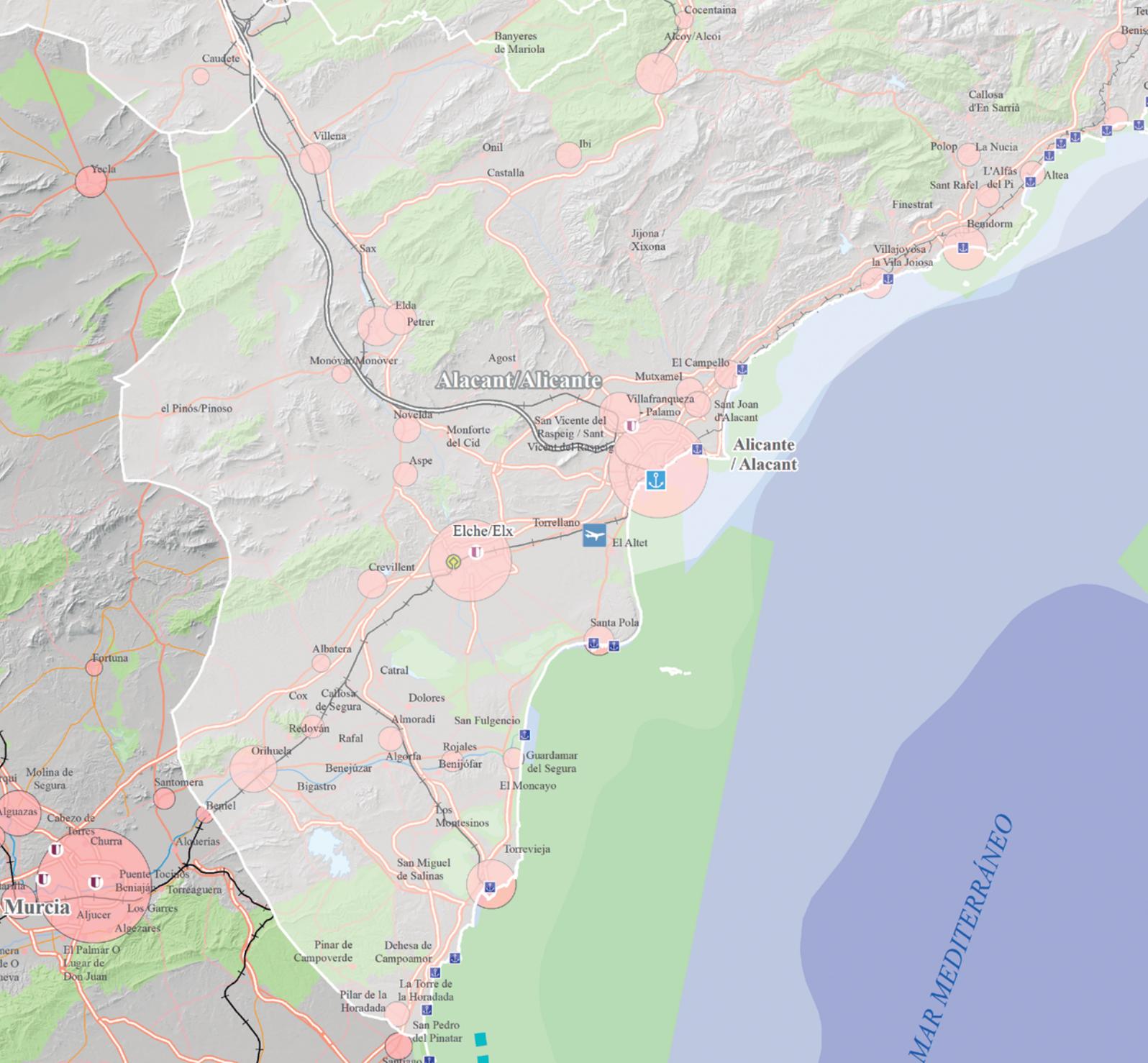
Murcia

Granada

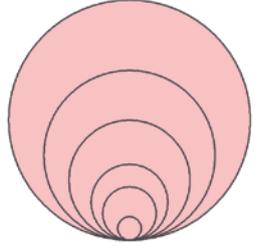
Almería

0 10 20 40 km

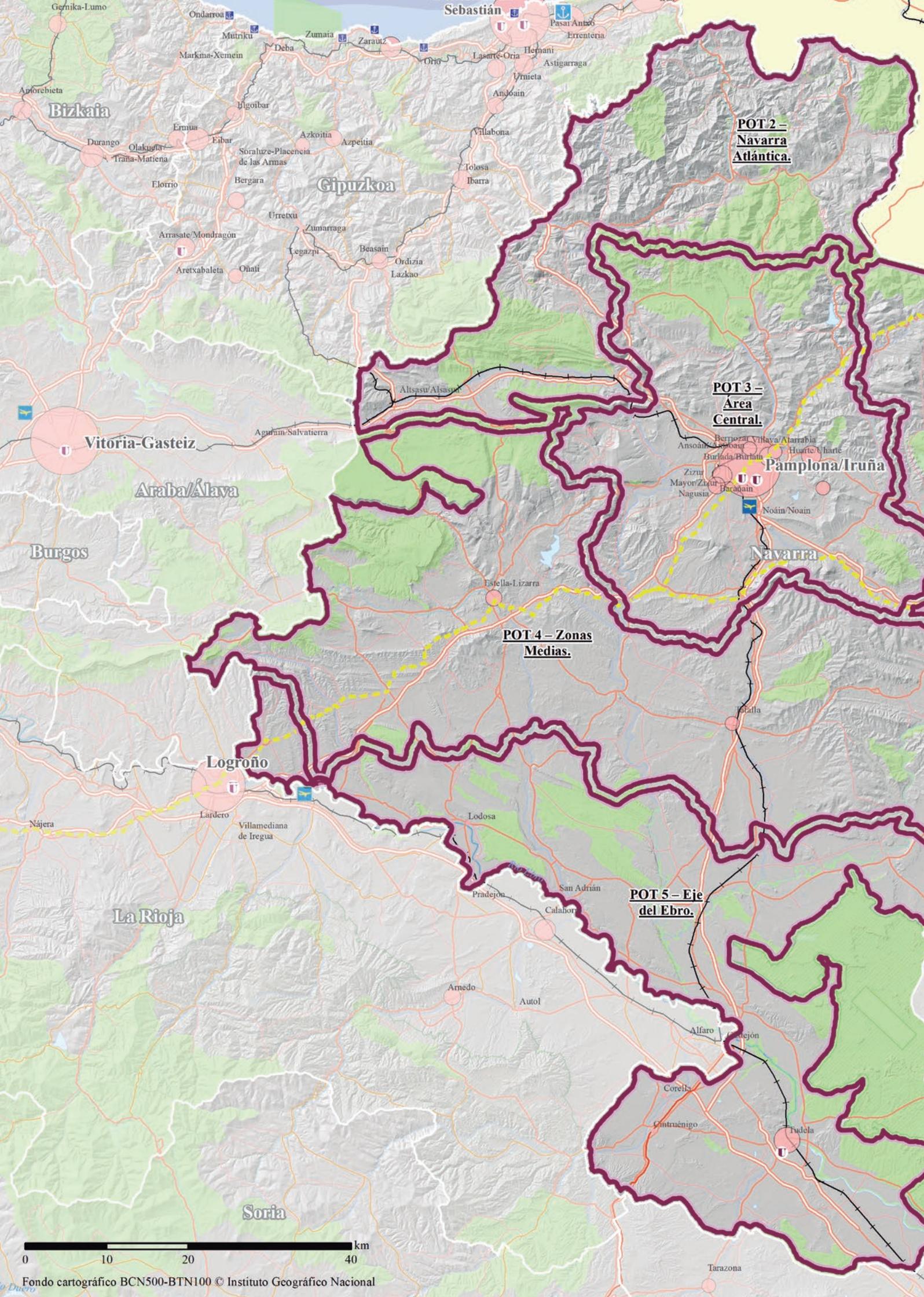
Fondo cartográfico BCN500-BTN100. © Instituto Geográfico Nacional



14. SÍNTESIS TERRITORIAL DE LA REGIÓN DE MURCIA

Planificación Territorial. Instrumentos		Sistema de Ciudades	
INSTRUMENTO REGIONAL  Subregionales  Litorales		 <ul style="list-style-type: none"> 1.000.000 500.000 250.000 100.000 50.000 10.000 habit. 	
Patrimonio Natural y Cultural		Infraestructuras de Transporte	
 Parques Nacionales  Espacios Naturales Protegidos y Red Natura 2000  Reservas de la Biosfera  Camino de Santiago  Ciudades Patrimonio de la Humanidad  Otros elementos Patrimonio de la Humanidad  Campus Universitarios principales		 F.C. Alta velocidad  F.C. Convencional  Otros F.C.  Autopistas y Autovías  Carreteras principales  Otras carreteras  Aeropuertos principales  Aeropuertos secundarios  Puertos del Estado  Puertos de las CC.AA.	

Directrices y Plan de OT del Litoral de la Región de Murcia

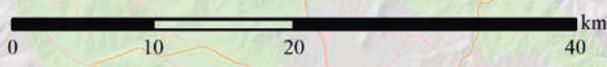


**POT 2 =
Navarra
Atlántica.**

**POT 3 =
Área
Central.**

**POT 4 = Zonas
Medias.**

**POT 5 = Eje
del Ebro.**



POT 1 -
Pirineo.

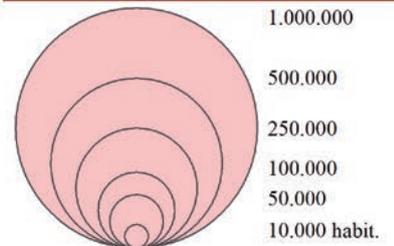
15. SÍNTESIS TERRITORIAL DE LA COMUNIDAD FORAL DE NAVARRA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

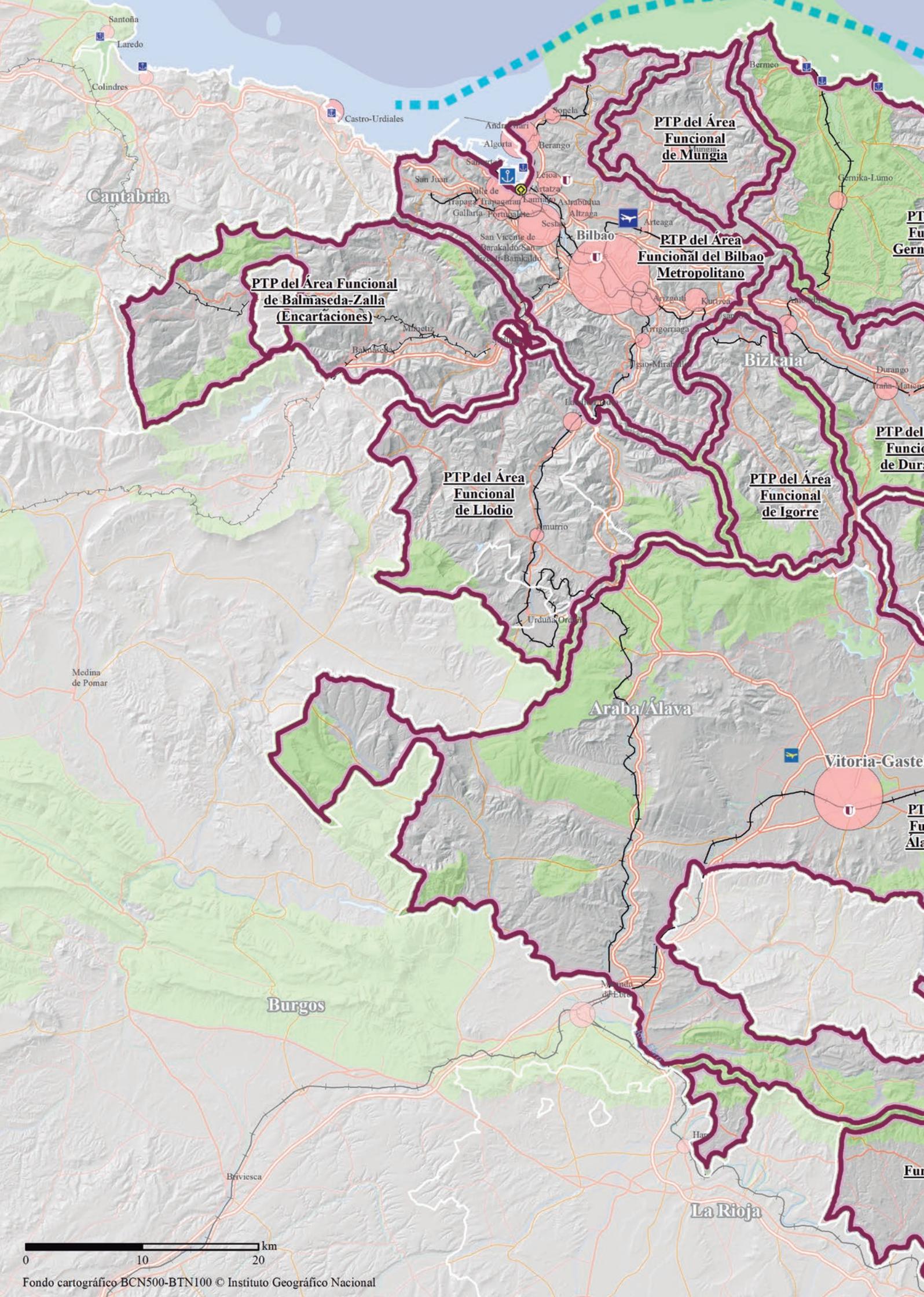


Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



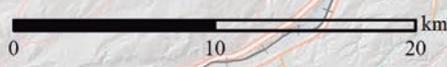
**PTP del Área
Funcional
de Mungia**

**PTP del Área
Funcional del Bilbao
Metropolitano**

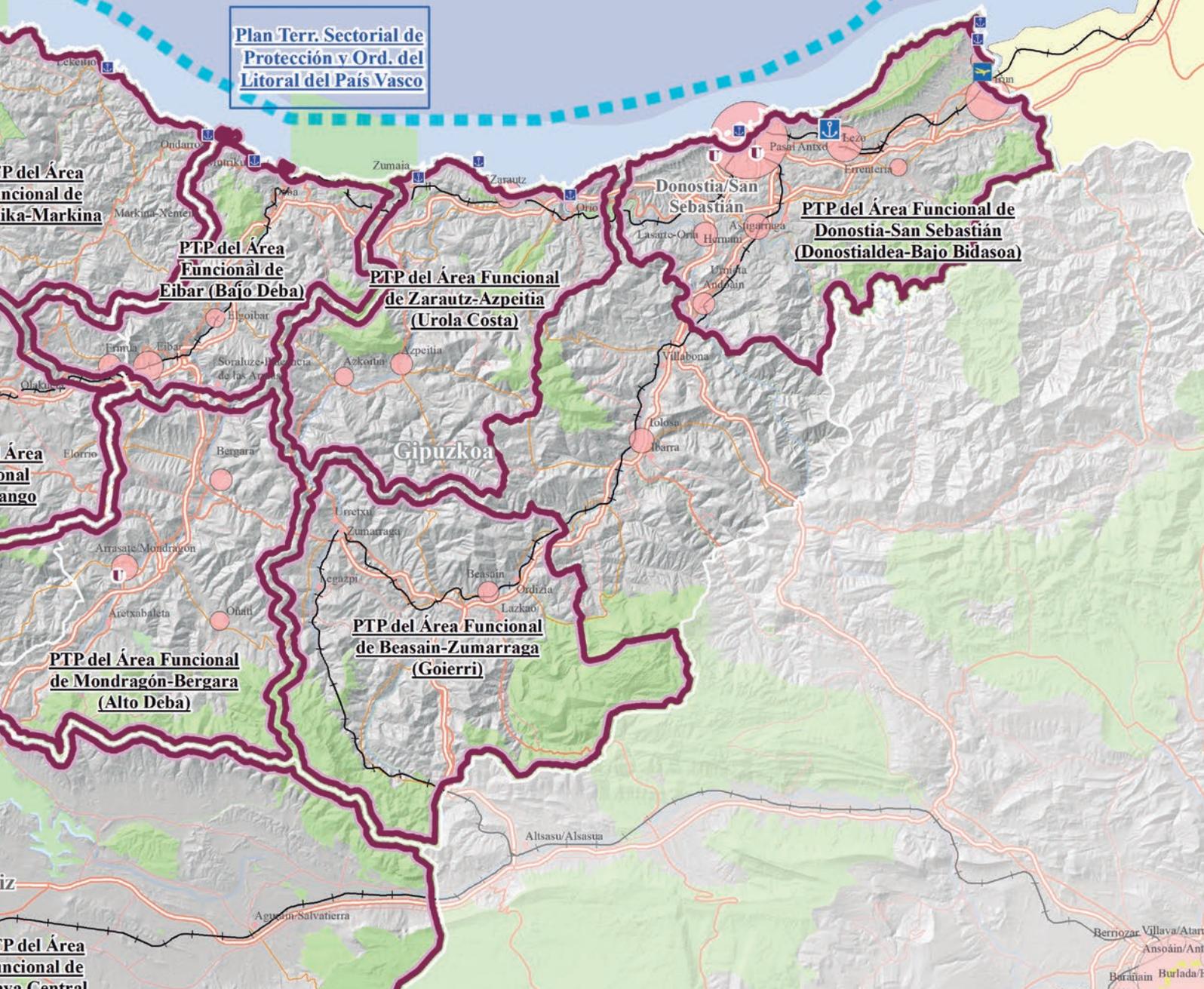
**PTP del Área Funcional
de Balmaseda-Zalla
(Encartaciones)**

**PTP del Área
Funcional
de Llodio**

**PTP del Área
Funcional
de Igorre**



Plan Terr. Sectorial de Protección y Ord. del Litoral del País Vasco



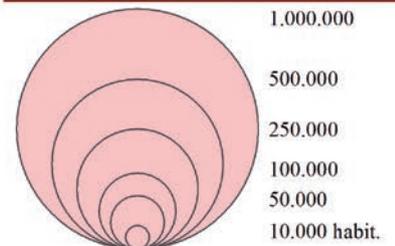
16. SÍNTESIS TERRITORIAL DEL PAÍS VASCO

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades



Patrimonio Natural y Cultural

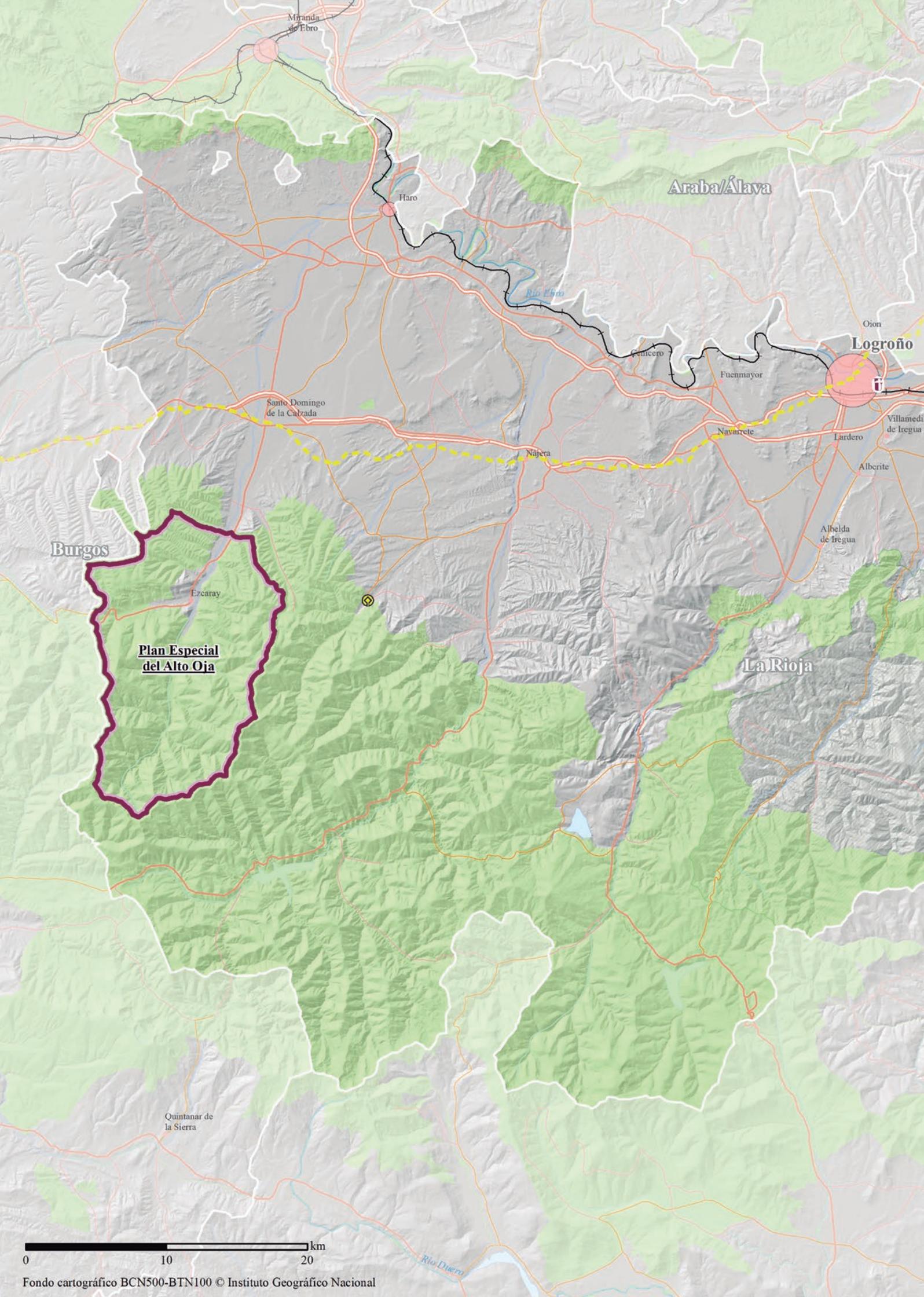
-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

Infraestructuras de Transporte

-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.

PTP del Área Funcional de Laguardia (Rioja Alavesa)

Logroño



Araba/Álava

Logroño

Burgos

Plan Especial
del Alto Oja

La Rioja

0 10 20 km

Fondo cartográfico BCN500-BTN100 © Instituto Geográfico Nacional

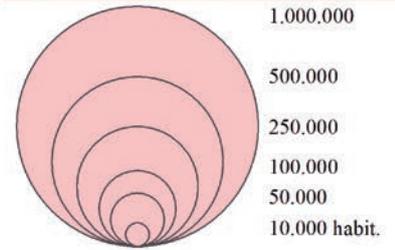
17. SÍNTESIS TERRITORIAL DE LA RIOJA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

-  Subregionales
-  Litorales

Sistema de Ciudades

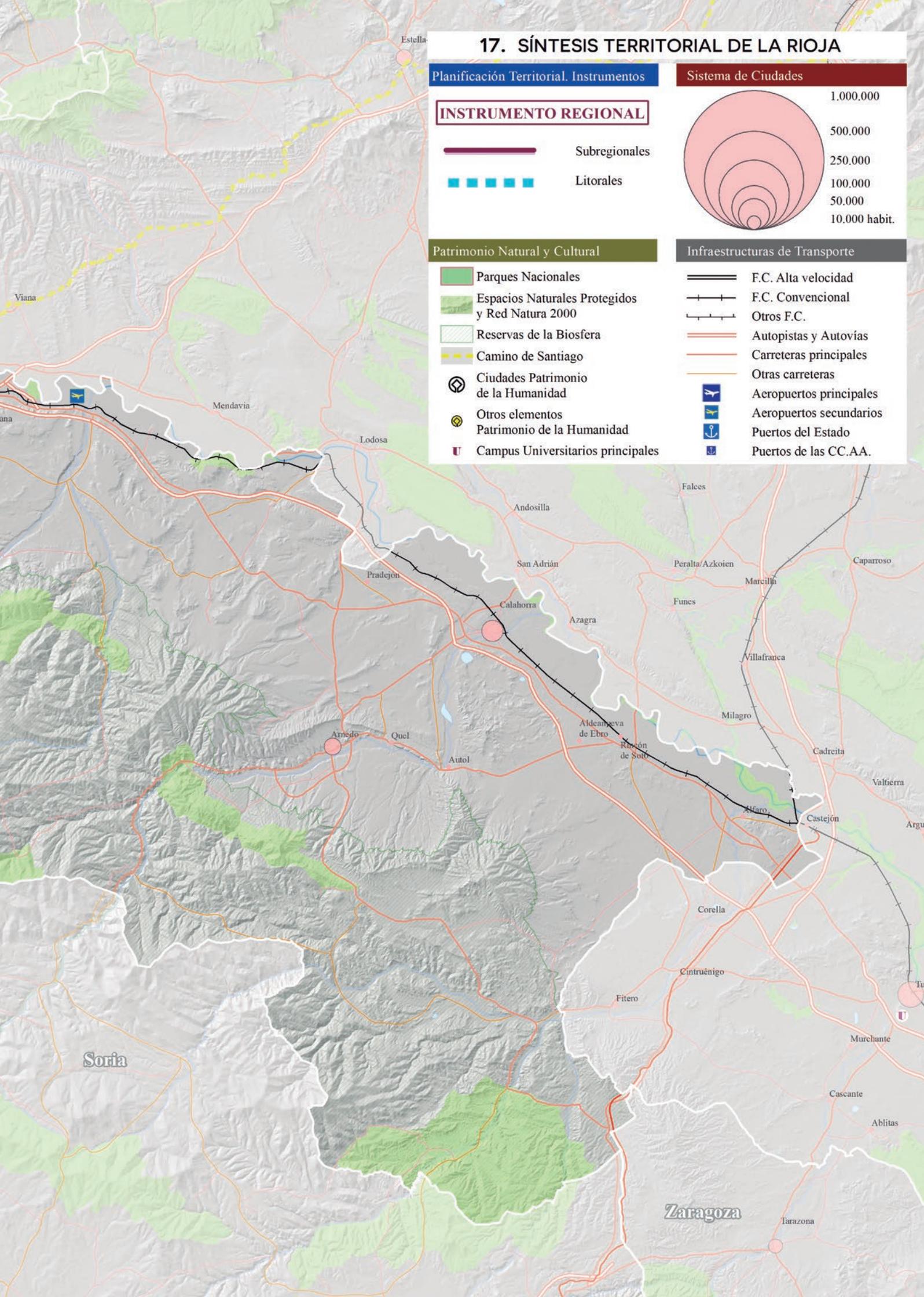


Patrimonio Natural y Cultural

-  Parques Nacionales
-  Espacios Naturales Protegidos y Red Natura 2000
-  Reservas de la Biosfera
-  Camino de Santiago
-  Ciudades Patrimonio de la Humanidad
-  Otros elementos Patrimonio de la Humanidad
-  Campus Universitarios principales

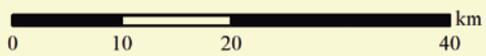
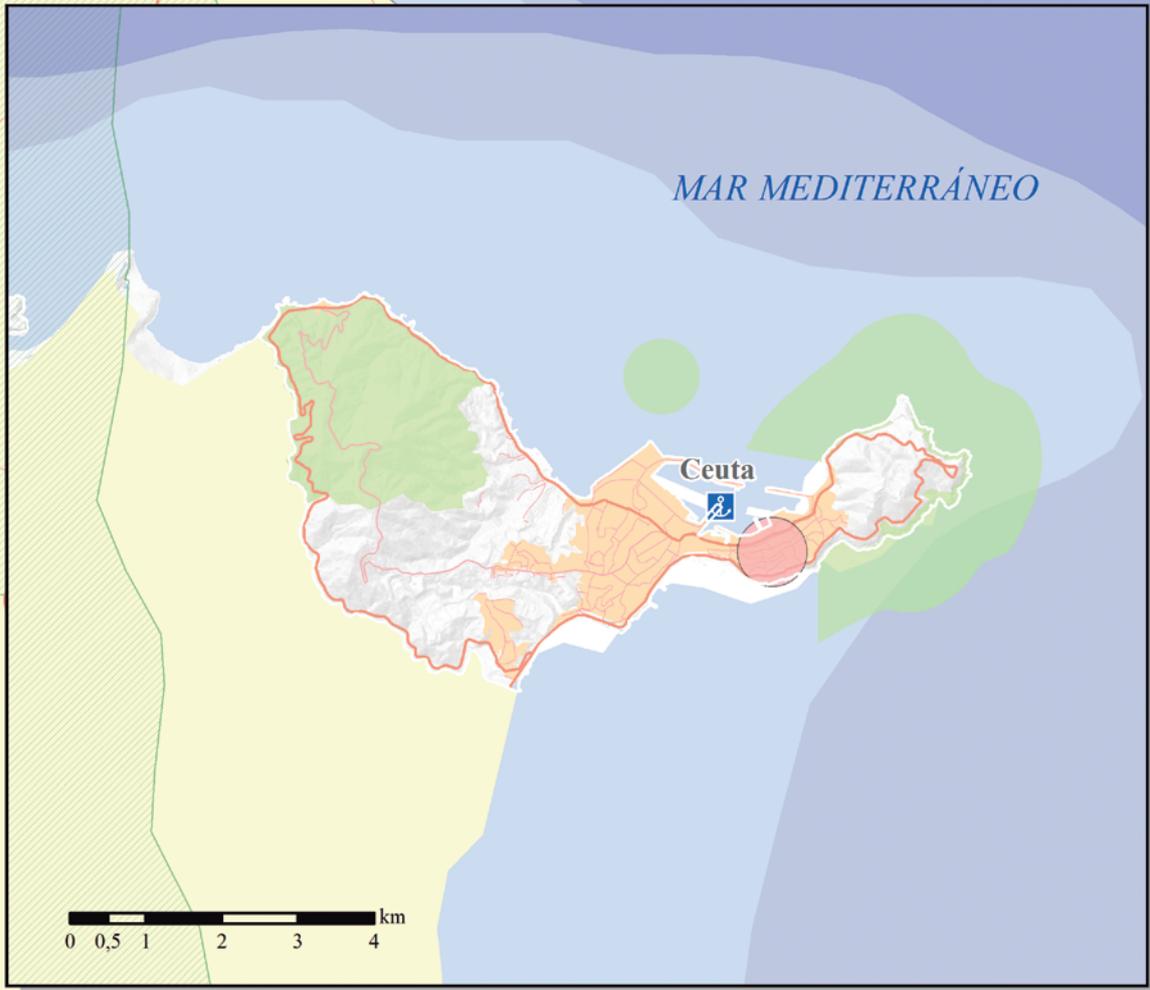
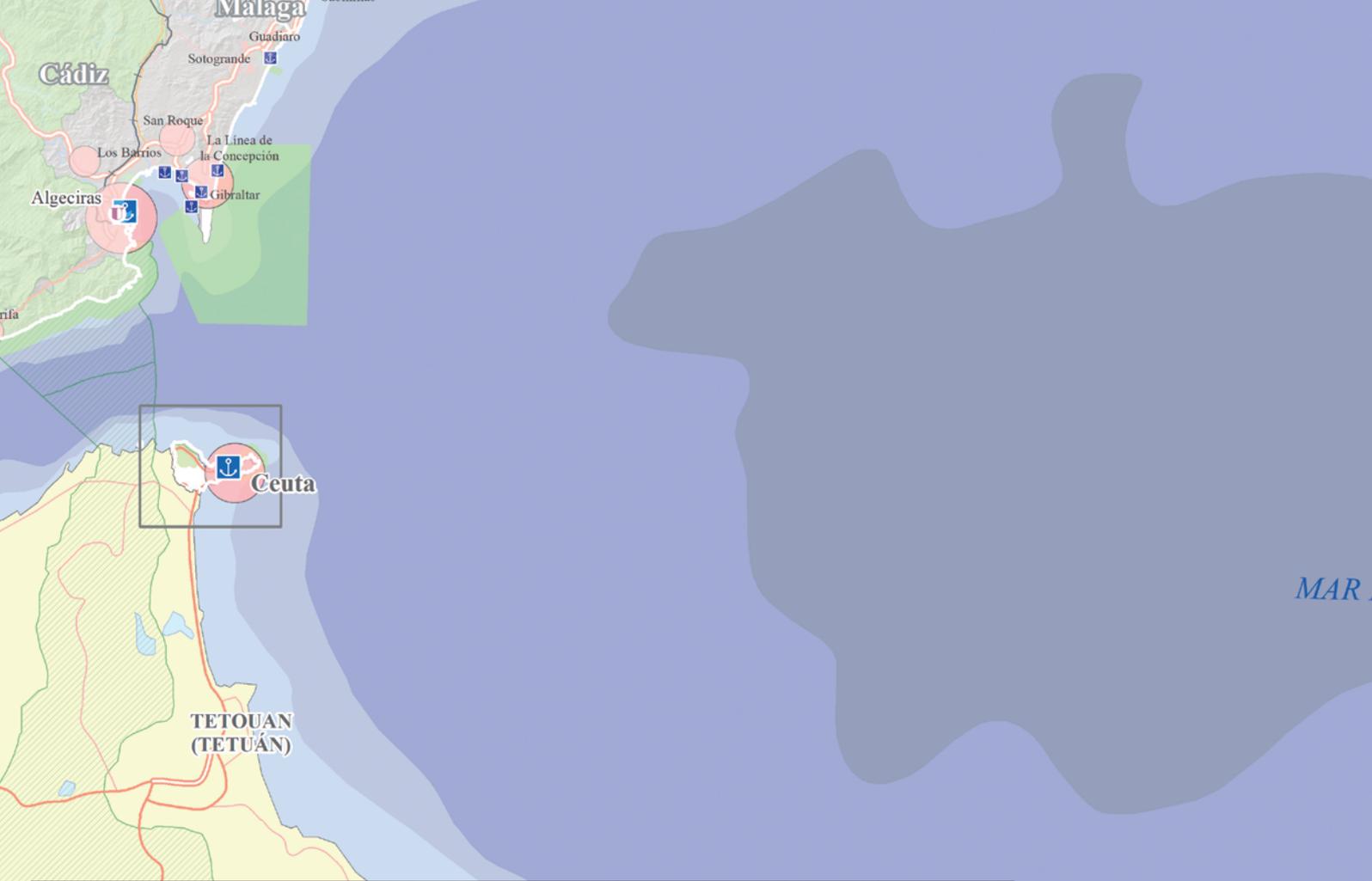
Infraestructuras de Transporte

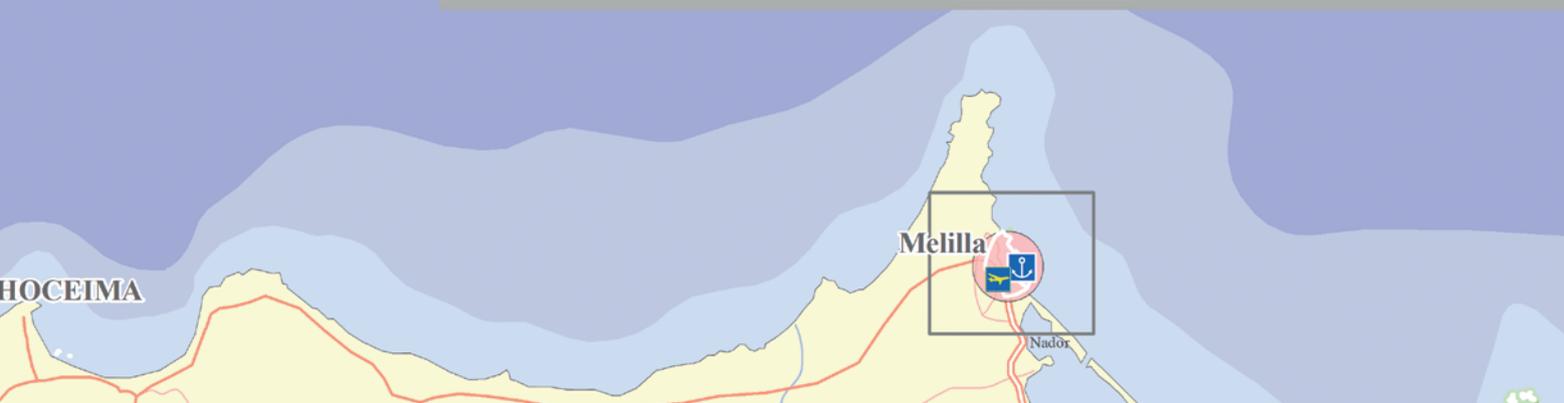
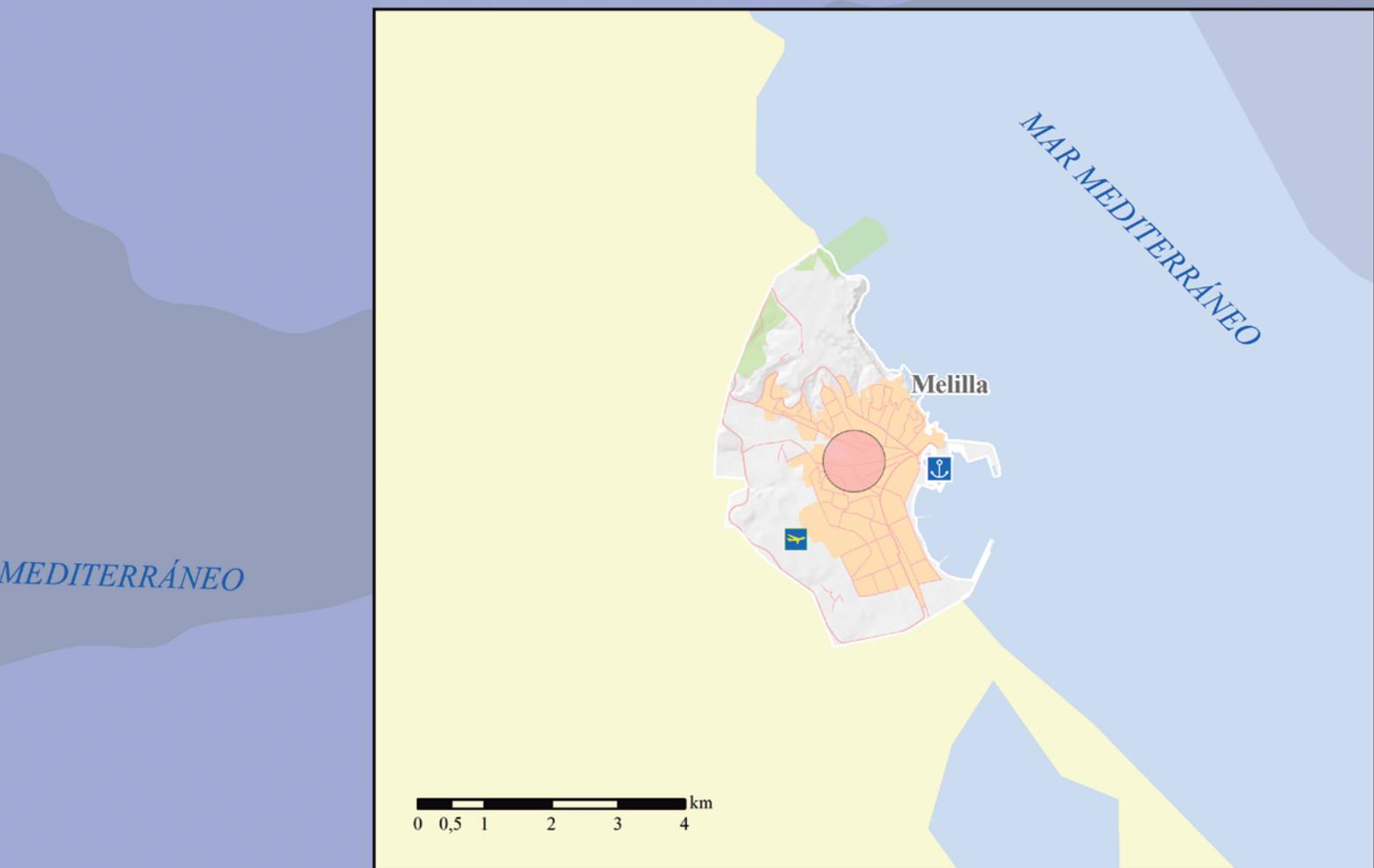
-  F.C. Alta velocidad
-  F.C. Convencional
-  Otros F.C.
-  Autopistas y Autovías
-  Carreteras principales
-  Otras carreteras
-  Aeropuertos principales
-  Aeropuertos secundarios
-  Puertos del Estado
-  Puertos de las CC.AA.



Soria

Zaragoza





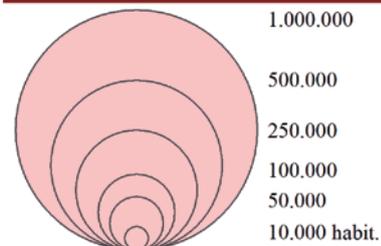
18. SÍNTESIS TERRITORIAL DE LAS CIUDADES AUTÓNOMAS DE CEUTA Y MELILLA

Planificación Territorial. Instrumentos

INSTRUMENTO REGIONAL

- Subregionales
- Litorales

Sistema de Ciudades



Patrimonio Natural y Cultural

- Parques Nacionales
- Espacios Naturales Protegidos y Red Natura 2000
- Reservas de la Biosfera
- Camino de Santiago
- ⊙ Ciudades Patrimonio de la Humanidad
- ⊙ Otros elementos Patrimonio de la Humanidad
- U Campus Universitarios principales

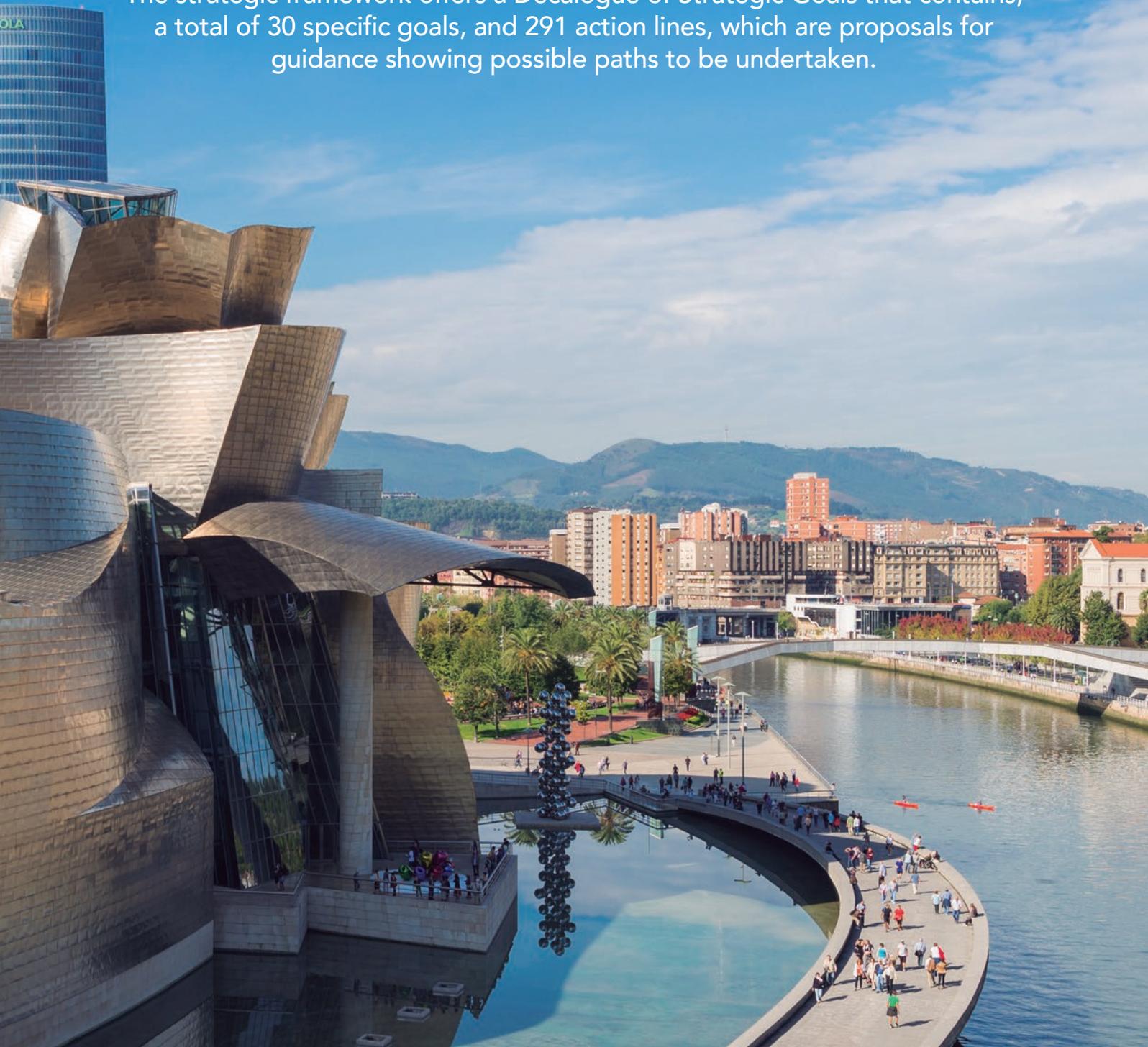
Infraestructuras de Transporte

- F.C. Alta velocidad
- F.C. Convencional
- Otros F.C.
- Autopistas y Autovías
- Carreteras principales
- Otras carreteras
- ✈ Aeropuertos principales
- ✈ Aeropuertos secundarios
- ⚓ Puertos del Estado
- ⚓ Puertos de las CC.AA.



”

The strategic framework offers a Decalogue of Strategic Goals that contains, a total of 30 specific goals, and 291 action lines, which are proposals for guidance showing possible paths to be undertaken.



STRATEGIC FRAMEWORK AND TERRITORIAL AND URBAN MODEL

The New Urban Agenda of the United Nations properly illustrates the integrated approaches required by the simultaneous (environmental, social and economic) concept of sustainability. They can also be extracted easily when analysing the Action Plans that have been emerging from the implementation of the Urban Agenda for the European Union. In the same terms, the Spanish Urban Agenda stems from the necessary commitment to a comprehensive vision of the territorial component and to the defence of the concept of variable geography with respect to strategies, as it is the vector of the strategy itself that defines the territorial scope, and not the other way around. This broad territorial strategy approach - which takes into account metropolitan areas, new focus points, functional urban areas where new territorial relationships and economies of agglomeration are generated and flow between various municipalities, interregional and intraregional disparities, declining industrial areas, specific territories affected by the progressive demographic decline and depopulation, the absence of investments that impede economic and social development and many other aspects - is key to strengthening the structure and integration from a holistic approach to territory.

As the initial sentences in the Quito Declaration express (Section 5), “the way cities and human settlements are planned, designed, financed, developed, governed and managed... will help to end poverty and hunger in all its forms and dimensions; reduce inequalities; promote sustained, inclusive and sustainable economic growth; achieve gender equality and the empowerment of all women and girls in order to fully harness their vital contribution to sustainable development; improve human health and well-being; foster resilience; and protect the environment”. The objectives are therefore broad and ambitious and are addressed in the strategic framework included in the following section, which consists of a series of goals to be achieved and a list of possible areas of action to be carried by each of the stakeholders that wish to commit to the Agenda. In 2015, the INE conducted a multidimensional analysis of the quality of life in Spain that was published in March 2017 and that, using a total of 59 indicators, carried out a grouping around the following aspects: Material living conditions; Work, Health, Education, Leisure and social relations; Physical and personal security; Governance and basic rights; Environment and subjective well-being. All of them are referenced in the documents of this Urban Agenda, both in the diagnosis and in the definition of the strategic goals themselves.

The territorial and urban model that the Agenda is committed to is inspired by the principle of sustainable territorial and urban development that is laid out in the Spanish law on land and urban rehabilitation (article 3 of the TRLSRU), and which is already contained in numerous regional urban development laws, but renewed and expanded. This is a necessary principle for the expected economic, ecological, social and cultural transition of cities and also for the redefinition of a production model that is proposed from an urban approach. It is a model that can also be applied in any type of territory and population, regardless of its scale and problems, because the theoretical framework, objectives and principles can be

the same when planning, revising or transforming any territorial or urban reality. What will change will be the technical, economic-financial, regulatory, organisational-institutional and educational-cultural instruments, which will need to be adapted to every reality and context. But the principles and grounds for action will be shared.

Focusing on the goals, principles and characteristic values that comprise the elements of the Spanish Urban Agenda, its strategic framework can be structured by identifying a series of top-level goals that, in turn, contain a total of 30 specific goals based on more concrete aspects and which contribute to achieving the ten main goals. All of these are accompanied by a series of guidelines that provide possible alternatives for achieving each of the goals proposed, while at the same time offering to the last stakeholders of the Agenda practical aspects to aid in their implementation.

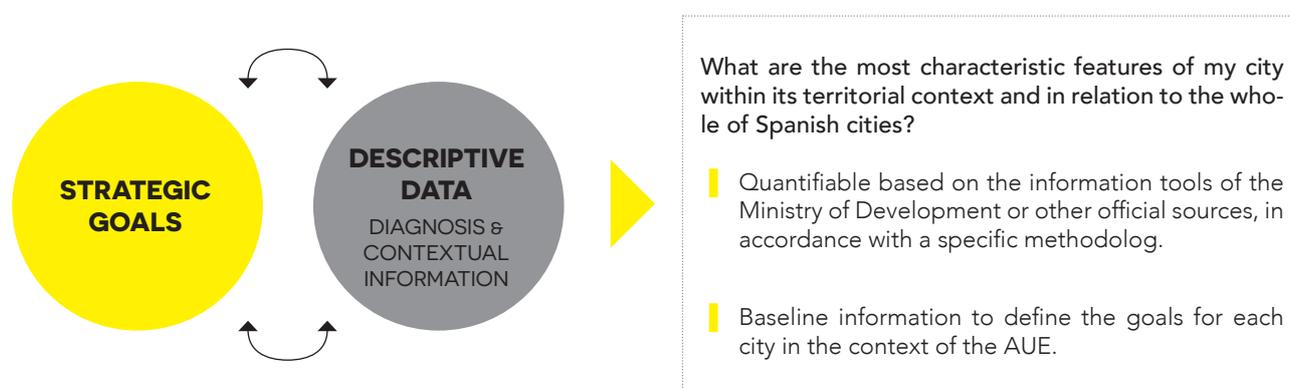
- 1 Implementation of regional and urban planning tools to make a rational use of land, keeping and protecting natural resources 
- 2 Avoiding urban sprawl and revitalizing the existing city 
- 3 Prevention and reduction of climate change impacts and improvement of resilience in towns and cities 
- 4 Sustainable management of resources and promotion the circular economy 
- 5 Fostering the proximity and sustainable mobility 
- 6 Enhancing social cohesion and looking for equity 
- 7 Promoting and encouraging the urban economy 
- 8 Ensuring access to housing 
- 9 Leading and encouraging digital innovation 
- 10 Improving intervention instruments and governance 

As additional elements, a series of descriptive data is first provided that are related to each of the ten goals. Secondly is information identifying how each of these goals is aligned with the 17 SDGs of the 2030 Agenda, their respective goals and the rest of the international documents it seeks to address.

In the first case, the set of descriptive data provides an overview of the current status of Spanish towns and cities, and offers a useful tool for decision-making and for establishing the specific goals to be achieved. These goals will be evaluated using the system of monitoring indicators discussed in Chapter 4.

This set of descriptive data will be accessible through the Spanish Urban Agenda website in a document that includes the Definition and relevance of each of the data. The calculation methodology is based on data from the Ministry of Development and relies on tools such as the Urban Information System (SIU)¹ and the Atlas of Urban Areas in Spain, among others; on data from different institutions and organisations such as the National Statistics Institute (INE), the Treasury of Social Security, the General Directorate of Land Registry, the Spanish Land Use Information System (SIOSE); or on data that are available to the Local Entities themselves. The common methodological bases allow for a standard evaluation and comparison at the national level. The bases themselves can be quantified by using a series of medium and quartile values, and including distributions in clusters based on the population.

I Strategic Framework for the Spanish Urban Agenda I



The second table accompanying each of the strategic goals is primarily designed to facilitate the work of matching the objectives of the Sustainable Development Goals of the 2030 Agenda with those of the strategic goals, while ensuring the complete agreement between both Agendas and with the other international documents to which Spain has committed itself. This provides an undoubted advantage, given the great complexity of this international document and the constant need to ensure compliance with it.

¹ Public information system whose purpose is to promote transparency in urban planning and land use. Provided for in the First Additional Provision of the Consolidated Text of the Urban Land and Rehabilitation Law, the implementation of which is tasked to the Ministry of Development, in collaboration with the regional governments.

And this entire strategic framework requires a necessarily horizontal and holistic approach. Because any plan, programme, strategy or agenda that seeks to design, develop and implement a sustainable urban development model cannot rely on the mere sum of various actions spanning different areas. Which is why the application of the approach integrated into the selection of sectoral activities is essential, as are the participatory and multidimensional approaches. Because through citizen participation and the involvement of the various actors, both public and private, shared decisions can be made from the start, thus improving transparency. This forces us to work in a much more coordinated way, on what is already known as good, multi-level governance that is both horizontal, between the different departments of the same organisation or agency, and vertical, between the agencies themselves. Finally, it would be useful to know, disseminate and transfer best practices and successful experiences, as these allow us to move forward along paths that have already been successfully explored by other actors.





**TERRITORY,
LANDSCAPE
AND BIODIVERSITY**

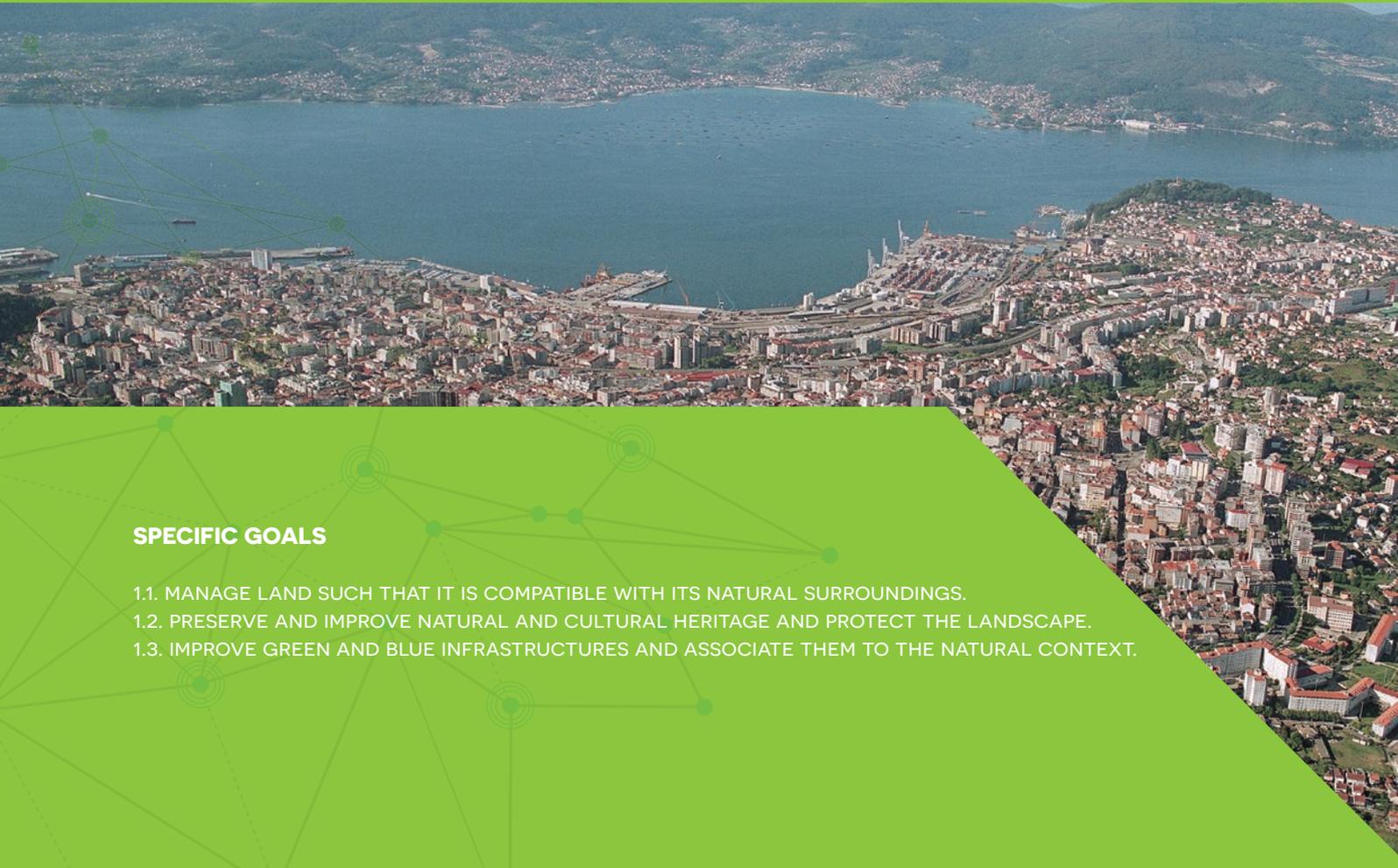
STRATEGIC
GOAL

1

IMPLEMENTATION OF REGIONAL
AND URBAN PLANNING TOOLS
TO MAKE A RATIONAL USE OF
LAND, KEEPING AND PROTECTING
NATURAL RESOURCES

SPECIFIC GOALS

- 1.1. MANAGE LAND SUCH THAT IT IS COMPATIBLE WITH ITS NATURAL SURROUNDINGS.
- 1.2. PRESERVE AND IMPROVE NATURAL AND CULTURAL HERITAGE AND PROTECT THE LANDSCAPE.
- 1.3. IMPROVE GREEN AND BLUE INFRASTRUCTURES AND ASSOCIATE THEM TO THE NATURAL CONTEXT.



The city is associated with the territory it occupies, but its effects extend over a much larger setting than that. Urban lifestyle tends to be expansive and often threatens the rural way of life and the preservation of the environment affected by its growth. This circumstance should give us ample reason to be mindful of sprawling urbanisation. This context is very relevant, because it constitutes the first step in reaching a sustainable development model.

Rural land long ago ceased to be viewed as residual land, meaning that which remains once the urban land is identified and the land required by urban plans to ensure the expected and predictable growth over a certain time horizon is excluded. It also cannot be viewed as the means for cities to see their needs met. It is a system that merits protection in its own right and its own analysis, independent of the mechanisms through which cities operate and expand. In any case, it is true that cities are incapable of supplying themselves with their own primary production, that they could not sustain themselves on the rain they receive, nor satisfy their energy needs with the energy and material resources they have within their own land area. They create negative impacts on biodiversity as they expand over increasingly larger areas. As a result, they:

- replace natural ecosystems by using land in a way that tends to seal and sterilise it, fragmenting it from the point of view of the populations of plant and animal species and hampering their mobility.
- generate high rates of energy and material use, with ever-growing demands, emissions and waste, and
- frustrate their residents' desire to be in touch with nature by requiring them to travel unreasonable distances to have access to it. Included in this concern is the landscape, which already enjoys special protection in regional urban planning laws.

This strategic goal seeks not only to have the city adapt to nature, but for nature to make its way into the city. It is a matter of encouraging green infrastructures that guarantee biodiversity and that allow connecting traditional urban



green areas with nature itself so as to bring nature to citizens in a way that is healthy and accessible. A further goal is to ensure green areas have a beneficial impact on peri-urban settings, thus addressing the problems typical of this type of neighbourhood.

It also seeks to connect the urban environment with rural settings, on whose preservation, traditions and culture depend the future of cities and sustainable urban development. Therefore, alongside the measures for restraining excessive land use and the expansionary processes of cities, other measures will be needed to promote rural settings, to help protect the environment and to establish a population to which social and economic development opportunities can be offered. This will be possible if both settings are connected through mobility that enhances the configuration of nodes or nuclei, hampers urban sprawl and guarantees an economy of proximity that is able to reduce energy consumption and optimises resources.

In short, this strategic goal is intended to ensure that territorial and urban planning uses land rationally by treating it as what it is: a natural, scarce and non-renewable resource that deserves protection. That land that is not suitable for accommodating new growth, even if said growth may be desirable or necessary, must be spared from urban transformation. In turn, the urban model that emerges from the plan must become the best ally to guarantee sustainability, adapting the urbanisation, and the building that follows it, to the territory involved by leveraging the existing geographical, morphological, geological and bioclimatic characteristics.

It must also protect, preserve and improve spatial and urban planning, the natural and cultural heritage and the landscape, as well as promote the existence of green urban infrastructures that, to the extent possible, remain in their natural context. And beyond the planning itself, resource management will also be a key aspect. All international Agendas emphasise this point, and thus so does this one.

The specific goals that allow us to work towards achieving this sustainable model of land management, occupation, transformation and use are as follows:

SPECIFIC GOAL

1.1. MANAGE LAND SUCH THAT IT IS COMPATIBLE WITH ITS NATURAL SURROUNDINGS.

LINES OF ACTION

- ✓ Have a **strategy or plan for managing land that lays the foundations for the territorial model.** These strategies can be regional, sub-regional and even sectoral, but they must all have in common the rational use of land.



- ✓ Introduce measures to relate **spatial planning to economic, cultural and natural resource planning** so as to limit depopulation and help to preserve nature, protect traditional rural ways and pay special attention to small population nuclei. The problem of depopulation is essentially territorial and involves a lack of strategic vision and supralocal development.
- ✓ Design the city in **accordance with the territorial model and in coordination with adjacent population centres**, taking into account its climate, humidity, territory and landscape characteristics.
- ✓ Reduce the **use of virgin land** by adapting it to the dynamics of the population and new economic activities, promoting the productivity of the land that has already been transformed. This requires preparing realistic reports that are not written merely to satisfy the formal requirement of incorporating this document into the other documentation for the corresponding Town or Territory Plan.
- ✓ Promote **the maximum interconnection between rural and urban areas**, fostering their interdependence through economic, environmental, social and governance policies, with measures that favour **orderly urban and peri-urban forest and agricultural activities, as well as sustainable livestock and rural development policies**.
- ✓ Promote the inclusion of **natural heritage in the municipal catalogues** that are part of the planning documentation.
- ✓ Implement **coordination and collaboration** mechanisms that are based on the sustainable use of the land, in regions or cities **with cross-border or interregional neighbourly relationships**.

SPECIFIC GOAL

1.2. PRESERVE AND IMPROVE NATURAL AND CULTURAL HERITAGE AND PROTECT THE LANDSCAPE.

LINES OF ACTION

- ✓ Develop strategies to improve, preserve and highlight **cultural heritage** (both its tangible and intangible - ways of life, traditions, etc. - aspects) **and the urban and rural landscape**, in order to develop all its potential and guarantee an adequate level of conservation and maintenance.
- ✓ Adopt measures to **conserve, improve and protect nature and natural heritage**: flora, fauna, landscapes and existing ecosystems. To this end, we propose adopting measures aimed at reducing the use of chemical herbicides, improving the habitats of pollinators in urban and peri-urban areas, etc., as well as applying methodologies and programmes to monitor urban biodiversity.
- ✓ Protect **rural areas in keeping with their character**, especially rural land on the border or adjacent to urban land.
- ✓ **Use forests correctly** from the point of view of forest biomass for energy purposes, as part of a strategy to promote rural development, the conservation of traditional uses that promote the



conservation of natural spaces and the prevention of fires.

- ✓ Launch **campaigns to disseminate cultural and natural heritage** so as to establish a true culture of belonging based on knowledge, which can be combined with its rational use as an economic and tourist resource.

SPECIFIC GOAL

1.3. IMPROVE GREEN AND BLUE INFRASTRUCTURES AND ASSOCIATE THEM TO THE NATURAL CONTEXT.

LINES OF ACTION

- ✓ Incorporate the **concept of urban green infrastructures** to urban planning and management as multifunctional solutions based on nature, which allow urban problems to be addressed. They not only contribute to **improving biodiversity**, but also fight against **climate change**, both in the area of reducing GHG emissions and in local adaptation. Lastly, they contribute to the leisure and enjoyment of citizens. This type of infrastructure is thus key to understanding and managing urban metabolism.
- ✓ Organise and design **green and blue infrastructure networks** by taking into account criteria involving **ecological connectivity** and the **geomorphological characteristics of the territory**, the goal being to optimise the provision of ecosystem services to citizens. This also involves **delimiting and identifying the elements** that constitute these infrastructures and setting up **measures for their restoration, conservation and management** at the regional, local and neighbourhood levels.
- ✓ Assign land uses that are consistent with the **characteristics of the pre-existing territorial base**.





- ✓ **Use livestock routes and incorporate them by using ecological connectivity criteria** and as a formula to combat territorial fragmentation.

The **descriptive data** related to strategic goal #1 “*Implementation of regional and urban planning tools to make a rational use of land, keeping and protecting natural resources*” are as follows:

STRATEGIC GOAL #1. RELATED DESCRIPTIVE DATA

D.01	Population change	D.02	Territory and diversity of habitats	D.03	Surface area of agricultural and forestry operations
D.04	Land area that cannot be developed.	D.05	Green area	D.06	Population density on urban land
D.07	Discontinuous urban land	D.08	Housing density	D.ST.02	Percentage of land areas under development
D.ST.03	Percentage of delimited land suitable for development	D.ST.04	Land area planned for residential use	D.ST.05	Land area for economic activities
D.17	Area of transport infrastructures	D.32	Change in the number of households	D.33	Growth of the housing stock
D.ST.06	Homes planned in development areas with respect to the housing stock	D.ST.07	Number of homes planned in development areas	D.37	Urban planning figure in force in the municipality
D.38	Date of the current urban planning figure	D.39	Urban agenda, strategic planning and Smart Cities		

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
1.1. Develop the land in a way that is compatible with its territorial environment	 2.4 Sustainable and resilient agricultural practices	26; 49; 50; 51; 52; 65; 69; 70; 72; 95; 96	Sustainable land use and nature-based solutions	
	 11.a Ties to urban, peri-urban and rural areas			
1.2. Preserve and improve the natural and cultural heritage and protect the landscape	 6.6. Protect and restore water-related ecosystems	38; 124; 125	Cultural Heritage	
	 11.4 Cultural and natural heritage			
	 14.1 Marine pollution 14.2 Management of marine and coastal ecosystems 14.5 Conservation of coastal and marine areas			
	 15.1 Conserve and sustainably use ecosystems 15.2 Sustainable forest management 15.3 Combat desertification 15.4 Conservation of mountain ecosystems 15.a Financial resources 15.b Resources for forest management			
1.3. Improve green and blue infrastructures and link them to the natural setting	 15.5 Degradation and loss of biodiversity 15.9 Environmentally sensitive plans	67; 77	Sustainable land use and nature-based solutions	<p>SG. 6.3.4 promote protection, encourage and develop the cultural and natural heritage of urban areas...</p> <p>S.G.6.5.2. Integrated actions to revitalise cities, improve the urban environment, its environment</p>





**CITY
MODEL**

STRATEGIC
GOAL

2

AVOIDING URBAN SPRAWL AND REVITALIZING THE EXISTING CITY



SPECIFIC GOALS

- 2.1. DEFINE AN URBAN MODEL THAT ENCOURAGES COMPACTNESS, URBAN BALANCE AND THE PROVISIONS OF BASIC SERVICES.
- 2.2. ENSURE FUNCTIONAL COMPLEXITY AND DIVERSITY OF USE.
- 2.3. ENSURE THE QUALITY AND UNIVERSAL ACCESSIBILITY OF PUBLIC SPACES.
- 2.4. IMPROVE THE URBAN ENVIRONMENT AND REDUCE.
- 2.5. BOOST URBAN REGENERATION.
- 2.6. IMPROVE THE QUALITY AND SUSTAINABILITY OF BUILDINGS.

The analysis carried out on multiple urban systems and the collection of measures that have succeeded in minimising their most negative impacts allows us to design an urban model that, as was already pointed out, has among its main characteristics the compactness of its morphology, the complexity (combination of uses and biodiversity) of its organisation, the metabolic efficiency of its operation and social cohesion in the search for fairness and equality. It is also a model that is applicable to any type of population, regardless of its scale and size. And this proposal does not deny the reality of metropolitan areas and large cities, with all their advantages and disadvantages. In fact, the strategic goals and lines of action must allow us to address the main social, economic and environmental challenges that hamper sustainability, and that are found more frequently in large cities. The search for proximity in relation to activities that have urban repercussions, is and must be a goal in itself for all types of planning, whether for functional areas or metropolitan areas, large, medium or small cities.

Urban morphology is the backbone of formal solutions that range from building density to the distribution of space uses, the percentage of green or road space, etc. It also determines the proximity between urban uses and functions, and is highly conditioned by the mobility model and the land management model from which it is derived.

Land planning or management must aim for **compact, multi-purpose urban structures** that prioritise **recycling processes** for the existing urban fabric, the recovery of disused soils located within urban areas and the **redensification of scattered development land**. It will also be possible to have an effect on compactness by:

- Reducing distances between uses, public spaces, facilities and other activities, to develop patterns of proximity that allow for more trips on foot.
- Turning public space into a key structural element such that it can be used as a true space for citizens to live together and guaranteeing its quality over quantity, and
- Reconverting part of the urban space destined for mobility to increasing citizens uses and rights. This is what makes it possible to turn streets into places for everyone to enjoy.

As for **complexity**, it concerns urban organisation, diversity, the degree of diversity of uses and functions in the same environment, dynamism and capacity. And through all this, we can influence the present and control the future. Planning with mixed uses seeks to boost spaces with small-scale economic activity - offices, small businesses, commercial premises of various formats - and make them compatible with residential uses and the nearby presence of social services such as education, health, leisure and sport. It also seeks to transform the industrial fabric into spaces of mixed activity that are compatible with urban life, especially those closest to urban areas. It also aims to avoid relocations to places that are increasingly remote, with monofunctional activities, such as large shopping

and leisure centres, etc., which have a large environmental impact by being fundamentally linked to trips by car.

But **infrastructures and urban patterns** also condition how land is used, the choice of transport, housing and social habits. Once implemented in the territory, they are very difficult to modify and they limit the potential for change in cities that are already consolidated, or the implementation of policies that seek efficiency in the allocation of resources.

Finally, **urban regeneration** is also a key to this strategic goal. It involves locating areas that allow the application of comprehensive physical, spacial, social, economic and environmental intervention policies. This is what is known within the European Union as integrated urban regeneration. In addition, the establishment and maintenance over time of adequate living conditions, both in buildings and in dwellings, require the use of various resources and a wide range of both public and private actions. Attaining the SDGs and addressing the many emerging needs of society inevitably requires a very significant transformation of the entire building stock. Our buildings and public spaces were designed for situations, needs and ways of life that are increasingly removed from the present, and even more from the future that we must build. Action is being demanded now on issues like:

- Climate change with zero-consumption buildings and public spaces adapted to new climate conditions.
- The incorporation of new technologies and digitisation.
- The accelerated transformation of how we live and work.
- New approaches to health, especially collective health, and new requirements and perceptions involving safety issues.
- A necessary transition in mobility models and
- Redefining uses and priorities in physical public spaces versus virtual public spaces.

All of these involve an extensive and massive transformation of the existing building stock through urban rehabilitation, regeneration and renewal operations that require an inevitable quantitative leap forward that turns this task into a goal in and of itself. This is not a partial renovation, but a transformation towards the overall improvement of buildings.

Also, in the **specific area of buildings**, it is a priority that they be properly related to the territory by recognising, reinterpreting and taking advantage of geographical, geological and bioclimatic charac-



teristics, as a source of the resources they need: water, energy and materials. Only in this way will we be able to exert the minimum possible pressure on the available resources, allowing us to achieve maximum habitability by improving the efficiency of the existing building stock, including energy efficiency and promoting rehabilitation and re-use. The main asset for a sustainable building is the existing construction, understood through a comprehensive vision of the built-up environment, due to the saving of resources involved in its use and to its renewal versus its replacement with a new building, as well as to how traditional construction implies integration into more sustainable land-use strategies. And another key challenge is to improve the energy efficiency of the existing building stock by allowing, in residential buildings, this efficiency to translate into a better quality of life and to significant savings in household energy bills. This “sustainable building” must also guarantee habitability, or, put another way, access to decent and suitable accommodations for all.

But it is not just the urban pattern that shines a light on the urban or city setting defined by this strategic goal. **It is also the life within them.** And this perspective is closely related to the territorial context mentioned in Strategic Goal 1, since one of its aspects entails analysing how the city and its environment are related and how nature enters the city. Biodiversity, understood as the wealth of life forms in a territory, relies on maintaining suitable habitats and production processes that yield complexity, and on a moderate disturbance regime, one that is not so intense that it impedes the regenerative processes of ecosystems, while at the same time creating some selective pressure. In essence, it is a matter of re-greening cities and increasing their water retention capacity, but not by spreading cities over increasingly larger areas. While this would certainly improve the green surface area per inhabitant statistic, it would also entail additional land use and increased mobility needs and energy consumption. Which is why the priority is to do so by recovering green



space within compact cities, which will result in spaces that make our urban resources and infrastructures, and especially transport routes, more permeable to plants and animals.

The city is also **culture, history, tradition, landscape and way of life**. In fact, it is the most complex cultural product developed by society in one collective construction, which, in the cases of historical centres, also involves centuries of existence and therefore an extra symbolic burden. The progress and evolution of a society is not only the result of material or institutional well-being, but also of the possibilities it offers its individuals for the equitable development of creative capacities and the enjoyment of symbolic worlds, or for human diversity to flow from its different cultural manifestations. Therefore, its conservation, maintenance and value cannot be excluded from the content of this Urban Agenda. It is an opportunity and also a challenge in the face of growing threats such as gentrification, mass and unplanned tourism, etc.

The specific goals that allow us to influence the achievement of this model for urban form and city life are as follows:

SPECIFIC GOAL

2.1. DEFINE AN URBAN MODEL THAT ENCOURAGES COMPACTNESS, URBAN BALANCE AND THE PROVISION OF BASIC SERVICES.

LINES OF ACTION

- ✓ Adopt measures through territorial and urban planning that ensure a **balanced result**, favouring the processes of land occupation and transformation, where applicable, with an **adequate urban density**.
- ✓ Evaluate the **cost of uncontrolled urban expansion**, including all its negative consequences and externalities.
- ✓ Increase the compactness of excessively lax urban fabrics, typical of low-density urban areas, by fostering, depending on the cases, increases in building potential, density or readjustments of bloated resources.
- ✓ Design a suitable system of **local resources and facilities** that is balanced quantitatively and qualitatively, and that takes into account proximity criteria for their location, with special attention to green spaces and open leisure spaces. Study the feasibility of combining different non-residential uses in a single facility at different times, favouring multifunctionality.
- ✓ Implement measures that allow for the **daily needs** of the population to be met independently at the neighbourhood level to the greatest extent possible by adapting the services and facilities offered.
- ✓ Do not generalise facilities and their absolute identity in all neighbourhoods. The facilities that



are truly needed in each have to be adjusted so as to avoid unsustainable economic and environmental costs.

- ✓ Ensure the provision of **public services that promote family reconciliation while contributing to equal treatment and effective equality for women and men**, such as nursing homes, day centres, nurseries, or municipal camps. All of this within the framework of the respective competencies.
- ✓ **Reurbanise abandoned industrial areas and rebuild and reuse vacant and underutilised land and buildings**, including using maps to identify underutilised properties.
- ✓ Increase the use of public space to generate renewable energies, establishing recommendations, or even requirements, depending on the area, to achieve this objective (example: covering spaces for car parks on urban land with photovoltaic panels).
- ✓ Evaluate, measure and manage **illegally occupied** land and buildings.
- ✓ Put in place **inter-administrative coordination and collaboration mechanisms** to improve the provision of basic services in small population centres, especially in those that, in accordance with land planning, conform to a recognised territorial balance model (consortiums, commonwealths, etc.)

SPECIFIC GOAL

2.2. ENSURE FUNCTIONAL COMPLEXITY AND DIVERSITY OF USE.

LINES OF ACTION

- ✓ Ensure, through urban planning, that **land is occupied and used efficiently** by combining compatible uses, mainly at the neighbourhood level.
- ✓ Connect urban fabric through continuous **corridors** of activity and strive for a typological, functional and social mix in the consolidated city.
- ✓ Incentivise activities that promote **diversity of uses** and set aside **sufficient space** for economic and production activities.
- ✓ Prevent gentrification and concentration of services in certain areas of the city **by balancing residential and service uses**.
- ✓ Encourage the **mixed use of buildings**, by adapting urban plans so they can respond to real changing demands. It is necessary to consider that decisions involving land and urban planning change environments, affect the places where people live and work, how they travel, how they spend their leisure time. These factors determine people's health, so it is necessary to analyse and monitor them, to consider equality in planning processes. Also required are community participation and the development of instruments that facilitate their visibility from the earliest planning stages.



SPECIFIC GOAL

2.3. ENSURE THE QUALITY AND UNIVERSAL ACCESSIBILITY OF PUBLIC SPACES.

LINES OF ACTION

- ✓ Promote public spaces as the **backbone** of the city, with settings conducive to ensuring a healthy life for all sectors of the population.
- ✓ Promote the **diversity, quality and versatility** of public spaces, provide them with adequate and versatile facilities, and improve their aesthetics, conservation and beauty. Look after the **urban landscape**.
- ✓ Promote **culture, exchange, coexistence and urban leisure** by converting **streets into “squares”**, so as to turn public spaces into a distinguishing trait.
- ✓ Promote intervention measures in public spaces and buildings that **reduce and/or eliminate negative impacts on citizens’ health**.
- ✓ **Activate gathering spaces** as a formula for improving the **mental health** of citizens and **break bubbles of solitude and isolation**, promoting the diversity of uses, cultural exchange and a sense of belonging to the place.
- ✓ Consider the inclusion of **pets** in urban life, recognising their contribution to the physical and mental health of many people.
- ✓ Do away with **architectural barriers**, pursuing greater autonomy for people with disabilities or with reduced mobility, improving **universal accessibility** to public spaces and facilities, housing and basic services.
- ✓ Ensure the **greatest possible comfort** of public spaces by controlling noise, air and light pollution and thermal conditions, making them appealing and healthy.



- ✓ **Free up public space** occupied by private cars to turn it into a public space for multiple uses, favouring pedestrian uses and local commerce.
- ✓ Create **safe public spaces**, which is largely achieved through their constant occupation. Hence, guaranteeing an adequate density of the urban fabric and activities that help to achieve busy environments is a good tool for this.
- ✓ Promote “geoprevention”, that is, **prevent crime through environmental design** by ensuring an adequate relationship between the urban environment and public safety. The different vulnerabilities arising from socio-cultural, economic or political situations can be minimised with tools yet to be developed, such as natural access control, natural surveillance, reinforcement of territory, maintenance of public spaces and community involvement.
- ✓ Guarantee not only security, but also **safety**, through preventive measures such as designing streets with suitable slopes, identifying inaccessible areas, evaluating road prioritisation, paying attention to pedestrian crossings and vehicle intersections, carefully selecting urban surface finishes, etc.

SPECIFIC GOAL

2.4. IMPROVE THE URBAN ENVIRONMENT AND REDUCE POLLUTION.

LINES OF ACTION

- ✓ Guarantee a **healthy and safe** habitat that allows for full cultural, social and economic development.
- ✓ Promote the creation or improvement of **green areas and infrastructures**, at both the neighbourhood and city level, in order to promote the city’s connection to nature and encourage the physical continuity of the environment.
- ✓ Define a minimum area for green spaces so as to allow a higher percentage of the citizens to have **access to a green area nearby** that is adequately sized according to existing needs, with a special focus on the landscape and its value as a quality tool for the urban environment.
- ✓ Foster actions to reduce **noise, light and visual pollution** and minimise their impact on health and quality of life.
- ✓ Put in place measures to **convert degraded urban soils** into green areas and parks to help improve the urban environment and reduce pollution by using Ecological Restoration techniques.
- ✓ **Clean up disused industrial land and restore its environmental characteristics** prior to its **new use** as urban land.
- ✓ Establish, in the land and urban planning instruments, **sufficient distances** between dwellings and all types of atmospheric polluting activities, such as industrial parks, motorways and highways.

SPECIFIC GOAL

2.5. BOOST URBAN REGENERATION.

LINES OF ACTION

- ✓ Ensure **integrated urban regeneration** such that physical and urban operations are linked to **social, educational and labour programmes**, giving priority to neighbourhoods with the greatest urban vulnerability.
- ✓ Promote and encourage **building renovation and urban regeneration** to achieve a proper balance between this activity and that of generating a new city. Specifically, favour proposals for urban regeneration that promote **cooperativism**.
- ✓ Promote **large-scale urban regeneration and renewal** and relate this to efforts to combat climate change and to the existence of an affordable and accessible housing stock through renovation.
- ✓ Identify **possible increases in building value** that can derive from comprehensive renovations, both public and private. These include an increase in building potential, an increase in the number of dwellings, changes in use and densification of low density peri-urban areas, as well as defining tools that can condition these techniques to the creation of a quality, accessible and affordable housing stock.
- ✓ Define reliable and agreed methods to assess large-scale urban regeneration and renewal actions that can be used to **improve the processes for realising these interventions**.
- ✓ Put in place mechanisms to identify **synergies** between different types of interventions in the consolidated city that rely on a **comprehensive and long-term approach**.
- ✓ Have **government agencies** finance urban renovation, regeneration and renewal activities, including by encouraging the collaboration of the private sector.
- ✓ **Adopt measures that prevent** urban renewal from entailing the collateral effects of **gentrification**, that involve inadequate changes in urban morphology and loss of the resident population.
- ✓ Leverage **cultural heritage to carry out urban regeneration operations**.
- ✓ Foster **self-promotion** in the urban centres of smaller towns and cities, to contribute to their preservation and the goal of establishing a population.
- ✓ Mediate formulas for **dividing and segregating large dwellings** into several homes to adapt them to configurations that meet current demands, encourage renting and avoid their degradation due to lack of maintenance.
- ✓ Use **participation** methodologies, such as workshops or forums, that allow for the constant involvement, from the beginning, of the social fabric for the entirety of these urban transformation processes.





SPECIFIC GOAL

2.6. IMPROVE THE QUALITY AND SUSTAINABILITY OF BUILDING.

LINES OF ACTION

- ✓ Provide a **comprehensive view of the built environment** and not just of the building.
- ✓ Improve the state of **conservation**, safety and maintenance of buildings and the habitability of dwellings.
- ✓ Advance towards **universal accessibility** in buildings and homes.
- ✓ Promote the improved **energy efficiency** of the existing building stock by using all available and possible measures: fiscal, streamlined and simplified administrative procedures, and by implementing educational campaigns.
- ✓ Promote **Technical Building Inspections or Building Assessment Reports** to encourage the implementation of preventive measures that promote preventive maintenance, and not only corrective or palliative maintenance in buildings.
- ✓ Use mechanisms that allow for synergies between the different types of interventions in buildings: maintenance, accessibility, energy efficiency, etc. The goal is to encourage comprehensive actions in buildings.
- ✓ Use efficient construction techniques that guarantee the use of **materials** suitable for buildings and homes and that facilitate **reuse**. The goal is to “build to last”.
- ✓ Promote the use and update of the **Building Log Book** during the building’s useful life. Foment the “existing” Building Log Book, which details the repairs and renovations carried out throughout its useful life.
- ✓ Push for measures that promote **the participation of remodelling and renovation technicians**

and companies, that comply with their professional obligations, so as to guarantee the proper design and execution, which results in quality, safety and peace of mind. One example could be requesting information on the company (registry of certified companies, civil liability insurance, up-to-date on tax and social security requirements, i.e. objective and mandatory data) when granting licences or possible public subsidies.

The **descriptive data** related to strategic goal #2 “*Avoiding urban sprawl and revitalizing the existing city*”, are as follows:

STRATEGIC GOAL #2. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density in urban land	D.07	Discontinuous urban land
D.08	Housing density	D.09	Urban compactness	D.10	Residential compactness
D.11	Urban complexity	D.12	Parks and facilities in green spaces	D.13	Public space
D.ST.01	Housing density	D.ST.02	Percentage of land areas under development	D.ST.03	Percentage of delimited land suitable for development
D.ST.04	Land area intended for residential use	D.ST.05	Land area for economic activities	D.14	Age of the building stock
D.16	Quality of silence	D.22	Ageing of the Population	D.23	Foreign population
D.24	Dependency rate	D.29	Housing stock	D.30	Type of home
D.31	Social housing	D.32	Change in the number of households	D.33	Growth of the housing stock
D.34	Secondary home	D.35	Empty house	D.ST.06	Homes planned in development areas with respect to the housing stock
D.ST.07	Number of homes planned in development areas	D.37	Urban planning figure in force in the municipality	D.38	Date of the current urban planning figure
D.39	Urban agenda, strategic planning and Smart cities				



The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
2.1 Define an urban model that encourages compactness, urban balance and the provision of basic services	 1.4 Access to basic services and financial resources	51; 69; 78; 93; 121		S.G.6.5.2. Integrated actions to revitalise cities, to improve urban settings
	 4.2 Quality of pre-school education 4.a Inclusive and safe educational facilities			
2.2 Ensure the functional complexity and diversity of uses		95		
2.3 Guarantee the quality and accessibility of public spaces	 11.7 Access to green spaces and safe urban spaces	36; 37; 39; 53; 100	Safe cities	
2.4 Improve the urban environment and reduce pollution		119		S.G.6.5.2. Integrated actions to revitalise cities, improve the urban environment, its environment
2.5 Promote urban regeneration		77; 97	Poverty and urban regeneration	S.G.9.8.2 Physical, economic and social regeneration of the urban environment in disadvantaged urban areas through EDUSI
2.6 Improve the quality and sustainability of buildings		44		S.G.4.5.3. Improved energy efficiency and increased use of renewable energies in urban areas



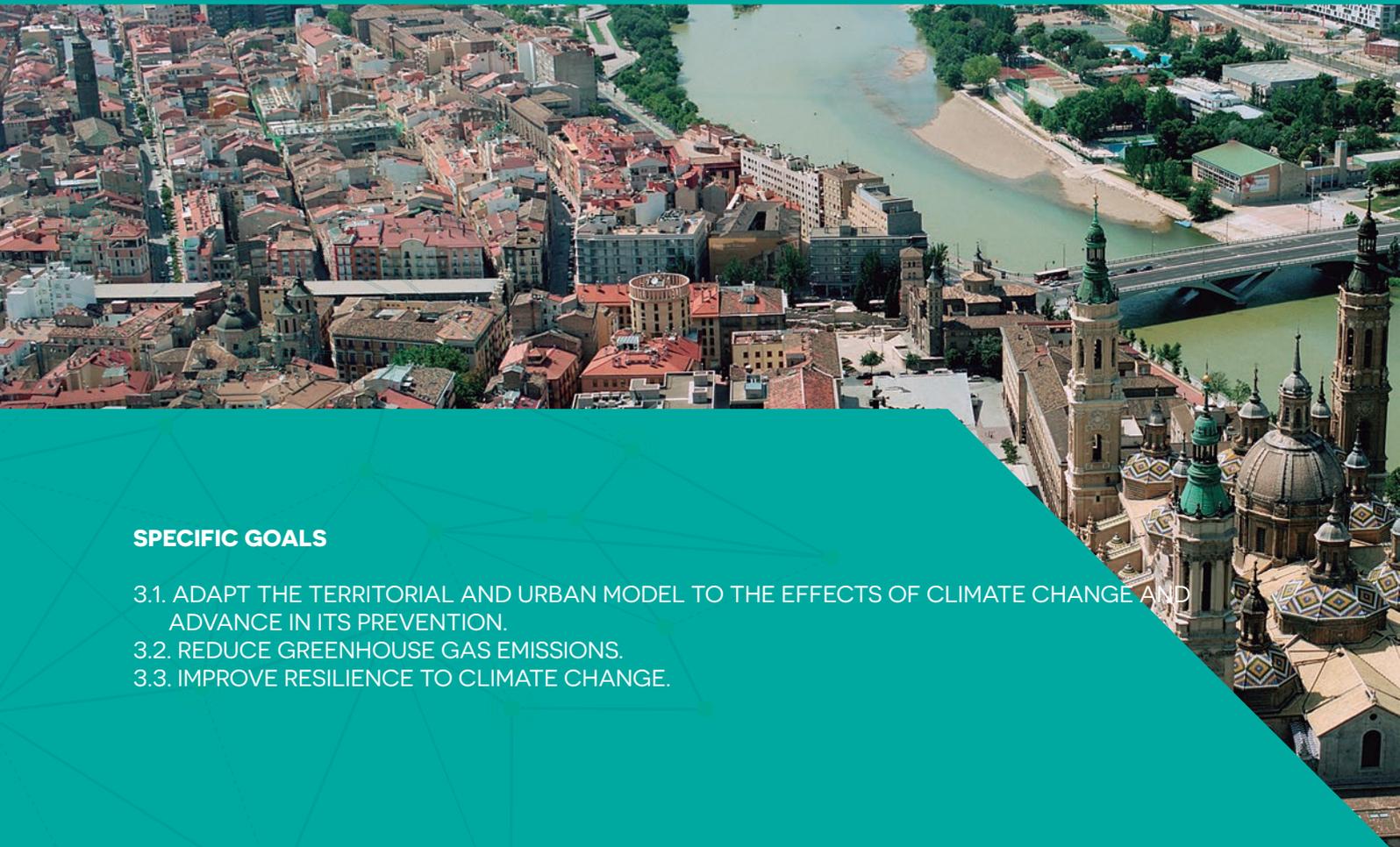


**CLIMATE CHANGE
AND RESILIENCE**

STRATEGIC
GOAL

3

PREVENTION AND REDUCTION OF CLIMATE CHANGE IMPACTS AND IMPROVEMENT OF RESILIENCE IN TOWNS AND CITIES



SPECIFIC GOALS

- 3.1. ADAPT THE TERRITORIAL AND URBAN MODEL TO THE EFFECTS OF CLIMATE CHANGE AND ADVANCE IN ITS PREVENTION.
- 3.2. REDUCE GREENHOUSE GAS EMISSIONS.
- 3.3. IMPROVE RESILIENCE TO CLIMATE CHANGE.

The warming of the climate system is unequivocal, undeniably attributable to human activity and is caused, essentially, by greenhouse gas (GHG) emissions caused by the use of fossil fuels and the change in land uses.

The increase in temperatures and its consequences, long periods of drought, flooding due to torrential rains, the loss of fertile soil, the increase in forest fires and rising sea levels, are among some of the most negative effects that are associated in Spain to climate change, and which land and urban planning must try to address preventively. Mitigating the effects of climate change is therefore seen as an obligation and an emergency, while adaptation is a necessity. Because, among other factors:

- The increased urbanisation and the reduced permeability of the ground lead to a reduced ability to absorb rainwater and an increase in the speed of water flows before they reach the sea. This reduction, together with an increase in torrential rain episodes, increases the likelihood of flooding in urban systems.
- The recurrence of extended periods of extreme drought compromises the organisation of many cities and metropolitan areas, which forces us to take measures of various kinds, some of them structural in nature. Lower rainfall coupled with a change in the rainy season and an increase in population and urban activity will cause dysfunctions of various natures if urban systems do not take appropriate measures to address the new water scenario that comes with climate change.
- Heat waves take on an added effect when connected with rising temperatures. Their immediate impact is thermal discomfort, but in extreme cases, with prolonged, high temperature periods, it can result in more illnesses and deaths. The characteristics of urban materials modify the climate of cities, making the temperature in these areas several degrees higher than in rural areas. The combination of heat waves with this heat island effect increases the impact on the health of citizens.
- The increase in temperature is often accompanied by the transmission of food-borne diseases. Today, urban areas are home to the majority of the world's population. "They" are responsible, directly or indirectly, for most of the greenhouse gas emissions (at least 70%) produced on the planet. These emissions are generated mainly to produce the goods and services used by consumers, primarily of medium and high incomes; and to maintain urban functions and structures (transport, management of mass and energy flows, etc.).

All these factors also alert us to the opportunity of resilience, understood as the ability of communities to resist, adapt to and recover from disturbances to their environment, an essential concept to facing a changing and variable climate.



This, in view of all the above, reiterates the validity of the statement that the fight to mitigate, adapt and be resilient to climate change will be won or lost in cities. The key to slowing down and, where possible, reducing global warming focuses on how cities produce, on the lifestyles employed, and on how metabolic flows are managed. In short, cities need an organisation that allows them to face the future with a greater ability to anticipate and reduce uncertainties. In any case, even if greenhouse gas emissions are contained, cities will have to adapt to the impacts described above. This is a very real challenge for cities, as is having and enforcing a suitable culture of energy efficiency. Land and urban planning that adapts to the effects of climate change and helps to prevent it will allow us to optimise and reduce energy and water consumption and be more energy efficient. These plans can therefore be our best allies in reducing air, water, soil and subsoil pollution and in planting the seed for the proper management of resources.

However, climate change is complex in nature, affecting multiple sectors, many of which are of interest to this Urban Agenda, including: agriculture and livestock; fishing and water resources; infrastructures and mobility; urban planning, housing and tourism; energy and industry. Contributing to sustainable, emissions-neutral development that is better adapted to the impacts of climate change will require us to work in all of these areas, which will require a committed, coordinated effort and an integrated approach.

The Climate Change and Energy Transition Act, which is already in the process of being drafted, will undoubtedly contribute to this coordination and to the adoption of a comprehensive strategy that ensures Spain will fulfil its commitments to the European Union in the areas of energy and climate, within the framework of the Paris Agreement on global warming. The rules that Spain's regional governments themselves are approving in their respective territorial areas are already achieving this.

For its part, the Urban Agenda identifies the following specific goals with the lines of action listed below, which are intended to help prevent and reduce the impacts of climate change.

SPECIFIC GOAL

3.1. ADAPT THE TERRITORIAL AND URBAN MODEL TO THE EFFECTS OF CLIMATE CHANGE AND ADVANCE IN ITS PREVENTION.

LINES OF ACTION

- ✓ Develop **sectoral, territorial and urban plans** that seek to **prevent** natural risks and that guarantee the application of specific standards in this regard to infrastructures, facilities and buildings.
- ✓ Incorporate **natural risk maps** to planning so as to avoid urban transformation activities that are susceptible to being affected by flooding, torrential rains, sea level rise, water shortages, risk of landslides, etc.
- ✓ Include **new forecasts** in planning instruments that seek to adapt to and mitigate the effects of climate change: sea level rise, loss of fertile soil, torrential rains, forest fires, increased temperatures and extended periods of drought.
- ✓ Implement **emergency plans to deal with climate change and, more broadly, action plans for the climate and sustainable energy.**
- ✓ Promote **prevention and adaptation activities** in developed land that is likely to be affected by natural risks.
- ✓ Incorporate the concept of **urban green and blue infrastructures** into urban and land planning and management as multifunctional solutions based on nature that address urban problems that go beyond their functionalities to improve biodiversity, such as: treating flood-prone areas, reducing heat islands, fighting against climate change, reducing GHG emissions and, of course, adapting citizen leisure and enjoyment in these spaces. It would be advisable to draw up regulations that structure how to introduce these actions into urban policies¹, the mechanisms and frameworks for financing them, standards and indicators, as well as specific awareness campaigns, especially on their benefits.
- ✓ **Reduce the heat island effect in current cities** by acting on the factors that influence the climate behaviour of urban environments. To do this, it could be useful **to promote the sealing and vegetation of public spaces**, to incorporate the mapping of urban climate into urban planning and management tools.
- ✓ Approve and implement **industrial conversion plans and programmes** for polluting industries to improve the environmental performance of “mature” industrial establishments and to

¹ As part of the preliminary work to develop the National Strategy for Green Infrastructure and for Ecological Ecoconnectivity and Restoration, a “Guide to plan and design the urban green infrastructure” has been drawn up (Del Pozo & Rey Mellado, 2016. MAPAMA, Madrid)



reduce the adverse effects of their activities on people and the environment.

- ✓ Work through **city networks** (Climate Network, Spanish Network for Local Sustainability, Provincial Networks of Municipalities for Sustainability, etc.) to promote common mitigation and adaptation activities in all the member municipalities. This can be done by striking agreements and approving strategies that seek to reduce the number of serious accidents due to disasters, improve air quality, reduce the negative environmental impact per capita, manage waste and many other objectives.
- ✓ Promote **campaigns** to improve education and **raise awareness** on climate change mitigation, in which consumer habits play a key role.
- ✓ Encourage **citizen participation and education** as an important element in caring for the environment, especially the urban environment.
- ✓ Implement a **truly democratic process for risk management** that involves all the stakeholders (experts, governments, the private sector, civil society, etc.) in the deliberation and also in the management itself.

SPECIFIC GOAL

3.2. REDUCE GREENHOUSE GAS EMISSIONS.

LINES OF ACTION

- ✓ Incentivise and promote a **low-carbon urban model** by following national and international measures and recommendations (public services, infrastructures, buildings, etc.)
- ✓ Manage land and building uses by taking into account **bioclimatic aspects** of energy efficiency and functionality.

- ✓ Implement **zero emissions strategies** in urban environments.
- ✓ **Reduce dependence on private vehicles** and the impacts of **motorised travel** by promoting a compact and complex urban model. This will also serve to reduce fuel consumption and polluting emissions.
- ✓ Use **clean technologies**, materials and products that eliminate or minimise polluting emissions and greenhouse gases.
- ✓ Promote **the renewal of the vehicle fleet**.

SPECIFIC GOAL

3.3. IMPROVE RESILIENCE TO CLIMATE CHANGE.

LINES OF ACTION

- ✓ Develop **resiliency plans against climate change** and ensure that, once in place, they are known and easily accessible to citizens. Use this tool to preserve and improve living conditions.
- ✓ Leverage **the landscape as an opportunity and value** for each town and city, incorporate the term “**ecological restoration**” and transform **green areas into indigenous models** in the collective imaginary that allow for the efficient management of resources.
- ✓ **Prepare to be resilient**, that is, to deal with possible crises (supplies, strikes, breakdowns, natural disasters, etc.) before they materialise. This requires **assessing various scenarios** by studying which elements of the urban system are most involved, conducting **stress tests**, optimising investments to reduce risks and avoid possible sequences of failures. A suitable diagnosis, cooperation among all the necessary actors, including civil society, and assessing the resilience in previous crises can be very useful. To this end, we propose approving action protocols.
- ✓ **Be mindful of the spatial layout of the city, its morphology** (urban rugosity, urban canyon, visibility of the sky, etc.), the presence of vegetation, or the albedo of materials on urban surfaces to minimise the impact of heat waves, the effects of which are increased by the so-called “urban heat island”. Apply **bioclimatic criteria** to the design of open spaces.
- ✓ Consider the **urban heat island** phenomenon in urban planning and design, as well as in the design and construction of buildings. This will require studying the influence of regional and local climate and drawing up **an urban climate map** to analyse the heat absorption and transfer capacity of urban materials (over-heating map) and the ability to eliminate that heat (urban ventilation map). For building construction, bioclimatic architecture solutions will be studied that contribute to reducing greenhouse gas emissions.
- ✓ Promote the conservation of **indigenous animal and plant species**. Increase the land surface capable of supporting vegetation and improve its permeability.
- ✓ Develop specific projects **to prevent flood damage**.
- ✓ **Reduce deforestation and improve ecosystems**.

The **descriptive data** involving strategic goal #3 “*Prevention and reduction of climate change impacts and improvement of resilience in towns and cities*”, are as follows:

STRATEGIC GOAL #3. RELATED DESCRIPTIVE DATA

D.01	Population change	D.02	Territory and diversity of habitats	D.03	Surface area of agricultural and forestry operations
D.05	Green area	D.12	Parks and facilities in green spaces	D.14	Age of the building stock
D.18	Motorisation rate	D.21	Funding for cycling lanes	D.39	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
3.1. . Adapt the territorial and urban model to the effects of climate change and make progress toward its prevention	 13.2 Strategic Policies and National Plans 13.3 Education and awareness	65; 68; 78; 79; 101	Energy transition Air quality Climate Change	S.G.4.5.1. Promote sustainable urban mobility: clean urban transport, public transport, urban/ rural connection, improvements to the road network, cycling and pedestrian transport, electric mobility and development of clean energy supply systems
	 11.b Reduce risk from disasters in cities			
3.2. Reduce greenhouse gas emissions	 3.9 Environmental health	55; 79		
	 11.6 Waste and pollution in cities			
3.3. Improve resilience to climate change	 1.5 Resilience to economic, social and environmental disasters	67; 77; 78; 80; 101; 144		
	 11.5 Disasters and reduced vulnerability			
	 13.1 Resilience and adaptation			



**SUSTAINABLE MANAGEMENT
OF RESOURCES
AND THE CIRCULAR ECONOMY**

STRATEGIC
GOAL

4

SUSTAINABLE MANAGEMENT OF RESOURCES AND PROMOTION THE CIRCULAR ECONOMY



SPECIFIC GOALS

- 4.1. BE MORE ENERGY EFFICIENT AND SAVE ENERGY.
- 4.2. OPTIMISE AND REDUCE WATER CONSUMPTION.
- 4.3. PROMOTE THE MATERIALS CYCLE.
- 4.4. REDUCE WASTE AND PROMOTE ITS RECYCLING.

Cities are the main engines of the economy and the main source of consumption of natural resources (75%) and waste generation (50% of global production). They also generate between 60% and 80% of greenhouse gas emissions, as the United Nations notes in its report, “Resource Efficiency as Key Issue in the New Urban Agenda”. Cities participate in and are jointly responsible for the environmental impacts and high consumption of natural resources generated by the linear economic model. They must therefore play an essential role in the transition to a circular economic model that ensures the quality of life in cities and makes them an appealing place to live.

Efficiency is related to urban metabolism itself, i.e., to the flows of materials, water and energy. The use and management of natural resources must achieve maximum efficiency, while minimising upsets to ecosystems. Land and urban planning, mobility, building, water flows, material usage and waste generation, together with certain lifestyles, are involved in creating scenarios that save or waste energy.

Proper water management is also key, because Spain will be an even drier country as a result of climate change. Hence, systems for retaining, storing, efficiently using and reusing water must be a priority in any urban agenda. Integrated management, at both the local level and the basin level, requires seeking maximum water self-sufficiency that combines capture measures with saving and efficiency measures. It is therefore essential to link urban development with the local water cycle (rainwater capture, reuse of reclaimed water) and to avoid everything that can lead to its pollution.

Another element to consider as a matter of priority is waste. A waste management model that employs sustainability criteria will try to apply the waste hierarchy, especially prevention, reduction, recycling and reuse, which will allow us to move forward as a society that is efficient in its use of resources, which in turn reduces the impact of pollution and improves the availability of raw materials. The objectives pursued by European policy for this sector, which are included in the CEP (Circular Economy Package), are a good guide to steer the choice of actions, their prioritisation and their effective implementation. These objectives are as follows:

- Achieve preparation rates for reusing and recycling municipal waste of 55% by 2025, 60% by 2030 and 65% by 2035.
- Achieve mandatory recycling rates for all packaging of 70% by 2030, to be distributed as follows: 55% for plastic containers, 30% for wood, 80% for iron metals, 60% for aluminium, 75% for glass and 85% for paper and cardboard.
- Prohibit the dumping of recyclable waste by 2030.
- Require that all plastic containers be recyclable by 2030.



Last but not least, it is necessary to focus on agriculture for the home market, meaning that involving the capacity for self-sufficiency, reducing the agri-food footprint and promoting food sovereignty. Consumer societies are unaware of the global implications of the geographic origin of food, the widespread absence of local products, the cost of imports, the energy consumed to transport them and, of course, the quality of the products consumed by the population.

All of this has a lot to do with the need to achieve a circular economy, that is, a closed cycle model.

The set of specific goals and the lines of action proposed to achieve this strategic goal are as follows:

SPECIFIC GOAL

4.1. BE MORE ENERGY EFFICIENT AND SAVE ENERGY.

LINES OF ACTION

- ✓ Support **the energy transition in and of cities**: the key lies with them. **The distributed generation and self-consumption** of energy in the urban environment are basic tools for this change in the energy model.
- ✓ Contain and even reduce energy consumption, promote energy saving and efficiency through **plans, strategies or other measures**. These include: taking into account urban morphology and the bioclimatic conditions of the city; incorporating passive **bioclimatic architecture criteria** or **maximising the provision of heating, cooling or lighting services**, with the minimum possible consumption.

- ✓ Include **prevention and resilience measures** that prevent and minimise energy risks (e.g. electricity grids that allow for alternative sources, etc.)
- ✓ Include **decarbonisation targets**.
- ✓ Promote the use of **renewable thermal energies**, especially in the building stock, which should take advantage of its relative low energy demand and solar capture potential.
- ✓ Promote the **sharing** of infrastructure networks for the various urban services.
- ✓ Promote the use of electricity to the extent that it allows contributing to the energy efficiency and renewable energy goals and to delocalising emissions outside cities.
- ✓ Design ordinances and layouts that favour the **smart location** of buildings by taking into account the actual needs of users.
- ✓ Have resilient energy systems, meaning those that can withstand potential disturbances without cutting off the energy supply to consumers. The **distributed generation of renewable origin**, or in-situ generation, would provide energy from various sources located in places as close as possible to the loads.
- ✓ Facilitate **self-consumption in municipal roofs**, urban furniture, above-ground car parks, etc., and incentivise self-consumption on the roofs of private buildings through tax measures at the local level (building licences, property taxes, etc.)
- ✓ Encourage the procurement of energy services in public buildings.

SPECIFIC GOAL

4.2. OPTIMISE AND REDUCE WATER CONSUMPTION.

LINES OF ACTION

- ✓ Adopt measures to reduce water consumption and the energy use and emissions associated with the **distribution and treatment** of this resource.
- ✓ **Treat and recover** natural water channels and underground resources as a basis for supplying urban areas, applying, if necessary, new treatment technologies (reverse osmosis, nanofiltration) to achieve maximum quality.
- ✓ Develop a policy to protect recharge areas for those **aquifers** that are intended in whole or in part to supply water and avoid the implementation of activities that may affect their quality.
- ✓ Respect and assess the distribution of land uses in **wet areas**.
- ✓ Strictly monitor land processes and actions that can generate **diffuse pollution** and have the potential to affect water resources intended for cities.
- ✓ Whenever possible, separate **surface resources** for urban use from those intended for other uses, thus effectively protecting catchment areas.
- ✓ Adapt the water quality to each specific use, promoting the use of **grey water recovery systems**.

- ✓ Promote **selective collection, separate sanitation networks** and ensure the user's proximity to these systems in order to promote this activity.
- ✓ Build environmentally friendly water **purification** systems. At the local level, use treatment methods that prevent returning water to nature in a way that pollutes it or destroys biodiversity.
- ✓ Foster building types with lower **water demands** and rainwater collection and reuse systems.
- ✓ Use rainwater retention and filtration systems, encourage the use of **permeable pavements** and include indigenous or water-saving **landscaping** designs through efficient irrigation systems.

SPECIFIC GOAL

4.3. PROMOTE THE MATERIALS CYCLE.

LÍNEAS DE ACTUACIÓN

- ✓ Gradually close out cycles in the **metabolism** of cities by promoting waste reduction, including “life cycle” criteria in the consumption of materials and reusing and recycling.
- ✓ Foster responsible consumption, repair, reuse and re-manufacture initiatives and collaborative and shared systems for goods and services.
- ✓ Encourage the use of **secondary raw materials** and easily recyclable materials from local environments.
- ✓ Adopt measures to separate waste at the source and manage **construction** waste such that it is used in new construction or remodelling works, whenever technically, environmentally and legally possible, and encourage the approval of plans for reusing construction waste.
- ✓ Promote production that relies on **ecodesign** (ecological, reusable and recoverable materials) parameters and encourage the use of these materials.
- ✓ Approve and implement municipal **infrastructure renewal plans**.
- ✓ Propose **action plans** for those activities to be carried out involving public services.
- ✓ Establish criteria for **circular public procurement at the local level** that allows closing the materials cycle by including the purchase and use of second-hand products and materials. Specifically, encourage the use of life-cycle criteria for materials in **public contracts**.

SPECIFIC GOAL

4.4. REDUCE WASTE AND PROMOTE ITS.

LINES OF ACTION

- ✓ Enhance the **use of deposit and return systems**, with the consequent saving of resources and reduced environmental and socio-economic impacts. This line of action is essential to the de-

velopment of a circular economy, as are waste management plans or equivalent instruments.

- ✓ Through planning, set aside the **most suitable areas** to solve the problems of waste collection and treatment, and ensure these areas exist in sufficient quantity and quality. In particular, land should be set aside for composting and treating **plant and bio-waste**.
- ✓ Dissociate the generation of waste from **economic development** through waste prevention initiatives that use resources more effectively, and shift towards more sustainable consumption patterns.
- ✓ **Manage** waste so as to reduce its impact, and require the treatment of all waste (whether it is hazardous or not).
- ✓ Promote the **separation at the source** of textile waste and organic waste and manage it, and enhance commercial pick-up at the source.
- ✓ Study and apply new environmental education models to create environmental awareness and sensitivity to waste consumption and generation.

The **descriptive data** related to strategic goal #4 “*Sustainable management of resources and promotion the circular economy*”, are as follows:

STRATEGIC GOAL #4. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density in urban land	D.08	Housing density
D.14	Age of the building stock	D.15	Water consumption	D.33	Expand the housing stock
D.ST.06	Homes planned in development areas with respect to the housing stock	D.ST.07	Number of homes planned in development areas	D.39	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
4.1. Be more energy efficient and save energy	 <p>7.1 Universal access to energy 7.2 Renewable energies 7.3 Energy efficiency 7.a Research and investment in clean energy 7.b Infrastructure and technologies in developing countries</p>	21; 34; 50; 54; 55; 74; 75; 82	Circular economy Energy transition Climate Change	S.G.4.5.3 Improve energy efficiency and increase the use of renewable energies in urban areas O.E.6.5.2. Integrated actions to revitalise cities, to improve the urban environment
4.2. Optimise and reduce water consumption	 <p>6.1. Access to potable water 6.2. Access to sanitation and hygiene 6.3. Water quality 6.4. Increase the efficient use of water resources 6.5. Implement integrated resource management 6.b Support local entities in water management and sanitation</p>	55; 79		
4.3. Promote the material cycle	 <p>12.2 Efficient use of natural resources</p>	71		
4.4. Reduce waste and promote its recycling	 <p>12.2 Efficient use of natural resources 12.3 Reduce food waste in production and supply chains 12.4 Manage chemical rights and products 12.5 Prevent, reduce, recycle and reuse waste</p>	122; 123		
	 <p>11.6 Waste and pollution in cities</p>			



**MOBILITY
AND TRANSPORT**

STRATEGIC
GOAL

5

FOSTERING THE PROXIMITY AND SUSTAINABLE MOBILITY



SPECIFIC GOALS

- 5.1. PROMOTE THE CITY OF PROXIMITY.
- 5.2. PROMOTE SUSTAINABLE MODES OF TRANSPORT.

Urban mobility is a key element in urban policies due to the growth of cities in recent years and the complexity of land use. Currently, more than half of the world's population lives in urban areas. In the European Union, this percentage is 80% and in Spain, it is slightly higher.

Mobility, meaning the ability to move in urban areas through different means of transport, is a key dynamic in city planning¹. Transport systems have a decisive influence on urban development patterns and the quality of life of citizens. Also in spatial justice, understood in this case as the role played by cities through spatial planning and their connections in shaping social equality or inequality.

Today it is undeniable that cities and metropolitan areas need internal mobility models that ensure universal accessibility, reduce inequalities between territories and among social classes, that provide cities with sustainable transport systems that favour an efficient economy, a healthy environment, good air quality and the well-being of their inhabitants.

The European Commission, in the White Paper on Transport published in 2011, "Towards a competitive and resource efficient transport system", notes that transport is not yet sustainable due to its high dependence on oil, high traffic rates and the high environmental and economic impacts that it entails. It is also not sustainable due to the enormous costs involving accidents and accessibility problems. Achieving mobility that is efficient, in terms of the resources used, and sustainable is one of the challenges facing cities now and in the future.

The urban model chosen to manage the necessary growth of cities is very relevant, both in relation to the strategic objectives analysed up to now, and, of course, in relation to the aim of promoting proximity and sustainable mobility. Growth models based on dispersed and expansive urban development increase travel distances, which contributes to increasing our dependence on cars, requires high use of space and energy and has significant environmental impacts² (IDAE, 2008). In this context, addressing the challenge of mobility requires a paradigm shift in urban planning, one that encourages compact cities, with mixed land uses and abandoning scattered growth models. The search for local territorial and urban models also fits into that paradigm. The proximity to activities, services, facilities, places of work and leisure allows us, in general, to more efficiently face one of the major challenges of urban planning: the management of urban mobility and transport services, and with them, environmental quality. Looking for this territorial model that, from a more urban point of view, is characterised by compact urbanisation, a diversity of uses and a reasonable size, is a priority goal, one that has multiple horizontal effects. All of this is regardless of whether the virtues of metropolitan areas and large cities are recognised in terms of opportunities.

¹ UN. *HABITAT Report*, 2015.

² I.D.A.E. *Practical Guide for Developing and Implementing Sustainable Urban Mobility Plans, PMUS*, 2008. http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf



With regard to the design of transport systems, the key is efficiency and sustainability, which provide appealing, comfortable and affordable alternatives to the private vehicle. According to the European Union Transport Council, a **sustainable transport system** is one that:

- allows the basic access and development needs of individuals, companies and societies to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations;
- is affordable, operates fairly and efficiently, offers a choice of transport modes, and supports a competitive economy, as well as balanced regional development;
- limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes while minimising the impact on the use of land and the generation of noise.

Transport systems must also become a vector of innovation in the urban environment, capable of incorporating the most advanced technologies in favour of safer, efficient and sustainable mobility. These new and not-so-new technologies provide real-time information for planning a trip, make good use of the waiting time and reduce uncertainty, thus improving the trust and perception of users. According to the European Commission (2013), technological innovation is a fundamental tool for implementing strategies to promote sustainable urban mobility.

It is from this framework that the Smart City concept emerges. It provides a solution to achieve more sustainable urban development while increasing the quality of life of citizens through the use of



technologies. Applying this concept to smart mobility would yield “innovative and sustainable ways of providing a means of transport for the inhabitants of cities, such as the development of public transport systems and vehicles based on environmentally friendly fuels and propulsion systems, that rely on technological advances and proactive behaviour by the public”. In the city of the future, it will be essential to consider the integration of these intelligent transport and urban planning systems, especially in the following areas: physical integration of the different land uses for transport services; the integration of strategies, policies, disciplines and administrative entities and coordination between the public and private sectors.

Thus, the strategic goals, with their specific goals and lines of action, are as follows:

SPECIFIC GOAL

5.1. PROMOTE THE CITY OF PROXIMITY.

LINES OF ACTION

- ✓ Foster a **mixed-use urban model that reduces travel distances** within the city.
- ✓ Promote **urban connectivity** and universal accessibility, with patterns of proximity between residence and work, to limit mobility requirements.
- ✓ Establish a balanced **distribution of urban space** in the planning instruments intended for motorised and non-motorised mobility, in accordance with the sustainable development policies of cities.
- ✓ Prioritise, to the extent possible, the **city for pedestrians**, favouring continuous, safe and responsible routes and promoting a more **healthy and active lifestyle**.

- ✓ Promote the **effectiveness and quality** of the **most economical** modes of transport and bring them within reach of all age groups: public transport, bicycle and walking.
- ✓ Implement urban development models that incorporate **public transport plans**.
- ✓ Foster **metropolitan** or supramunicipal public transport chains and promote their **intermodality**.
- ✓ Develop **pedestrian and cycling** networks, including new urban developments, guaranteeing safe, non-motorised travel in a friendly environment. Draw up regulations for cyclists and pedestrians to coexist.
- ✓ Adopt measures to encourage the development of **commuting plans** in the main centres of economic activity in the urban area to streamline travel to work centres, as well as strategies for **telework**.
- ✓ Set up logistics distribution platforms in each neighbourhood and manage the **distribution of goods** in urban areas, maximising consolidation/intermediate reloading centres and avoiding low-load distribution using vans and trucks.

SPECIFIC GOAL

5.2. PROMOTE SUSTAINABLE MODES OF TRANSPORT.

LINES OF ACTION

- ✓ Adopt measures through **sustainable urban mobility plans** to reduce travel via private transport, promote **efficient public transport systems** and improve the quality of pedestrian travel. These plans should give priority to pedestrians in urban traffic.
- ✓ Set up an adequate **urban public transport** system and build **integrated networks** that connect the different modes.
- ✓ Design **interchange stations** that act as transfer nodes between interurban and urban travel.
- ✓ Have a comprehensive strategy that includes policies that deter the use of polluting vehicles as part of a broader plan or programme that includes other alternatives. In this regard, the transition from the current Mobility Plans to strategic plans that enhance the **strategic goals of the Agenda** would be highly recommended.
- ✓ Use **park-and-ride** sites in the urban periphery to facilitate the transfer of users from private vehicles to public transport or to carpooling.
- ✓ Locate **peripheral activities** that cause a large number of trips at **points with easy access** to transport hubs and nodes of the public transport network.
- ✓ Promote and encourage the use of **vehicles that use alternative and hybrid energies**. Install charging points for electric cars.
- ✓ Promote an **integrated vision of mobility** that serves the citizenry (MaaS, Mobility as a Service), and encourage measures that promote **shared vehicle systems**, as well as **cooperative services linked to public transport**.

- ✓ Promote **cyclist mobility** by designing exclusive or priority routes and parking spaces for bicycles.
- ✓ **Integrate the bicycle** with public transport and promote bicycle sharing initiatives.
- ✓ **Integrate pedestrian and cyclist networks with green areas**, guaranteeing safe, non-motorised travel in a friendly environment.
- ✓ Ensure **universal accessibility** to every transport system.

The **descriptive data** related to strategic goal #5, “*Fostering the proximity and sustainable mobility*”, are as follows:

STRATEGIC GOAL #5. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density on urban land	D.07	Discontinuous urban land
D.08	Housing density	D.09	Urban compactness	D.10	Residential compactness
D.11	Urban complexity	D.ST01	Housing density	D.17	Surface area of transport
D.18	Motorisation rate	D.19	Density of bus lines and rail modes	D.20	Accessibility to public transport services
D.21	Funding for cycling lanes	D.22	Ageing of the Population	D.39	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
5.1. Promote the city of proximity	 3.6 Traffic accidents	70	Urban mobility Air quality	S.G.4.5.1. Promote sustainable urban mobility: clean urban transport, public transport, urban/rural connections, improvements to the road network, cycling and pedestrian transport, electric mobility and the development of clean energy supply systems
5.2. Promote modes of transport sustainable	 9.1. Sustainable infrastructure	66; 113; 114; 115; 116; 117; 118; 141		
	 11.2 Public transport			





**SOCIAL COHESION
AND EQUAL
OPPORTUNITY**

STRATEGIC
GOAL

6

ENHANCING SOCIAL COHESION AND LOOKING FOR EQUITY



SPECIFIC GOALS

- 6.1. REDUCE THE RISK OF POVERTY AND SOCIAL EXCLUSION IN DISADVANTAGED URBAN SETTINGS.
- 6.2. STRIVE FOR EQUAL OPPORTUNITY FROM THE PERSPECTIVE OF GENDER, AGE AND DISABILITY.



In general, towns, cities and urban areas have historically been spaces for social relations, where the variety, density and proximity of people, activities and urban structures have allowed for the joint construction of the human experience, access to communication and knowledge, as well as to innovation. They have also been the spaces in which social relations have built a social order and organisation, one that has often been unequal and contentious. In fact, the social segregation that takes place in certain areas creates problems of instability, such as insecurity or marginalisation, which tend to be entrenched among the most vulnerable populations if not given appropriate attention. Inequality in access to basic services, housing, education, health, employment opportunities, etc., has repercussions in socio-economic, environmental and political terms.

In a very special way, cities are the driving force behind social progress, economic growth, coexistence and the development of democracy. In contrast, the absence of integrated approaches and territorial strategies generates significant imbalances and dysfunctions, which always sacrifice the most in the social aspect: ageing populations that are isolated in the territory, that do not have access to the same services as the rest, towns that disappear or that subsist with very little population, infrastructures and investments that are not adequately spread through the territory, absence of educational or professional opportunities, etc.

The urban habitat is therefore a key factor in the processes of integrating or excluding people and social groups, and is essential to pursuing equality of treatment and opportunities, as well as to guaranteeing economic progress, because this progress and the evolution of a society is not only generated through material or institutional well-being, but also through the possibilities that this habitat offers to all its individuals.

It is proven that towns and cities, regardless of their size and situation, will be the driving force behind social progress, economic growth and the development of democracy to the extent that they are able to maintain social balance by protecting cultural diversity, mixing incomes, genres, cultures, ages and

professions and ensuring high-quality services of a predominantly urban nature. One of the fundamental weapons lies in the so-called integrated urban regeneration, which can be used to coordinate actions to regenerate the most vulnerable neighbourhoods through social, economic, urban and environmental activities.

This Agenda, therefore, pursues a territorial and urban model that seeks social cohesion, equal opportunities and fairness. Any of the aspects that is addressed must be preceded by the necessary social approach, because people come first. And to this end, both territorial and urban policies must pursue social balance, protect cultural diversity, mix incomes, genres, cultures, ages and professions and guarantee an adequate quality of life.

SPECIFIC GOAL

6.1. REDUCE THE RISK OF POVERTY AND SOCIAL EXCLUSION IN DISADVANTAGED URBAN SETTINGS.

LINES OF ACTION

- ✓ Promote a city of **complexity and proximity** that is based on safe neighbourhoods with good facilities and that are well connected to the city and territory.
- ✓ **Identify those neighbourhoods or urban environments** that exhibit a greater degree of social, economic and environmental vulnerability as areas of preferential action to promote equality in urban development and fight against pockets of poverty, social exclusion and inequality. Vulnerable Neighbourhoods Observatories are useful tools for these purposes.
- ✓ Promote **integrated urban renewal and regeneration**, especially in disadvantaged urban environments or neighbourhoods that are more vulnerable. Integrated and comprehensive plans could be devised for this purpose.
- ✓ Include, in the **social plans and programmes** that are developed and approved, measures to implement the principle of equal opportunity and treatment between women and men, and specific commitments to engage in measures to combat the negative effects and obstacles that women face as a result of multiple forms of discrimination.
- ✓ Promote the creation or improvement of **social services** aimed at people at risk of social exclusion and promote campaigns to make the existing services known to the citizens. Adapt the systems to shelter **vulnerable individuals and households** to current needs, including migratory flows.
- ✓ Promote the **accessibility of municipal services** for the most vulnerable groups.
- ✓ Promote and favour **economic and commercial activity** in these urban environments as a means of revitalising neighbourhoods and creating jobs locally.
- ✓ Reduce levels of **inequality**, the risk of poverty and social exclusion through measures that seek to address spatial and residential segregation.



- ✓ Promote the use of **public spaces** and citizen coexistence as elements of social cohesion. Turn streets into squares, not only as common areas to share and enjoy, but also as inclusive public spaces. Guarantee their universal accessibility.
- ✓ Promote **non-profit community initiatives** that make it possible to use public spaces.
- ✓ Reinforce the sense of **belonging** to a place as a sign of identity and knowledge of one's local environment.
- ✓ Develop **policies involving public safety and the prevention of crime and violence, avoiding the stigmatization** of vulnerable groups.
- ✓ Adopt measures to keep students from dropping out of school.
- ✓ Take specific steps to **reduce inequality, the risk of poverty and social exclusion by eliminating underhousing and slums.**
- ✓ Adopt **job training and placement measures.**

SPECIFIC GOAL

6.2. STRIVE FOR EQUAL OPPORTUNITY FROM THE PERSPECTIVE OF GENDER, AGE AND DISABILITY.

LINES OF ACTION

- ✓ Adopt measures through plans or strategies to guarantee **equal treatment and equal access to the labour market** and public life under conditions of equality that ensure non-discrimination on the grounds of racial or ethnic origin, disability, sexual identity, sexual and gender orientation, religion, opinion or any other personal or social condition or circumstance.
- ✓ Integrate the gender, age and disability perspective into the everyday issues of cities, into administrative structures and into decision-making processes.
- ✓ Adopt measures to **detect vulnerability or social exclusion early** in relation to the processes of illegal occupation of land and buildings, and coordinate services between Social Services, Equality, Housing, Public Safety and Health to guide the most vulnerable people.
- ✓ Ensure an adequate level of **social benefits for people with disabilities and who are dependent.**
- ✓ Increase **public safety** in urban spaces by adopting appropriate urban design measures (lighting, furniture, etc.)
- ✓ Increase the number of **parks in residential areas**, frequented mainly by the elderly, women and children, and guarantee adequate accessibility, lighting and security.
- ✓ Lay out paved routes that facilitate **universal accessibility** that are appropriately lit and have sufficient shade to enjoy recreational areas.
- ✓ Support **“mobility of care”** by ensuring that travel linked to caring for other people and home maintenance can be carried out in the shortest possible time, within the required time slots and at an affordable cost.

- ✓ Promote simultaneous **expert knowledge of the gender, age and disability perspective** and urban planning and disseminate it among the public, trying to eliminate old clichés.
- ✓ Foster **volunteering programmes, social activities, etc.**, that promote interaction between people living alone and their socialisation with their local or city neighbours.
- ✓ Identify and disseminate good urban, architectural and urban and rural mobility planning practices that have a positive impact on **personal, family and work balance** and on the autonomy of people.
- ✓ Provide education on gender equality, shared responsibility and **equal treatment** regardless of racial or ethnic origin, disability, sexual identity, sexual and gender origin, religion, opinion or any other personal or social condition or circumstance.
- ✓ Promote the creation of social, cultural, and other activities that favour **intercultural integration**, from an educational and social perspective.
- ✓ Foster neighbourhood partnerships.
- ✓ Horizontally integrate the **principle of equal treatment** regardless of racial or ethnic origin, disability, sexual identity, sexual and gender orientation, religion, opinion or any other personal or social condition or circumstance, and the principle of gender equality into the drafting, execution and monitoring of regulatory provisions, into the definition and budgets of public policies in all fields and into the development of all activities, systematically considering the priorities and needs specific to women, taking into account their impact on their specific situation, in order to adapt them so as to eliminate discriminatory effects and promote equality.

The **descriptive data** related to strategic goal #6 “*Enhancing social cohesion and looking for equity*”, are as follows:

STRATEGIC GOAL #6. RELATED DESCRIPTIVE DATA

D.01 Population change	D.06 Population density in urban land	D.08 Housing density
D.09 Urban compactness	D.10 Residential compactness	D.11 Urban complexity
D.12 Parks and facilities in green spaces	D.13 Public space	D.ST.01 Housing density
D.ST.05 Land area planned for economic activities	D.20 Accessibility to public transport services	D.22 Ageing of the population
D.23 Foreign population	D.24 Dependency rate	D.26 Number of workers
D.28 Unemployment rate	D.39 Urban agenda, strategic planning and Smart Cities	



The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
<p>6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments</p>	<p> 1.2 Relative poverty in all its dimensions 1.3 Social protection systems 1.b Regulatory frameworks to eradicate poverty</p> <p> 10.2</p> <p> 11.3</p>	<p>25; 26; 28; 40; 61; 62; 99; 103</p>		
<p>6.2. Strive for equal opportunity from the perspective of gender, age and disability</p>	<p> 4.2 Quality of pre-school education 4.4 Job placement skills 4.5 Disparity of gender and vulnerable groups</p> <p> 5.1 Put an end to all types of discrimination 5.2 Gender violence 5.4 Jobs in domestic care 5.5 Full participation of women and equal opportunities 5.c Policy and laws for equality and empowerment</p> <p> 10.2 Social, economic and political inclusion 10.3 Equal treatment and opportunities 10.4 Fiscal, salary and social protection policies 10.7 Migration and migratory policies 11.3 Inclusive and sustainable urbanisation</p>	<p>27; 39</p>	<p>Inclusion of refugees and migrants</p> <p>Poverty and urban regeneration</p>	<p>S.G.9.8.2. Physical, economic and social regeneration of the urban environment in disadvantaged urban areas through integrated urban strategies</p>



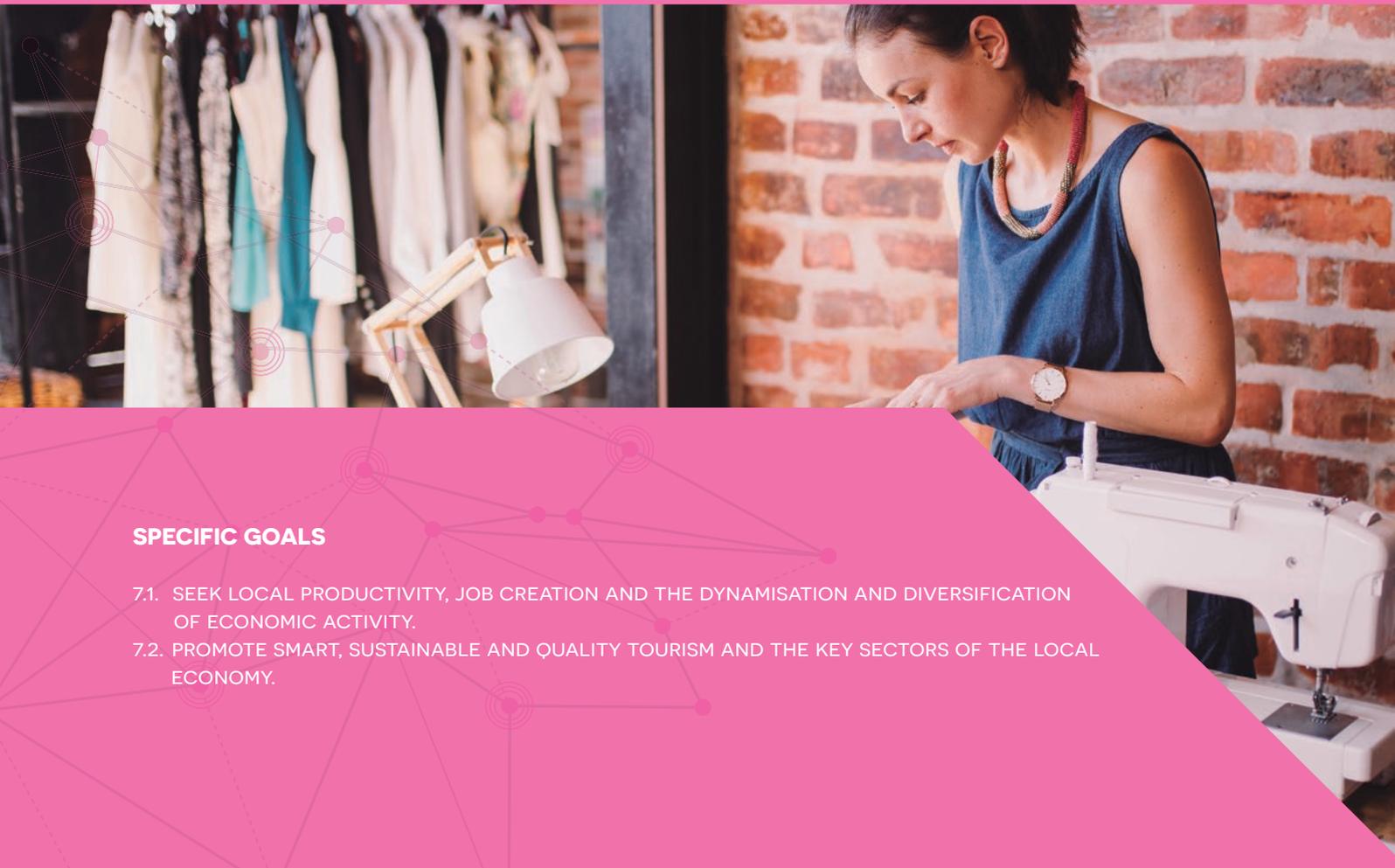


**URBAN
ECONOMY**

STRATEGIC
GOAL

7

PROMOTING AND ENCOURAGING THE URBAN ECONOMY



SPECIFIC GOALS

- 7.1. SEEK LOCAL PRODUCTIVITY, JOB CREATION AND THE DYNAMISATION AND DIVERSIFICATION OF ECONOMIC ACTIVITY.
- 7.2. PROMOTE SMART, SUSTAINABLE AND QUALITY TOURISM AND THE KEY SECTORS OF THE LOCAL ECONOMY.

Economic sustainability must go beyond the strictly economic and contribute instrumentally to the simultaneous achievement of the other objectives. In this sense, urban planning is key, because it is the discipline that allows multiple perspectives to be integrated into design aspects of towns and cities. These include: accessibility to goods and services, complexity of uses, mobility, safety, quality of life and housing, among many others.

Some of the most important dysfunctions resulting from certain economic activities today have their origins in the lack of coordination between sectoral planning and urban planning. An obvious example is in tourism as a source of local growth and development, and with it, the rise of the collaborative economy, especially in the field of housing. Some municipalities have created Strategic Tourism Plans in response to the enormous ability of the sector to create jobs over a relatively short time in order to generate wealth. Usually lacking from these Plans, however, are the mechanisms that must resolve the dysfunctions that occur between the needs of visitors and those of the residents, the solution to which could lie with the proper coordination between all the sectors that may be relevant to the local economy and territorial and urban planning¹.

There is unanimous consent that the current strategy for competing between territories must change and be based on information and knowledge. A more sustainable city model will only be possible if the competition strategy is changed; that is, if a city of knowledge model is pursued at the same time. And in this new strategy, it is especially important to rely on those activities that best control the present and most anticipate the future, meaning those that have the most information density and control the most information. The social website, as a space for virtual interaction between citizens, entities and agencies, has to be guaranteed, allowing citizens to access goods and services, information, to exchange knowledge and, with it, to access the debate and decision processes in a transparent and reliable framework. The ICT that will be referred to in strategic goal 9 of this Agenda also have a central role in democratising the city and furthering the collective decision process.

Also essential is the role played by the economic growth of rural areas, especially as a factor for maintaining the population in the territory and, through this growth, to achieve a great territorial balance. Sectors such as organic agriculture and its marketing through the use of the new information and sales techniques represent a firm commitment to the green circular economy. They, along with maintaining agricultural and ranching activity in general, also help to fight against the risk of fire by favouring the presence and recovery of local species, they maintain the local population and have an effect on the rate of generational replacement of these kinds of operations. And in this context, access to telecommunications is as or more important than mere physical transport.

¹ To specifically address these dysfunctions, many municipalities have begun to prepare Diagnoses and Action Plans using the methodology of the National Tourism Office, which seeks to provide a solution to this type of complex problem.

The transition towards a circular economy will require introducing dramatic changes not only in technology, but also in the organisation, in society, in financing methods and in public policies. These changes will affect every value chain, from the design of products to new management models, from the way waste is converted into an asset to the new behaviour patterns of consumers. And in this context, public contracting, as the great management tool that is available to governments to carry out public works and provide goods and services to the public, has to be sustainable and innovative, as demanded by the national law on contracts and the EU's directives on public contracting. This new regulation will be used to develop a method of contracting that is more innovative and respectful of social and environmental demands and that will rely more on public/private collaboration. Awarding tenders to the most economically advantageous bidder, instead of to the lowest bidder, will allow taking into account the entire life cycle of the offer and analysing its feasibility.

Lastly, e-commerce is yielding significant changes in how all types of products and services are purchased and sold, whether through electronic means, social networks or websites. The traditional structure of the neighbourhood store, already hard hit by large department stores, faces yet another difficult challenge from e-commerce, combined with the problems of reconciling work hours and business hours.

As part of this strategic goal, the specific following goal is identified, along with its corresponding lines of action.

SPECIFIC GOAL

7.1. SEEK LOCAL PRODUCTIVITY, JOB CREATION AND THE DYNAMISATION AND DIVERSIFICATION OF ECONOMIC ACTIVITY.

LINES OF ACTION

- ✓ Take the steps needed to **coordinate land and urban** management with **sector plans** for economic activities, with specific strategies for small population centres and other centres with declining populations.
- ✓ Promote activities that **diversify the production structure** and create employment opportunities that guarantee quality of life.
- ✓ Advance measures that **take into account the loss of jobs** expected due to the imminent **automation** of many procedures.
- ✓ Promote the **network of intermediate cities as nodes regional activity**.
- ✓ Guarantee the **compatibility of economic activities** with residential areas to create employment and improve production networks and, where applicable, to make urban management tools better able to respond to the actual demand.





- ✓ Promote innovation, the use of new technologies and knowledge to achieve a competitive economic activity and more employment options.
- ✓ Promote access to new **modes of consumption, e-commerce** and leverage the advantages of the **circular economy**.
- ✓ Promote economic activities in rural areas and local production **-farm to table-** to achieve the maximum interconnection between rural and urban areas and to try to limit the transport of food to the maximum extent possible so as to consume fewer resources and promote the most healthy and environmentally friendly seasonal food.
- ✓ Incentivise the primary sector as an economic resource of municipalities with significant agricultural value.
- ✓ Enhance the wealth of **social networks** and create a collaborative structure that is involved in as broad a neighbourhood or urban area as possible.
- ✓ Promote the **social economy**: associationism, employee-owned companies, cooperatives and mutual societies that pursue general interests.
- ✓ Create **areas that appeal** to economic activity and local trade, and set aside spaces for marketing **local products**.
- ✓ Promote and encourage flexible work spaces (**coworking**) in city centres, both because of their ability to attract new entrepreneurs and because they lower the rental price of conventional office space.
- ✓ Create **statistical municipal databases** that allow cities to have a better understanding of local economic dynamics.
- ✓ Create a **data standardisation strategy** that provides real and effective access to information that may be relevant to citizens. This means prioritising data in a homogenous way so they can

be cross-referenced at every level (national, regional and local) in space and time.

- ✓ Ensure correspondence between the provision of **municipal services and local budgets by preparing and tracking** economic sustainability reports.
- ✓ Advance measures that take into account **the foreseeable loss of jobs** due to the fourth industrial revolution, especially those lost due to e-commerce.
- ✓ Promote **work-life balance and equal opportunities** in access to work.

SPECIFIC GOAL

7.2. PROMOTE SMART, SUSTAINABLE AND QUALITY TOURISM AND THE KEY SECTORS OF THE LOCAL ECONOMY.

LINES OF ACTION

- ✓ Promote **the implementation of assessments and action plans for smart tourism destinations** so as to improve the sustainability and competitiveness of tourist destinations.
- ✓ Promote **the application of UNE public standards** and recognition systems in the field of tourism quality or aimed at improving the management of tourism, such as **Q for Quality, the SICTED** (Integrated System for Quality Tourism in Destinations) or the **Smart Tourism Destination** sign.
- ✓ Implement **tourism plans** that have an integrated vision that includes long-term actions and which allow local communities to participate effectively.
- ✓ Promote **sustainable urban tourism** that manages visitor flows and the capacity of historic spaces, that avoids the overcrowding effect, is respectful of cultural heritage and strikes a balance between tourism and the well-being of the receiving communities.
- ✓ Regenerate and reconvert **mature tourist destinations** to update them to modern quality standards.
- ✓ Support **local culture, cuisine and products** as internal and useful resources.
- ✓ Develop **tourism marketing plans** that have as their primary goals to attract quality, high profitability tourists to the urban destination they visit, whose cultural level allows them to value the city's heritage.
- ✓ Encourage **out-of-season** tourism by revaluing the resources that promote socio-territorial equity and creating **new product categories** that are able to operate year-round.
- ✓ Promote **ecotourism and rural tourism** as a way to economically and sustainably stimulate declining environments and territorial areas, in order to diversify the demand for activity and economic sectors.
- ✓ Offer **specialised tourism** with activities linked to innovation, creativity and leisure.



The **descriptive data** related to strategic goal #7, “Promoting and encouraging the urban economy”, are as follows:

STRATEGIC GOAL #7. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density in urban land	D.08	Housing density
D.ST.05	Land area planned for economic activities	D.19	Density of bus lines and rail modes	D.22	Ageing of the population
D.23	Foreign population	D.24	Dependency rate	D.26	Number of workers
D.27	Number of establishments	D.28	Unemployment rate	D.39	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14–20
7.1. Seek local productivity, job creation and the invigoration and diversification of economic activity	 1.b Regulatory frameworks to eradicate poverty	29; 95; 43; 45; 53; 56; 57; 58; 59; 60; 61	Employment and training in the local economy	S.G.9.8.2. Physical, economic and social regeneration of the urban environment in disadvantaged urban areas through integrated urban strategies
	 2.c Volatility of food prices			
	 5.a Equal rights to access economic resources			
	 8.1 Economic growth 8.2 Diversification, technology and innovation 8.3 Support small and medium-sized companies 8.4 Efficient and respectful production and consumption 8.6 Full employment and decent jobs			
	 9.2 Inclusive and sustainable industry 9.3 Ensure SMEs have access to financial services and value chains			
	 12.6 Companies and sustainability reports			
7.2. Promote sustainable and quality tourism and key sectors of the local economy	 8.9 Sustainable tourism	60		S.G.6.3.4. Seek to protect, promote and develop the cultural and natural heritage of urban areas, particularly those of tourist interest
	 12.b Sustainable tourism			



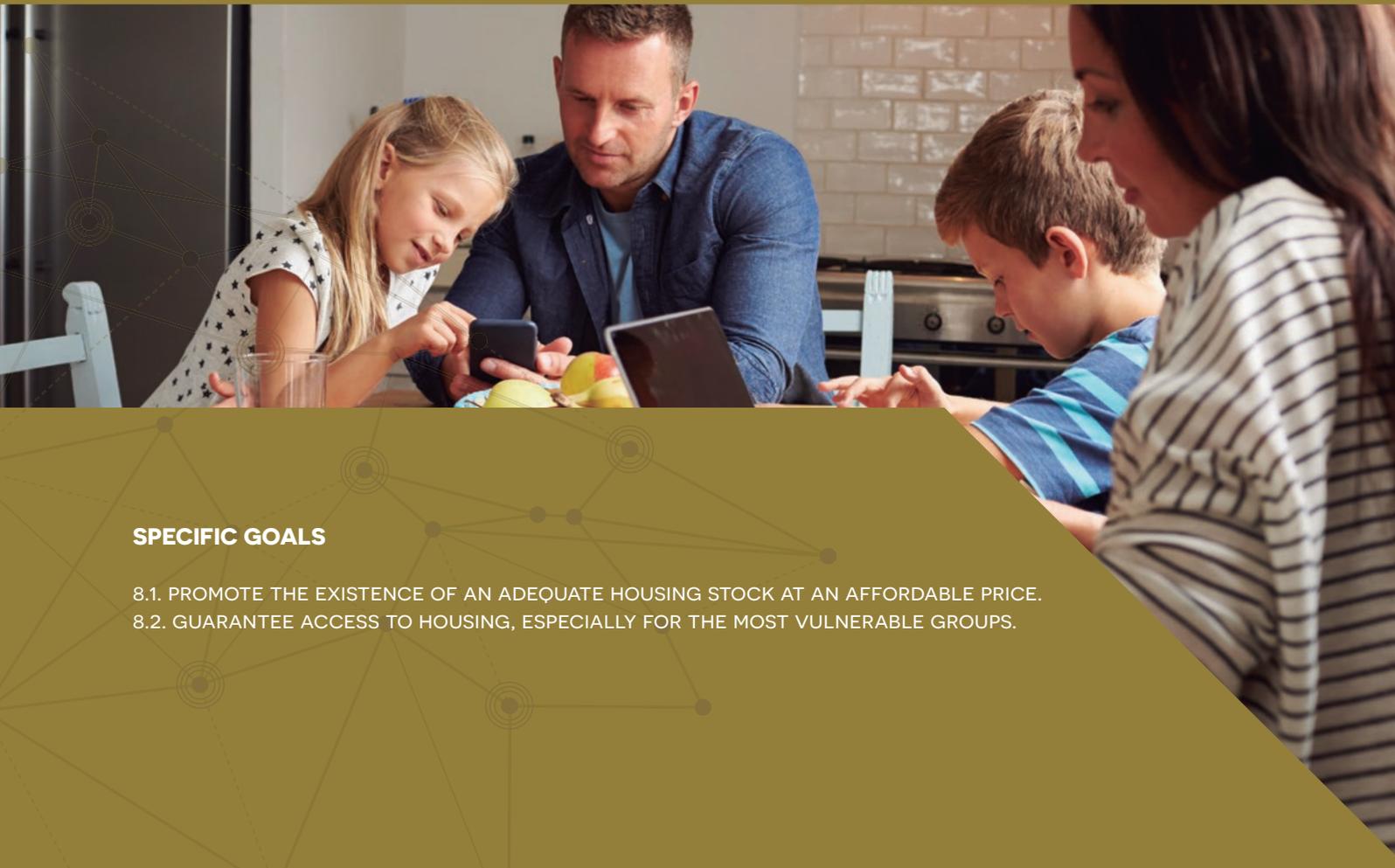


HOUSING

STRATEGIC
GOAL

8

ENSURING ACCESS TO HOUSING



SPECIFIC GOALS

- 8.1. PROMOTE THE EXISTENCE OF AN ADEQUATE HOUSING STOCK AT AN AFFORDABLE PRICE.
- 8.2. GUARANTEE ACCESS TO HOUSING, ESPECIALLY FOR THE MOST VULNERABLE GROUPS.

In terms of housing, Spain has important challenges:

- 1 | **Diversify public housing programmes** and subject a significant amount of this housing to a public protection regime, primarily accessible through rental, that is suited to the income of all social groups. In short, it is a question of adjusting the housing supply to the different living needs of society and of allocating the resources that are necessary to provide habitability, from the three levels of government.
- 2 | **Balance the ownership and rental of property**, whether unsubsidised or subject to a public protection regime.
- 3 | **Improve the rental market, quantitatively and qualitatively.** Many of the measures that would allow this goal to be achieved are still absent from the Spanish legal system and from the housing policies implemented by the various government agencies. These include identifying areas at the district level that allow for the establishment of rental conditions; the active application of methods such as the right of first refusal, or the surface right to obtain an inclusive social housing rental stock that fosters social cohesion.
- 4 | **Ensure social cohesion** by pursuing the diversification of the public housing stock among the different neighbourhoods, physical proximity to public facilities, a mix of different types of housing intended for different social and cultural groups, the improvement and integration of vulnerable neighbourhoods and the use of strategies that combine various objectives such as housing, work, education, culture, etc.
- 5 | **Avoid the gentrification that often results from urban renovation, regeneration and renewal policies.** These intervention techniques should be considered not as a set of isolated actions, but as an intervention in a complex setting that includes the inhabitants and responds to their needs. Its fundamental objective must be, beyond increasing average income, to mix different populations into the same urban fabric in order to improve their living conditions. Measures such as the public acquisition of finished housing in areas where urban regeneration operations have already been carried out, allow us to combat the gentrification that occurs when owners sell their own homes.
- 6 | **Ensure the coherence and necessary reconciliation between housing plans and programmes** (national, regional and municipal) and the regulatory requirements in force at any given time, with regard to housing.
- 7 | Finally, **the scattering of activities throughout the territory** - driven by the dominant mobility model - is one of the causes of the degradation of the habitability of those who see their access to this mobility restricted. It is therefore valid and especially opportune to group activities into more complex structures and with building models that allow this grouping to be contained in a manner that is acceptable from a functional point of view.

Therefore, the main goal of the Agenda is to achieve a decent, adequate, affordable and sufficient housing stock to meet social needs, underpinned by a quality building stock. This stock must be ener-

gy efficient and ensure the correct habitability of the properties, although these basic and preliminary requirements are insufficient in and of themselves.

It is not enough that the homes be habitable and meet basic quality requirements that are guaranteed by law (Technical Building Code). There must also be enough of them, they must have suitable conditions and affordable prices, to meet society's social needs at any given moment. To do this, it will be necessary to use various resources and take a wide range of actions, both public and private. A public housing stock must also be created that is suited to meet the social rental needs of the population. Work will also be needed to guarantee an adequate and diverse supply through different housing tenure regimes, because the social and economic reality of families also differs. Finally, the refurbishment of property already built, promoting its reuse, will result in maximum occupancy and also in energy efficiency.

To address these challenges, the following goals are proposed and the lines of action referred to below are identified:

SPECIFIC GOAL

8.1. PROMOTE THE EXISTENCE OF AN ADEQUATE HOUSING STOCK AT AN AFFORDABLE PRICE.

LINES OF ACTION

- ✓ Ensure that **land zoned for residential use** by land and urban planning is used to uphold the right to enjoy decent, adequate housing. To do this, we must encourage the effective use of dwellings that are empty in those areas where there is a real and verified demand, and, where applicable, use the necessary measures, whether supportive or even coercive, to ensure that the social function of the property is fulfilled and the primary purpose of the homes is for residential use, as foreseen by urban planning.
- ✓ Promote positive measures to guarantee the **right to access suitable and decent housing**, both through publicly owned housing and through measures that facilitate the placing of sufficient housing on the market at affordable prices.
- ✓ Promote **a comprehensive view of housing as an element that is integrated into a suitable environment.**
- ✓ Guarantee that the planning itself **sets aside a certain amount of land** for housing subject to some public protection regime, with a criterion for its allocation that respects social cohesion and prevents the formation of ghettos.
- ✓ Promote the **generation of public or social housing** in which public ownership is guaranteed indefinitely.



- ✓ Favour **renting** to balance this form of tenure with ownership.
- ✓ Improve the safety, **habitability**, universal accessibility and energy efficiency of homes.
- ✓ Include **people with disabilities as specific beneficiaries** in plans and programmes that provide vulnerable groups access to housing.
- ✓ **Avoid gentrification.** Restrict the areas in which the government can use the right of first refusal to acquire properties so as to promote subsidised renting. This same purpose would also be served by purchasing homes within the purview of urban renewal operations that are financed mostly with public funds.
- ✓ Develop a **habitability concept adapted** to the needs motivated by new family configurations and today's living conditions.

SPECIFIC GOAL

8.2. GUARANTEE ACCESS TO HOUSING, ESPECIALLY FOR THE MOST VULNERABLE GROUPS.

LINES OF ACTION

- ✓ Promote the creation of affordable public and private housing **stock** that satisfies, in particular, the needs of the most vulnerable through rental schemes. Specifically, have sufficient social housing stock to address situations involving greater social vulnerability. These situations should include those that affect people who have been disabled (due to an accident, a physical ailment, ageing, etc.) and who, as a result, can no longer stay in the home where they lived.
- ✓ Promote **social housing**, not only through new developments, but also through the activation and incorporation of vacant homes into the market and by promoting the refurbishment of the housing stock. The main beneficiaries of this housing should be all those people who are facing a humanitarian emergency or severe social exclusion.
- ✓ Promote rental **aids** and other social subsidies, such as those specific to accessibility works, so that access to a home can be guaranteed for those who face the greatest problems in this regard.
- ✓ **Promote and even demand** the existence of reserve funds in communities of owners in collective residential buildings that contribute to the completion of any accessibility work that is required.
- ✓ Implement **early eviction prevention protocols** to ensure evictions are not carried out without alternative accommodations, with appropriate monitoring and evaluation measures.
- ✓ Encourage the consolidation of various forms of home tenure, apart from ownership and rental; in particular, those offered through **cooperativism**.

The **descriptive data** related to strategic goal#8, "*Ensuring access to housing*", are as follows:

STRATEGIC GOAL #8. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density on urban land	D.08	Housing density
D.ST.01	Housing density	D.22	Ageing of the population	D.29	Housing stock
D.30	Type of home	D.31	Social housing	D.32	Change in the number of households
D.33	Growth of the housing stock	D.34	Secondary home	D.35	Empty house
D.36	Accessibility to housing	D.ST.06	Homes planned in development areas with respect to the housing stock	D.ST.07	Number of homes planned in development areas
D.37	Urban planning figure in force in the municipality	D.38	Date of the current urban planning figure	D.39	Urban agenda, strategic planning and Smart Cities

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
8.1. Promote the existence of suitable housing stock at an affordable price	 11.1 Access to housing	31; 32; 46; 105;106, 108	Housing	S.G.9.8.2. Physical, economic and social regeneration of the urban environment in disadvantaged urban areas through integrated urban strategies
8.2. Ensure access to housing, especially for the most vulnerable groups		33; 106; 107; 110; 111; 112		





DIGITAL ERA

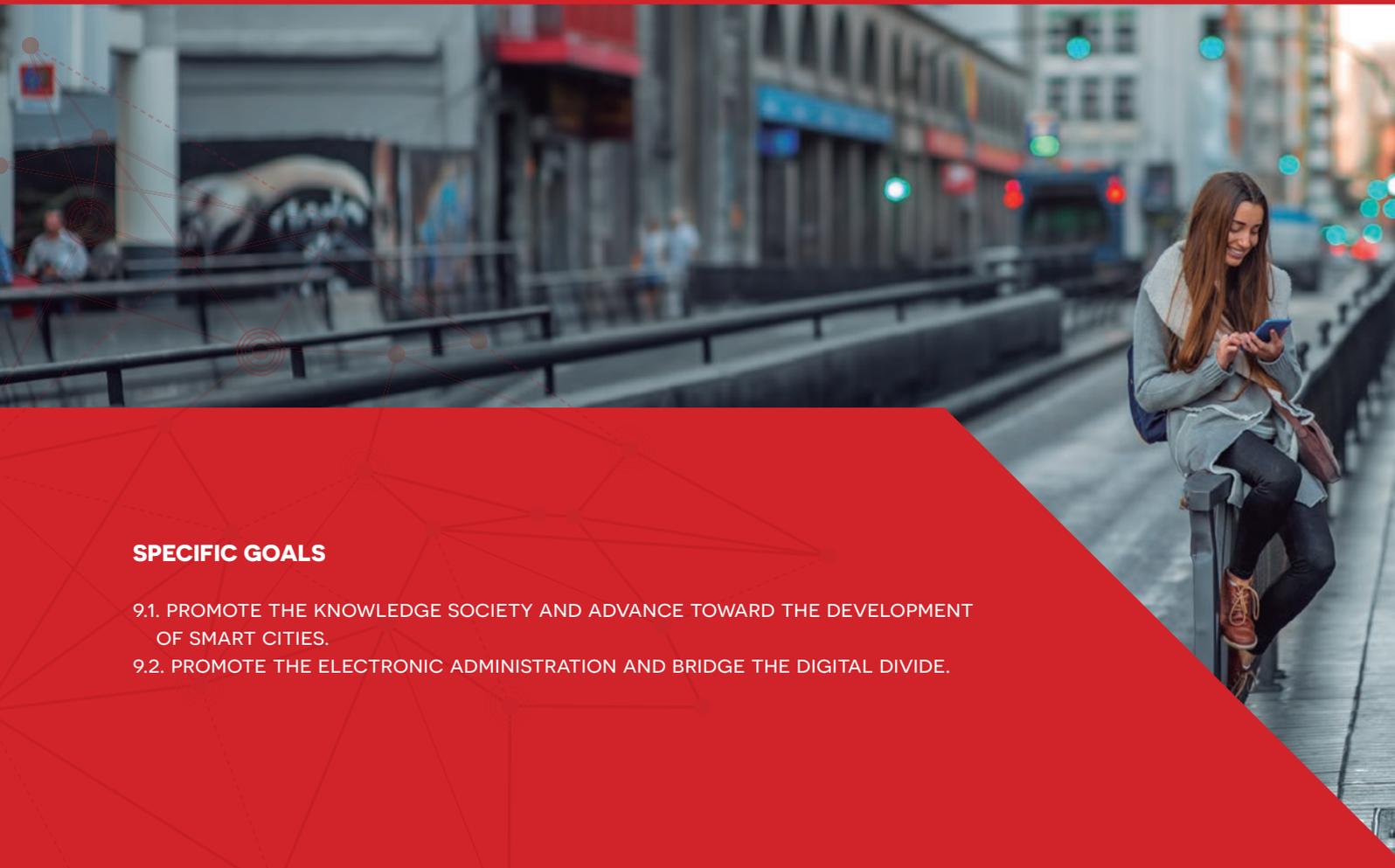
STRATEGIC
GOAL

9

LEADING AND ENCOURAGING DIGITAL INNOVATION

SPECIFIC GOALS

- 9.1. PROMOTE THE KNOWLEDGE SOCIETY AND ADVANCE TOWARD THE DEVELOPMENT OF SMART CITIES.
- 9.2. PROMOTE THE ELECTRONIC ADMINISTRATION AND BRIDGE THE DIGITAL DIVIDE.



The use of new technologies is undoubtedly one of the main challenges that must be addressed now to reduce current uncertainties and, at the same time, increase the ability to anticipate what is required by the future. The Digital Age is defining a different world, one in which people, information and things are being connected at an unprecedented intensity and speed that we have to adapt to. Technological innovation, and especially digital technology, are the true driving force behind the change processes in society and will continue to be so in the future. The Internet of Things, big data, quantum computing, artificial intelligence, machine learning, robotics, e-commerce, 5G connectivity and autonomous driving are just some of the great trends that we are witnessing now, all of them the result of unprecedented technological advances that are beginning to define a different world. And each of these advances has an enormous capacity to yield processes of change in cities, but not only in cities.

When talking about the Smart City, we have to connect this concept not only to digital innovation, but also to the ability to offer, mainly to citizens, spaces for coexistence and personal, professional and social development of the highest value, well-being and competitiveness. And this requires not limiting ourselves to big cities. It can be an objective in itself, regardless of the size of the population. In fact, new technologies have an enormous influence on multiple aspects of well-being. One of them, which must not be ignored, is direct participation and governance. Nowadays, Spain is one of the most advanced countries in the world in terms of the number of open data portals that offer understandable and accessible data to everyone using standard formats for professionals and researchers. This requires transforming data so that they may be of interest to the general public, but also, allowing access to processing algorithms so that the forms and depth of the information are open to everyone.

All of these aspects impact the need to link sustainable urban development with the knowledge society.

As part of the process of economic and production diversification that should take place in Spanish society (traditionally characterised by the dominant presence of the construction and tourism sectors), it is essential to consider other futures that are not restricted to one or two specific industries. And it is evident that Smart Cities are an important part of these issues. Through their broader approach, not linked just to new technologies, Smart Cities must help us reach a consensus and implement a vision of the future for both the cities and the people who inhabit them.

The specific goals and lines of action proposed to achieve this goal are as follows:

SPECIFIC GOAL

9.1. PROMOTE THE KNOWLEDGE SOCIETY AND ADVANCE TOWARD THE DEVELOPMENT OF SMART CITIES.

LINES OF ACTION

- ✓ Promote the development of **smart tourist destinations** as a specific case of Smart Cities working toward the sustainable development of urban and rural tourist destinations.
- ✓ Adopt measures, through plans or strategies that promote the incorporation of new information technologies (Big Data and Data Mining, Artificial Intelligence), into urban management so as to progress toward a **smart urban model**. Strategies **should also be set up to work on a model** for smart territories.
- ✓ **Promote the digitisation of cities and urban services through efficient and sustainable models based on smart digital management platforms.**
- ✓ Facilitate access to mobile communications networks by modifying and adapting regional and local regulations to the new national regulation in this area.
- ✓ **Promote public spaces** as the backbone for citizens to **access new technologies**.
- ✓ Consider the deployment of **electronic communications as a basic tool** for cities that must be part of the structuring determinations of planning instruments.
- ✓ Promote **clean technologies** in information and communication processes and in smart transport systems, as well as in the efficient and sustainable management of city resources (energy, water, waste and urban environment).
- ✓ Strive for the economic and competitive development of the city through innovation, technology and better use of social and human capital.

SPECIFIC GOAL

9.2. PROMOTE THE ELECTRONIC ADMINISTRATION AND BRIDGE THE DIGITAL DIVIDE.

LINES OF ACTION

- ✓ Foster **open and transparent governance** (open data portals) that relies on technology to achieve quality and efficient services and activities, and to encourage **citizen participation** in the decision-making processes that affect the city.
- ✓ Promote the existence of **open information portals** that provide access to raw and unprocessed data, that can offer reliable results and that also encourages the exchange of information between cities.
- ✓ Establish **mechanisms and strategies for ranking and standardising information** such that it is comparable in space and time and accessible to all.
- ✓ Expand **electronic administration** services by facilitating administrative procedures for citizens and companies.
- ✓ Adopt **technological innovation** measures with applications that bring citizens closer to public



services. This is also related to electric and autonomous vehicles.

- ✓ Have **digital literacy strategies** for vulnerable groups (long-term unemployed, elderly people, etc.) in order to bridge the digital divide.
- ✓ *Improve specialised training* in these subjects, both for public employees and for society in general.

The **descriptive data** related to strategic goal #9, “*Leading and encouraging digital innovation*”, are as follows:

STRATEGIC GOAL #9. RELATED DESCRIPTIVE DATA

D.01	Population change	D.06	Population density in urban land	D.08	Housing density
D.22	Ageing of the population	D.26	Number of workers	D.27	Number of establishments
D.39	Urban agenda, strategic planning and Smart cities				

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:

SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
9.1. Favour the society of knowledge and move towards the development of Smart Cities	 9.5 Scientific research, technological capacity	66; 150; 151; 157	Digital Transition (Smart Cities)	S.G.2.3.3. Promote information technologies in integrated urban strategies, including Local Electronic Administration and Smart Cities
9.2. Promote the Electronic administration and bridge the digital divide	 5.b Use of technology and ICT	156		





**INSTRUMENTS
AND GOVERNANCE**

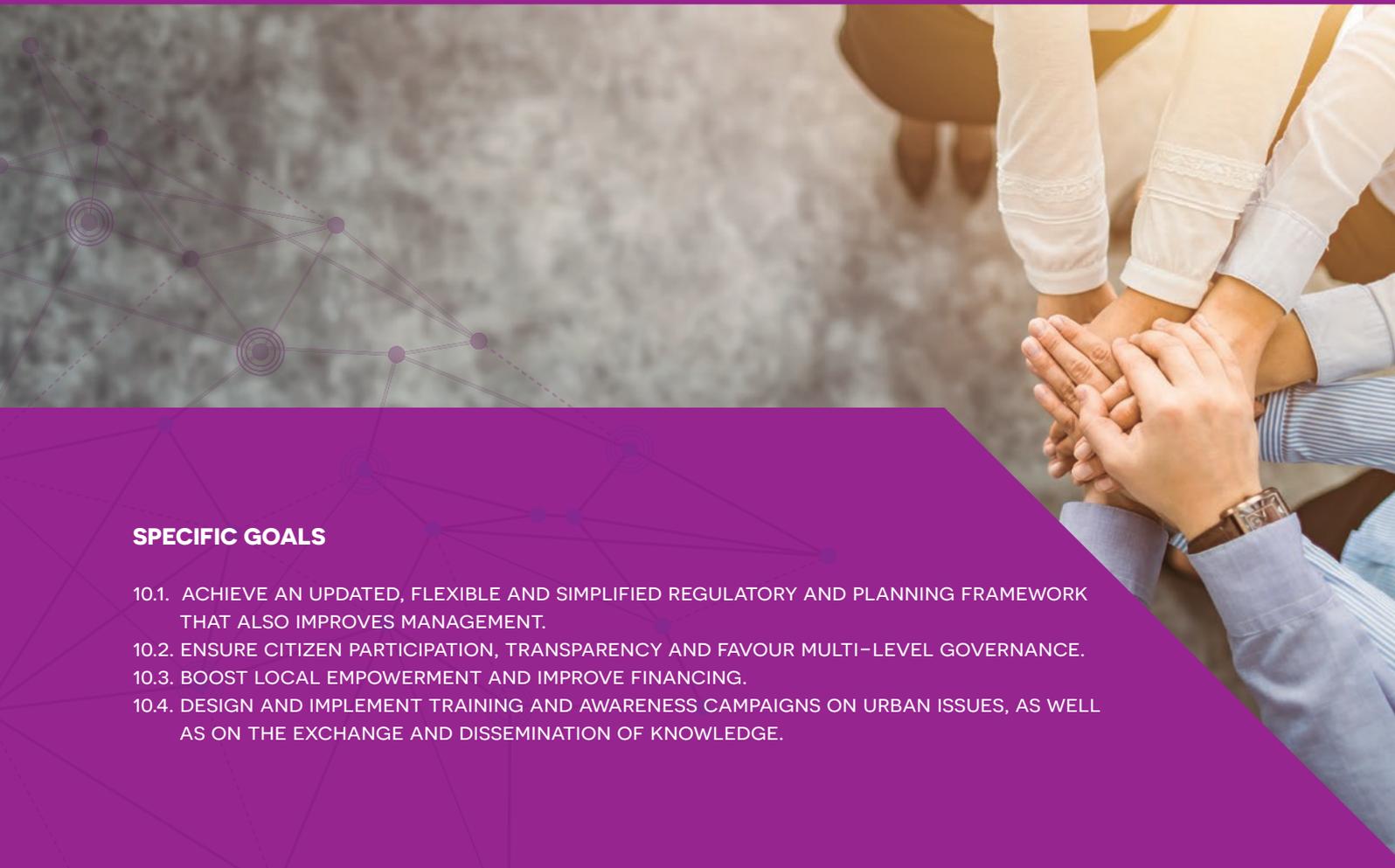
STRATEGIC
GOAL

10

IMPROVING INTERVENTION INSTRUMENTS AND GOVERNANCE

SPECIFIC GOALS

- 10.1. ACHIEVE AN UPDATED, FLEXIBLE AND SIMPLIFIED REGULATORY AND PLANNING FRAMEWORK THAT ALSO IMPROVES MANAGEMENT.
- 10.2. ENSURE CITIZEN PARTICIPATION, TRANSPARENCY AND FAVOUR MULTI-LEVEL GOVERNANCE.
- 10.3. BOOST LOCAL EMPOWERMENT AND IMPROVE FINANCING.
- 10.4. DESIGN AND IMPLEMENT TRAINING AND AWARENESS CAMPAIGNS ON URBAN ISSUES, AS WELL AS ON THE EXCHANGE AND DISSEMINATION OF KNOWLEDGE.



This strategic goal could be said to constitute, in and of itself, the Urban Agenda proper, insofar as none of the above-mentioned goals could be implemented without an adequate battery of tools. As identified by the international urban agendas, the common goals of the system to be designed should be based on good regulations, on an adequate planning system, on sources of funding in keeping with the actions to be taken, on functioning governance and on real and effective citizen participation, as well as on channels for disseminating and transmitting knowledge.

In view of these, it seems that, in Spain's case, the existence of an updated, simple and understandable law that is stable over time and is, to the greatest extent possible, standard in all the institutions that are essentially comparable, would be essential. The same requirements would be extrapolated to the planning system and its management, which would also require greater flexibility to allow it to adapt to rapidly changing circumstances over time and to evolve towards more strategic frameworks. In short, it would be a matter of resorting to inspection and control for many of the preventive mechanisms that currently stifle planning systems. The limitations of traditional planning and urban management instruments are frequently exposed as lacking the flexibility required by the prevailing dynamism and innovation in society, for lacking transparency and being incomprehensible by the general public, making them, from this point of view, barely accessible. This lack of adaptation to a context characterised by permanent innovation makes cities lose important opportunity spaces. But the problem of urban planning is deeper and stems from the regulations that govern its contents, the different stages of red tape and approval, the disconnect between global or horizontal interests and sectoral interests, and even the legal security that should accompany them over time to generate the necessary certainty that accompanies the most important public and private decisions. Only by having the up to date, stable, understandable, flexible and, where possible, simplified regulations referred to in the previous paragraph will it be possible to move forward toward a sustainable urban model of land management, transformation and use. And only by having territorial and urban planning that includes identical characteristics can a territorial and urban model be guaranteed that can address society's needs at any given moment, respect the environment and contribute to social and economic progress.

Governance also plays an important role, to the extent that it ensures citizen participation, transparency, local empowerment and appropriate multi-level collaboration and coordination. Good Governance, defined as the transparent, effective decision-making and implementation processes that are achieved democratically with the participation of all stakeholders, who consume their fair share of resources based on the objectives pursued and who have the necessary information, which is made available to those who can request it, is a key element of the new Agendas. The commitment of Spanish town councils to "Open Government" marks a path that seeks three very valuable objectives in democratic terms: promote the furtherance of transparency policies, facilitate the exercise of the rights of access to information and citizen participation and strengthen and increase citizens' confidence in local governments. It is, therefore, a governance that generates value and whose basic pillars are: Transparency, Collaboration and Participation.

And finally, financing should be included, as should the new technologies and the exchange of knowledge. Access to these technologies, and especially to digital technology, allows for innovative territorial and urban solutions that contribute to generating more efficient, smarter territories and cities that are respectful of their settings and adapted to the changing basic needs of those who inhabit them. Furthermore, the exchange of knowledge, mainly through pre-established networks in which collaboration is institutionalised, is an effective way to share, replicate and expand positive and even negative experiences, so that the same errors are not made again. These networks not only allow us to remain closely connected and have easy access to knowledge and viable solutions; they also provide strategic learning systems that are primarily geared to the results we want to achieve.

The specific goals and lines of action proposed for achieving this strategic goal are as follows:

SPECIFIC GOAL

10.1. ACHIEVE AN UPDATED, FLEXIBLE AND SIMPLIFIED REGULATORY AND PLANNING FRAMEWORK THAT ALSO IMPROVES MANAGEMENT.

LINES OF ACTION

- ✓ **Simplify the existing regulatory framework** and ensure its stability. To do this, it would be useful to establish, through a global pact, a commonly accepted basis for the major strategic goals in terms of land and urban planning that allow for minor and partial adaptations.
- ✓ Generate a regulatory framework that promotes **the appropriate integration of environmental processing and urban or territorial plans**, advocating a simultaneous process.
- ✓ **Submit to regulatory development** everything that can severely constrict the application of the law.
- ✓ Effectively develop the planning of **regional and sub-regional land management** that is still lacking in many regional governments. This will allow for a multi-level and multi-scale approach to the territory, the city and all other population centres.
- ✓ Improve the traditional **urban planning system**, giving more of a strategic character to the General Plans and referring detailed planning to development planning, which is more agile and flexible in terms of its modification and revision.
- ✓ Recover the role of planning as an instrument to ensure that cities are **spaces for redistribution and inclusion**.
- ✓ **Expedite and combine procedures for processing and approving** the planning instruments and make urban management more flexible and agile (plans and licences and authorisations should have their processing and approval timelines significantly reduced).
- ✓ Ensure **sectoral aspects are properly integrated into land and urban planning**, including by undertaking the necessary legislative changes. To this end, the one-stop shops for these reports



at each level of government are proposed as suitable instruments, as are short and equal issuance procedures and timelines for all of them.

- ✓ **Develop guides or catalogues for the sector reports** that are required to process and approve planning instruments.
- ✓ Guarantee in planning instruments a **process that is adapted to the goals of the Spanish Urban Agenda**.
- ✓ In the local government, have **municipal orders** that are compatible with the national and regional regulations and that allow both to be applied without any loopholes or problems of interpretation.
- ✓ Create suitable instruments for **intervention in consolidated areas** through urban rehabilitation, regeneration and renewal operations.
- ✓ Help to stimulate **self-promotion of housing** in smaller municipalities as a useful tool to prevent depopulation (e.g. by recovering the provisions of the Complementary and Subsidiary Rules that established the construction of buildings with PB+II).

SPECIFIC GOAL

10.2. ENSURE CITIZEN PARTICIPATION, TRANSPARENCY AND FAVOUR MULTI-LEVEL GOVERNANCE.

LINES OF ACTION

- ✓ Promote and instill **multi-level governance** between territorial and urban planning by using **supramunicipal or inter-administrative coordination/collaboration formulas** to overcome the inadequacies of small population centres: councils, townships, counties, municipal associations for a specific purpose, etc. The experience of cross-border structures, such as the one proposed by the Eixo Atlántico Urban Agenda, is also in favour of good governance, as are the supra-municipal plans involving sustainable rural development plans (e.g. those relating to biosphere reserve projects at the county level).
- ✓ **Strive for internal rebalancing** of cities through appropriate management of the territory and the people. Districts can provide a suitable physical space for implementing integrated initiatives of territorial and social rebalancing.
- ✓ Strengthen the legal mechanisms and institutions for **public-private collaboration and the co-production of public policies**.
- ✓ Seek the highest **efficiency and effectiveness** of Public Administrations by avoiding redundancies and dysfunctions between them.
- ✓ Promote **horizontal collaboration** instruments alongside **sector-specific** instruments as a way of achieving a comprehensive vision that optimises the use of resources in all areas of government.
- ✓ Ensure a **participatory procedure** that is open to all citizens that **precedes the formal pro-**



cedure for drawing up land and urban planning instruments as a way of ensuring true citizen participation.

- ✓ **Encourage participation** by individuals, families, peoples and communities in the design, monitoring and evaluation of public policies. **Accessibility to information** is key to achieving this participation.
- ✓ Integrate participation into **planning** in a **real and effective** manner throughout the process and beyond the mandatory public information and hearing procedures. We must seek shared responsibility in decision-making, promote networking and constant social innovation.
- ✓ Bolster **participatory budgets** in local governments.
- ✓ Promote **transparency** and **open data** in the planning and management of public affairs, as well as accountability in public actions.
- ✓ Promote the creation of **permanent offices that provide information on the city**, its operation and management so as to instil a sense of active participation in the city. This measure could be complemented by creating the figure of professional “mediators” or “agents” who, by contributing specific knowledge, can facilitate these tasks.
- ✓ Develop **accessible how-to guides** for cities through new technologies.
- ✓ **Develop city information maps** that can be used to cross-reference the data on all the services offered so that, by analysing them, improvements can be made and patterns identified.
- ✓ Create **municipal statistical databases** that allow cities to have a better understanding of local economic dynamics.

SPECIFIC GOAL

10.3. BOOST LOCAL EMPOWERMENT AND IMPROVE FINANCING.

LINES OF ACTION

- ✓ Ensure adequate knowledge of all the **public programmes and aid headings** (international,



national, regional and local) that exist that can further the goals of the Spanish Urban Agenda. Especially among municipal specialists, who should be trained to manage these programmes to gain the most benefits from them.

- ✓ Link the acquisition of public **financing** to compliance with the strategic framework set out in the Urban Agenda and to the preparation of the corresponding Action Plan, which entails a preliminary diagnosis that takes into account the strategic and specific goals.
- ✓ **Improve the financing** of those policies and services that must necessarily be provided.
- ✓ Propose that **municipalities with under 20,000** inhabitants be given access to the Sustainable Urban Development Strategies (EDUSI), and if not, try to achieve this goal strictly at the national level in Spain.
- ✓ Open the call for **groups of municipalities from different Autonomous Communities**, even if the 20,000-inhabitant threshold must be maintained.
- ✓ Link municipal **budgets to compliance with the Agenda's goals**.
- ✓ Address the **shortages of technical and human resources** of the agencies tasked with implementing the 2030 Agenda and the Urban Agenda.
- ✓ Prioritise the achievement of results and the implementation of **best practices** as objective criteria for the territorial allocation of financing.
- ✓ **Promote sponsorships as a means for privately funding** initiatives and projects for general interest purposes.
- ✓ Promote **microfinancing** as a means of collectively financing initiatives and projects.
- ✓ **Promote and encourage urban research**.
- ✓ Endorse **training courses and programmes** related to the national and international topics that are contained in urban agendas, to be given to the personnel in public agencies responsible for their implementation.

SPECIFIC GOAL

10.4. DESIGN AND IMPLEMENT TRAINING AND AWARENESS CAMPAIGNS ON URBAN ISSUES, AS WELL AS ON THE EXCHANGE AND DISSEMINATION OF KNOWLEDGE.

LINES OF ACTION

- ✓ Promote citizen **education, training and awareness**, specifically in urban planning, and in particular to try to generate a culture of conservation, maintenance and rehabilitation of the built heritage (both public and private).
- ✓ Create **stable information structures** with specific physical headquarters that aim to educate on the city's operations and help to generate a **culture of citizen participation** and establish suitable and accessible channels for said culture to be real and effective, taking into account the

human diversity that urban phenomena entail.

- ✓ Provide **education** that brings the instruments of land and urban planning closer to the citizens, using appropriate tools that allow them to understand their importance to the quality of life.
- ✓ Develop **specific informational materials** on urban development, cities, their ties to the SDGs and urban planning.
- ✓ Develop **courses, workshops and debates** on city planning. Collaboration with universities, professional associations and the private sector, in addition to the inter-administrative collaboration itself, can be a very useful and enriching element, because only through training and information can effective and non-demagogic decisions be made.
- ✓ **Foster civil dialogue**, meaning that which allows organisations and associations representing diverse interests (people with disabilities, families, neighbours, etc.) to participate in the preparation, execution, monitoring and evaluation of those public policies that affect them. This goal would include promoting the creation and maintenance of these associations and organisations as a true channel for democratic participation in public affairs.
- ✓ Foster experiences based on **transferring successful pilot projects** elsewhere. The goal is to share how common problems can be addressed through tried and tested solutions by working through networks of cities, both national and international. Work through digital spaces can be very useful for these purposes.

The **descriptive data** related to strategic goal 10, “*Improving intervention instruments and governance*”, are as follows:

STRATEGIC GOAL #10. RELATED DESCRIPTIVE DATA

D.01	Population change	D.04	Land that cannot be developed	D.ST.02	Percent of areas of land being developed
D.ST.03	Percentage of delimited urban land suitable for development	D.22	Ageing of the Population	D.37	Urban planning figure in force in the municipality
D.38	Date of the current urban planning figure	D.39	Urban agenda, strategic planning and Smart Cities		

The relationships between this strategic goal and the SDGs and the goals of the 2030 Agenda for Sustainable Development and other international projects can be summarised as follows:



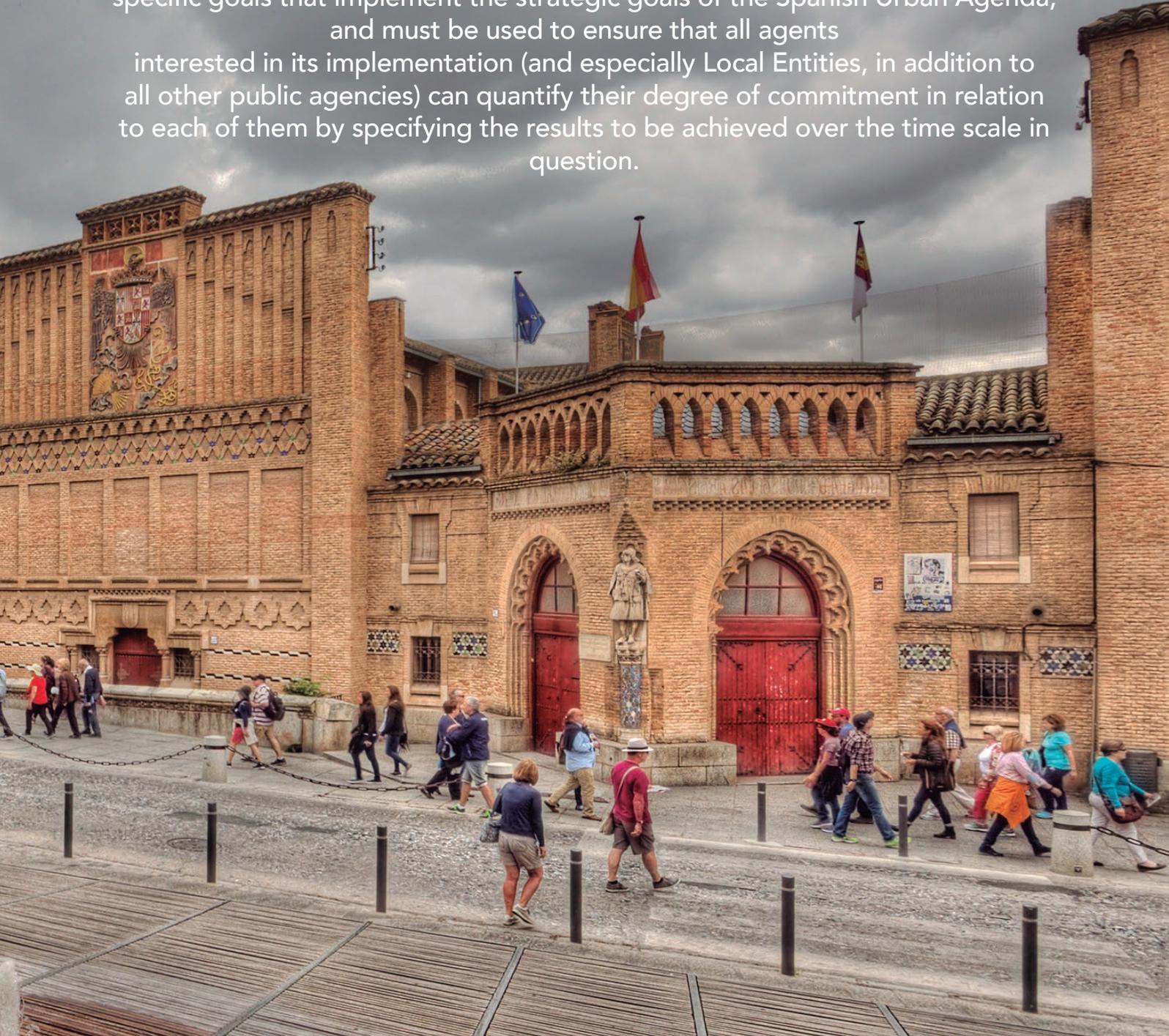
SPANISH URBAN AGENDA	17 SDGS: GOALS	NEW INTERNATIONAL URBAN AGENDA	EUROPEAN URBAN AGENDA (PARTNERSHIPS)	EDUSI SPECIFIC GOALS 14-20
10.1 Achieve an updated, flexible and simplified regulatory and planning framework that also improves management	 <p>16.b Laws and policies</p>	68; 79; 81; 89; 93; 94; 95; 96; 98; 99; 102; 104; 139; 153	Innovative and responsible public procurement	
10.2. Ensure citizen participation, transparency and promote multi-level governance	 <p>16.5 Corruption and bribery 16.6 Efficient and transparent institutions 16.7 Citizen participation 16.8 Involvement of developing countries in international organisations 16.10 Access to information and basic freedoms</p>	29; 41;42;85; 87; 91; 92		S.G.2.3.3. Promote information technologies in integrated urban strategies, including Local Electronic Administration and Smart Cities
	 <p>17.9 Reinforce capabilities 17.14 Consistent policies 17.16 Global Alliance for Sustainable Development 17.17 Public-private partnerships 17.18 Build statistical capacity 17.19 Promote indicators that go beyond GDP</p>			
10.3 Promote local empowerment and improve financing	 <p>11.c</p>	91; 104; 119; 131; 138; 145; 147; 148; 149		
	 <p>12.7 Sustainable public acquisitions 12.8 Education for sustainable development</p>			
10.4 Design and launch training and awareness campaigns on urban matters, as well to exchange and disseminate information	 <p>4.7 Global education for sustainable development</p>	155; 157; 158; 159; 160		
	 <p>16.5 Corrupción y soborno 16.6 Corruption and bribery 16.6 Efficient and transparent institutions 16.7 Citizen participation 16.8 Involvement of developing countries in international organisations 16.10 Access to information and basic freedoms</p>			





”

The monitoring and evaluation indicators are associated with each of the specific goals that implement the strategic goals of the Spanish Urban Agenda, and must be used to ensure that all agents interested in its implementation (and especially Local Entities, in addition to all other public agencies) can quantify their degree of commitment in relation to each of them by specifying the results to be achieved over the time scale in question.



MONITORING AND EVALUATION INDICATORS

The set of indicators included are tailored to the initial situation and to the context of each city and urban area. They must start, fundamentally, from a local assessment process that serves to establish the degree of improvement that is intended to be achieved with the measures and actions implemented.

The aim was to ensure maximum compatibility and coordination with the indicators used in the various urban strategies, planning instruments and ongoing projects, in each of the thematic areas related to the different specific goals. Specifically, a particular synergy and complementarity has been sought with the indicators specified within the framework of Sustainable Urban Development Strategies from 2014-2020, but also with the different commitments assumed by Local Bodies as part of other initiatives, such as, for example, in the area of low-carbon economy (Covenant of Mayors), in the area of sustainable mobility, or in social aspects and equal opportunities. They are also adapted and related to the set of indicators established by the United Nations to assess compliance with Sustainable Development Goal (SDG) number 11: “Make cities and human settlements inclusive, safe, resilient and sustainable”. In this regard, the code of the indicator to which it is linked is specified so as to facilitate the data analysis and reporting.

Each indicator is accompanied by the basic methodology that must guide the corresponding quantification. This helps to indicate the sources of the information and the main operations that can be used to determine it. Although the “Competent Administration” is usually identified as the actor to whom the corresponding methodologies refer, this does not imply that the other actors to whom the Urban Agenda is addressed cannot be involved within the scope of their respective competences and fields of action. There is no doubt that said administrations will be the main drivers of the whole process, especially the local commitments, and so a few guidelines are provided that may be useful.

There are two types of indicators: qualitative, which are formulated as a question and can be used to identify the measures and actions that have been carried out, or that are planned to be implemented in coming years in the relevant area, and quantitative, which will be objective data (area, budget, etc.), calculated or estimated using a defined methodology.

With regard to the timescale of the indicators, there are two reference dates for quantifying the results of the process: 2023 and 2030. Both cases coincide with the final year of the programming periods (2014-2020 and 2021-2027). In the latter case, it is also aligned with the period defined by the 2030 United Nations Agenda for Sustainable Development itself.

Finally, we note that these indicators are comparable and addable, and will thus provide a basis for Spain to respond to information requests from International Agendas and will allow analysis and evaluation at the supramunicipal level. They can also be used to clearly define the results that will be

achieved with the application of the Spanish Urban Agenda in terms of improving quality of life and urban sustainability, and of preparing cities to face future challenges.

The diagram below includes the total number of monitoring indicators set up for each strategic goal, distinguishing between those that refer to qualitative and quantitative data.

	SUA STRATEGIC GOALS	TOTAL No. OF INDICATORS	No. OF QUALITATIVE INDICATORS	No. OF QUANTITATIVE INDICATORS	RELATIONSHIP TO SDG 11
1	 IMPLEMENTATION OF REGIONAL AND URBAN PLANNING TOOLS TO MAKE A RATIONAL USE OF LAND, KEEPING AND PROTECTING NATURAL RESOURCES	8	3	5	✓
2	 AVOIDING URBAN SPRAWL AND REVITALIZING THE EXISTING CITY	17	6	11	✓
3	 PREVENTION AND REDUCTION OF CLIMATE CHANGE IMPACTS AND IMPROVEMENT OF RESILIENCE IN TOWNS AND CITIES	6	3	3	✓
4	 SUSTAINABLE MANAGEMENT OF RESOURCES AND PROMOTION THE CIRCULAR ECONOMY	8	4	4	✓
5	 FOSTERING THE PROXIMITY AND SUSTAINABLE MOBILITY	6	2	4	✓
6	 ENHANCING SOCIAL COHESION AND LOOKING FOR EQUITY	5	3	2	✓
7	 PROMOTING AND ENCOURAGING THE URBAN ECONOMY	4	2	2	✓
8	 ENSURING ACCESS TO HOUSING	5	2	3	✓
9	 LEADING AND ENCOURAGING DIGITAL INNOVATION	4	2	2	✓
10	 IMPROVING INTERVENTION INSTRUMENTS AND GOVERNANCE	9	8	1	✓
SPANISH URBAN AGENDA		72	35	37	✓

1 | TERRITORY, LANDSCAPE AND BIODIVERSITY



IMPLEMENTATION OF REGIONAL AND URBAN PLANNING TOOLS TO MAKE A RATIONAL USE OF LAND, KEEPING AND PROTECTING NATURAL RESOURCES

1.1. MANAGE LAND SUCH THAT IT IS COMPATIBLE WITH ITS NATURAL SURROUNDINGS

1.1.1. Have criteria been incorporated into the instruments of land and urban planning to ensure the rational use of land that satisfies the principle of sustainable development?

1.1.2. Correlation between land urbanisation, demographic dynamics, employment and economic activities.

1.1.3. Budget for the items planned to promote agricultural and livestock activities and the sustainable rural development of the land preserved from urban transformation.

1.2. PRESERVE AND IMPROVE NATURAL AND CULTURAL HERITAGE AND PROTECT THE LANDSCAPE.

1.2.1. Is there a municipal management plan for the natural and cultural heritage, or an equivalent instrument, to ensure it is adequately preserved and valued?

1.2.2. Budget for the activities planned to improve and/or conserve the natural and cultural heritage, including those aimed at improving urban-rural connections.

1.2.3. Land area of buildings or sites belonging to the rehabilitated or improved cultural heritage.

1.3. IMPROVE GREEN AND BLUE INFRASTRUCTURES AND ASSOCIATE THEM TO THE NATURAL CONTEX.

1.3.1. Is there a plan to develop a network green and blue infrastructures and their connectivity in the natural context?

1.3.2. Land area earmarked for urban green infrastructures on which recovery, improvement and interconnection actions are to be carried out to connect them to the network.

□ Strategic goal

■ Specific goal

■ Qualitative indicator

□ Quantitative indicator

1.1. MANAGE LAND SUCH THAT IT IS COMPATIBLE WITH ITS NATURAL SURROUNDINGS

1.1.1. HAVE CRITERIA BEEN INCORPORATED INTO THE INSTRUMENTS OF LAND AND URBAN PLANNING TO ENSURE THE RATIONAL USE OF LAND THAT SATISFIES THE PRINCIPLE OF SUSTAINABLE DEVELOPMENT?

A | DEFINITION AND RELEVANCE

This indicator highlights the concern of the competent government agency to ensure the rationality and sustainability of the processes of urban growth and transformation by zoning the land that is necessary to meet the needs and demands that exist for new residential uses or economic activities, and which cannot be met within the pre-existing urban fabric. As a result, this land defines the perimeter for urban growth. This entails conserving and preserving the rest of the unnecessary land, and especially that land that has scenic, ecological or cultural value, taking into account the official identification and mapping of the municipal Green Infrastructure elements.

B | METHODOLOGY

The competent agency must indicate which planning instruments contain these criteria, specifying their name, their current stage (planning, approved or completed) and the duration of their validity.

ty. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- SDG 11. 11.a.1. Proportion of the population living in cities that implement urban and regional development plans, integrating population projections and resource needs, by size of city.

1.1.2. CORRELATION BETWEEN LAND URBANISATION, DEMOGRAPHIC DYNAMICS, EMPLOYMENT AND ECONOMIC ACTIVITIES.

A | DEFINITION AND RELEVANCE

This indicator allows us to approximate the degree of consistency between the land zoned in the plan for new urbanisation activities and the projections for the population living in the territory and the development of new economic activities.

B | METHODOLOGY

The competent agency must compare the percent growth of the urbanised land planned in accordance with urban planning instruments, and establish a goal within the timeline of the Urban Agenda that is in keeping with the projections for the resident population and the increase in employment and economic activities in the corresponding territorial area.

C | ASSOCIATED INDICATORS

- SDG 11. 11.3.1. The ratio between the land consumption rate and the population growth rate.
- 01. Land uses (Municipal System of Sustainability Indicators¹).

1.1.3. BUDGET FOR THE ACTIONS TO PROMOTE AGRICULTURAL, LIVESTOCK AND SUSTAINABLE RURAL DEVELOPMENT ACTIVITIES ON THE LAND SPARED FROM URBAN TRANSFORMATION.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of investment in maintaining and promoting agricultural, livestock and sustainable rural development activities and other activities that are appropriate and compatible with the use regime for the land spared from urban transformation.

B | METHODOLOGY

The data will include the set of actions planned in this area in the budgets, and each will specify: the name; the annual budget (within the timeline of the Urban Agenda); the current phase (planned, in progress (% completed) or “recently” completed) and its execution timeline. There

¹ MUNICIPAL SYSTEM OF SUSTAINABILITY INDICATORS: https://www.fomento.gob.es/NR/rdonlyres/82B973EA-5970-46F0-8AE6-65370D40A1F5/111505/SIST_MUNI_INDI_SOSTE_tcm7177732.pdf

will also be an estimate of the planned investment and how much the private sector contributes in this area.

C | ASSOCIATED INDICATORS

- SDG 11. 11.4.1. Total expenditure (public and private) per capita dedicated to preserving, protecting and conserving all the cultural and natural heritage.
- 30. Land area for organic agriculture and livestock (Municipal System of Sustainability Indicators).

1.2. PRESERVE AND IMPROVE THE NATURAL AND CULTURAL HERITAGE AND PROTECT THE LANDSCAPE.

1.2.1. IS THERE A MUNICIPAL PLAN FOR MANAGING THE NATURAL AND CULTURAL HERITAGE, OR AN EQUIVALENT INSTRUMENT TO ENSURE IT IS ADEQUATELY CONSERVED AND DEVELOPED?

A | DEFINITION AND RELEVANCE

This indicator shows the concern of the competent agency with preserving and improving the natural and cultural heritage and protecting the landscape, making it compatible with a public use that is sustainable and respectful.

B | METHODOLOGY

The competent agency must indicate whether it has a Heritage Management Plan and, where applicable, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. If applicable, it will indicate whether heritage management is included in any other approved document or strategy. If no plans are available in this area, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

As a reference for preparing these plans, it should be noted that there is a “*Document of Recommendations for Preparing a Municipal Heritage Management Plan*”², written by the Spanish Federation of Municipalities and Provinces (FEMP), which can be of great use to local entities.

1.2.2. BUDGET FOR PLANNED ACTIVITIES TO IMPROVE AND/OR CONSERVE NATURAL AND CULTURAL HERITAGE, INCLUDING THOSE INTENDED TO IMPROVE URBAN-RURAL CONNECTIONS.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of economic investment in the natural and cultural heritage that is planned, as well as how this amount relates to the total budget.

² The FEMP has written a DOCUMENT OF RECOMMENDATIONS FOR PREPARING A MUNICIPAL HERITAGE MANAGEMENT PLAN http://femp.femp.es/files/566-1683-archivo/Recomendaciones_Plan_Gestion_Municipal_PHC.pdf

B | METHODOLOGY

The figure will be set based on the group of actions planned in this area that are included or that are pledged to be included in upcoming budgets, obtained from a list of planned actions, indicating for each of them: name of the action; annual budget (over the timeline of the Urban Agenda); the phase it is currently in (planned, in progress (% completed)); and its execution timeline. An estimate of the planned investment and the contribution in this area by the private sector will also be made.

C | ASSOCIATED INDICATORS

- SDG 11. 11.4.1. Total expenditure (public and private) per capita dedicated to preserving, protecting and conserving all the cultural and natural heritage.
- 29. Surface area of recovered landscape (Municipal System of Sustainability Indicators).

1.2.3. SURFACE AREA OF BUILDINGS OR PLACES BELONGING TO REHABILITATED OR IMPROVED CULTURAL HERITAGE.

A | DEFINITION AND RELEVANCE

This indicator reveals how much surface area belonging to the Cultural Heritage will be subject to improvement or rehabilitation works.

B | METHODOLOGY

The competent agency must determine the total area in square metres (m²) of all the actions to be carried out to conserve, improve or enhance the buildings or sites belonging to the cultural heritage of the city.

C | ASSOCIATED INDICATORS

- EDUSI indicator (E064).

1.3. MEJORAR LAS INFRAESTRUCTURAS VERDES Y AZULES Y VINCULARLAS CON EL CONTEXTO NATURAL.

1.3.1. IS THERE A PLAN TO DEVELOP THE NETWORK AND CONNECTIVITY OF THE GREEN AND BLUE INFRASTRUCTURES WITHIN THEIR NATURAL CONTEXT?

A | DEFINITION AND RELEVANCE

This indicator shows the public commitment to having green urban infrastructures that connect the city with its rural environment.

B | METHODOLOGY

The competent agency must indicate the instruments for planning green infrastructures, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

1.3.2. SURFACE AREA ALLOCATED FOR URBAN GREEN INFRASTRUCTURES THAT WILL BE SUBJECT TO RECOVERY, IMPROVEMENT AND NETWORK INTERCONNECTION ACTIVITIES.

A | DEFINITION AND RELEVANCE

This indicator reveals how much surface area of urban green infrastructures have been subject to improvements and have had uses assigned in keeping with the characteristics of the territorial base.

B | METHODOLOGY

The competent agency shall determine the total area in square metres (m²) of all the recovery, improvement and interconnection activities involving municipal green urban infrastructures.

2 | CITY MODEL



AVOIDING URBAN SPRAWL AND REVITALIZING THE EXISTING CITY

<p>2.1. DEFINE AN URBAN MODEL THAT ENCOURAGES COMPACTNESS, URBAN BALANCE AND THE PROVISIONS OF BASIC SERVICES.</p>	<p>2.1.1. Have criteria been incorporated into the management instruments that improve the compactness and urban balance in the consolidated city and in new developments?</p>	<p>2.1.2. Percentage of population close to the main basic services.</p>	<p>2.1.3. Surface area of public buildings and municipal facilities subject to activities intended to improve quality and adapt to the existing demand.</p>
<p>2.2. ENSURE FUNCTIONAL COMPLEXITY AND DIVERSITY OF USE.</p>	<p>2.2.1. Have criteria been incorporated into the management instruments that improve the functional complexity and the mix of uses in the consolidated city and in the new developments?</p>	<p>2.2.2. Surface area of urban land that will be subject to improvement activities and readaptation of uses so as to promote the proximity and diversity of uses in the city.</p>	
<p>2.3. ENSURE THE QUALITY AND UNIVERSAL ACCESSIBILITY OF PUBLIC SPACES.</p>	<p>2.3.1. Is there a plan to improve public spaces that identifies problems and schedules actions to ensure universal accessibility and reduce noise pollution?</p>	<p>2.3.2. Surface area of land intended for urban public spaces subject to actions to improve accessibility and eliminate architectural barriers.</p>	<p>2.3.3. Surface area intended for public spaces that will be subject to actions to reduce noise and improve acoustic comfort.</p>
<p>2.4. IMPROVE THE URBAN ENVIRONMENT AND REDUCE.</p>	<p>2.4.1. Are there plans to improve the quality of the urban environment aimed at improving urban green areas and reducing pollution?</p>	<p>2.4.2. Percentage of population near green urban spaces or recreational areas.</p>	<p>2.4.3. Urban land area subject to recovery, restoration or improvement actions.</p>
<p>2.5. BOOST URBAN REGENERATION.</p>	<p>2.5.1. Are there any urban regeneration plans for neighbourhoods that incorporate social, economic and environmental improvement actions?</p>	<p>2.5.2. Budget for urban regeneration activities planned in socially, economically or environmentally disadvantaged neighbourhoods.</p>	<p>2.5.3. Budget for urban restoration activities included under public housing plans.</p>
<p>2.6. IMPROVE THE QUALITY AND SUSTAINABILITY OF BUILDINGS.</p>	<p>2.6.1. Are there any plans to restore buildings that diagnose their situation and establish priorities and actions to improve them?</p>	<p>2.6.2. Surface area of buildings subject to restoration activities.</p>	<p>2.6.3. Number of dwellings subject to restoration activities.</p>

□ Strategic goal

■ Specific goal

■ Qualitative indicator

□ Quantitative indicator

2.1. DEFINE AN URBAN MODEL THAT ENCOURAGES COMPACTNESS, URBAN BALANCE AND THE PROVISIONS OF BASIC SERVICES.

2.1.1. HAVE CRITERIA BEEN INCORPORATED INTO URBAN PLANNING INSTRUMENTS THAT IMPROVE COMPACTNESS AND URBAN BALANCE IN THE CONSOLIDATED CITY AND IN THE NEW DEVELOPMENTS?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether rural and urban management measures have been adopted to achieve an urban balance, by favouring the processes of occupation and transformation of existing urban land and sustainable growth patterns in new developments.

B | METHODOLOGY

The competent agency must indicate the spatial and urban planning instruments that meet these criteria, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline.

If no instrument is available in this area, the commitments to be assumed in this area over the timeline of the Urban Agenda period shall be specified.

C | ASSOCIATED INDICATORS

- 02. Population density (Municipal System of Sustainability Indicators).
- 03. Urban compactness (Municipal System of Sustainability Indicators).

2.1.2. PERCENTAGE OF THE POPULATION NEAR THE MAIN BASIC SERVICES.

A | DEFINITION AND RELEVANCE

This indicator measures the percentage of the population living near the main basic services, considering the following classification: everyday food and products, schools, health centres, social centres, sports centres, cultural centres, entertainment centres and separate waste collection points.

To define the different types of basic services and the proximity criteria, the following must be taken into account:

Everyday food and products:

- Supply of basic foods: 300 metres away.
- Municipal markets: 500 metres away.

Schools:

- Children's schools: 300 metres away.

- Primary schools: 300 metres away.
- Secondary schools: 500 metres away.

Medical centres:

- Health centres: 500 metres away.
- Hospitals: 1000 metres away.

Social centres:

- Community social service centres and day centres for seniors: 500 metres away.

Sports centres:

- Sports facilities for public use: 500 metres away.

Cultural centres:

- Public libraries, museums and other cultural centres: 500 metres away.

Entertainment centres:

- Cinemas, theatres and other leisure centres: 500 metres away.

Separate waste collection points:

- Points for separate waste collection (organic, paper, glass and plastic): 100 metres away.

Accessibility to basic urban services is essential to ensure the quality of life of citizens. A balanced distribution of these services (schools, health centres, sports centres, etc.) allows the population to identify with their nearest urban space, thus ensuring social cohesion and the interrelation between the city and its inhabitants.

B | METHODOLOGY

For each type of basic service, the corresponding layer of one-off entities will be created through a unification process that relates each entity to its address in the georeferenced municipal street map.

To calculate this, a Geographic Information System (GIS) is required: the layers with basic services and another layer with inhabitants georeferenced as points (each point represents a person's residence)³. A buffer will be applied to each service layer (GIS geo-process tool to define the proximity), with the aim of creating proximity domains for the geometry of each layer. This operation will yield a new layer that includes the population living near the various basic services.

The calculation to be carried out for each of the basic services considered will be as follows:

$$\text{Proximity to basic service (\%)} = \frac{\text{Inhabitants living near a basic service control point}}{\text{Total number of inhabitants}} \times 100$$

C | ASSOCIATED INDICATORS

- 26. Proximity to basic urban services (Municipal System of Sustainability Indicators).

³ To obtain the layer of inhabitants georeferenced as points, a georeferenced street map cross-referenced to the local census data through a join operation must first be loaded into the GIS.

2.1.3. SURFACE AREA OF PUBLIC BUILDINGS AND MUNICIPAL INSTALLATIONS SUBJECT TO ACTIVITIES TO IMPROVE QUALITY AND ADAPT TO EXISTING DEMAND.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the surface area of public buildings that are scheduled to undergo activities to improve the range of and accessibility to services and facilities in order to meet the daily needs of the population.

B | METHODOLOGY

The total area in square metres (m²) of all the activities planned within the timeline of the Urban Agenda to improve and upgrade public buildings and municipal facilities must be determined.

2.2. GUARANTEE THE FUNCTIONAL COMPLEXITY AND DIVERSITY OF USES.

2.2.1. HAVE CRITERIA BEEN INCORPORATED INTO THE URBAN PLANNING INSTRUMENTS THAT IMPROVE THE FUNCTIONAL COMPLEXITY AND THE MIX OF USES IN THE CONSOLIDATED CITY AND IN THE NEW DEVELOPMENTS?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted that guarantee the proximity of services and facilities, and that promote proximity patterns between the places where residents live and work.

B | METHODOLOGY

The competent agency must indicate the urban planning instruments that meet these criteria, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- 05. Urban complexity (Municipal System of Sustainability Indicators).

2.2.2. URBAN LAND AREA SUBJECT TO ACTIVITIES TO IMPROVE AND UPGRADE USES TO FAVOUR THE PROXIMITY TO AND THE DIVERSITY OF USES IN THE CITY.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the urban land area subject to improvements intended to occupy the land efficiently by combining the possible compatible uses in each neighbourhood, thus guaranteeing an adequate density.

B | METHODOLOGY

The competent agency shall determine the parameters for all the improvement and adaptation activities involving public buildings and facilities that are scheduled to be carried out during the timeline of the Urban Agenda: on the one hand, the total area in square metres (m²) where there is a mixture of compatible uses; and, on the other hand, the total area in square metres (m²) set aside for economic activity and where the balance between residential and tertiary uses is maintained.

C | ASSOCIATED INDICATORS

- 06. Balance between activity and residence (Municipal System of Sustainability Indicators).
- EDUSI indicator (C022).

2.3. ENSURE THE QUALITY AND UNIVERSAL ACCESSIBILITY OF PUBLIC SPACES.

2.3.1. IS THERE A PLAN TO IMPROVE THE QUALITY OF PUBLIC SPACES THAT IDENTIFIES PROBLEMS AND SCHEDULES THE ACTIVITIES NECESSARY TO GUARANTEE UNIVERSAL ACCESS AND REDUCE NOISE?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to promote public spaces as a place for citizens to coexist that are designed as multi-purpose, safe spaces that are suitably comfortable (noise control and air quality) and are accessible to people with disabilities or with reduced mobility.

B | METHODOLOGY

The competent agency must indicate whether it has a plan to improve public spaces that identifies how open areas will be adapted for public use in a way that responds to the demands and needs of citizens. Where applicable, it shall specify the name of the Plan, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda shall be indicated, which shall specify the amount of urban land to be set aside for open spaces for public use.

To aid in preparing the accessibility aspect of the plan, the Spanish Federation of Municipalities and Provinces has approved a Municipal Plan for Universal Accessibility that can be used as a reference⁴.

⁴ <http://femp.femp.es/files/566-1003-archivo/Plan%20Accesibilidad%20Universal%20-%20aprobado%20CE.doc>

C | ASSOCIATED INDICATORS

- SDG 11. 11.7.1. Average proportion of the developed area of cities allocated to open spaces for public use.

2.3.2. LAND AREA PLANNED FOR URBANISED PUBLIC SPACES THAT WILL BE SUBJECT TO ACTIVITIES TO IMPROVE ACCESSIBILITY AND ELIMINATE ARCHITECTURAL BARRIERS.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how much urban land area will be subject to improvements intended to maximise the autonomy of persons with disabilities or with reduced mobility.

B | METHODOLOGY

The competent agency shall specify the total area in square metres (m²) of all the actions that have been planned over the timeline of the Urban Agenda to improve and adapt public spaces in terms of both accessibility and the removal of architectural barriers.

2.3.3. LAND AREA OF THE PUBLIC SPACES THAT WILL BE SUBJECT TO ACTIVITIES TO REDUCE NOISE AND IMPROVE ACOUSTIC COMFORT.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how much urban land area (m²) will be subject to improvements intended to ensure the tranquility of public spaces by reducing environmental noise. The main sources of environmental noise are primarily traffic, industrial activities and leisure activities. Environmental noise is considered one of the main environmental problems in Europe.

B | METHODOLOGY

The competent agency shall specify the total area in square metres (m²) of all the actions planned over the timeline of the Urban Agenda that are intended to reduce noise (day and night) and improve the acoustic comfort of public spaces.

C | ASSOCIATED INDICATORS

- EDUSI indicator (C022)

2.4. IMPROVE THE URBAN ENVIRONMENT AND REDUCE.

2.4.1. ARE THERE PLANS TO IMPROVE THE QUALITY OF THE URBAN ENVIRONMENT THAT ARE INTENDED TO IMPROVE GREEN URBAN AREAS AND REDUCE POLLUTION?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the government has plans in place aimed at improving access to and the city's connection with green spaces by creating nearby green infrastructures or networks that promote the planting and conservation of native vegetation, as well as measures to combat air, water, soil and subsoil pollution by reducing polluting emissions through the introduction of clean technologies and by restoring soils and subsoils to promote their reuse for urban development.

B | METHODOLOGY

The competent agency must indicate the instruments for improving the quality of urban environments, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

2.4.2. PERCENTAGE OF THE POPULATION NEAR GREEN URBAN SPACES OR LEISURE AREAS.

A | DEFINITION AND RELEVANCE

This indicator reveals whether the inhabitants have easy access to green spaces, which indicates whether these areas are integrated into the urban area or are located in peripheral areas of the city, far from the population.

To define the proximity areas, the following criteria shall be used:

- z. green/recreation > 1,000 m²: maximum distance 300 m.
- z. green/recreation > 5,000 m²: maximum distance 500 m.
- z. green/recreation > 1 Ha: maximum distance 900 m.

B | METHODOLOGY

To calculate this, two layers must be included in a GIS: one layer to define the green spaces and recreation areas of the city, and another layer with the inhabitants georeferenced as points⁵. A buffer will be applied (GIS geo-process tool) with the aim of creating proximity domains for the geometry of both layers. The result of this operation will be a new layer that includes only those inhabitants who live close to a green space or a recreation area.

C | ASSOCIATED INDICATORS

- 04. Green spaces per inhabitant (Municipal System of Sustainability Indicators).

⁵ To obtain the layer of inhabitants georeferenced as points, a georeferenced municipal census cross-referenced to the local census data through a join operation must first be loaded into the GIS.

2.4.3. URBAN LAND AREA SUBJECT TO RECOVERY, RESTORATION OR IMPROVEMENT ACTIVITIES.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how much urban land area (ha) will be subject to recovery, comprehensive restoration or improvement activities.

B | METHODOLOGY

The competent agency shall specify how much area in square metres (m²) of all spaces will be subject to these activities. This information will be collected in most cases by local entities (Planning Departments or the like).

The area of restored land will be included and the activities carried out must involve several measures to be considered comprehensive (green spaces, pavements, façades, stores, common areas, rubbish containers, urban furniture, etc.). It is not necessary for the restored land to have been previously contaminated.

C | ASSOCIATED INDICATORS

- 20. Acoustic comfort (Municipal System of Sustainability Indicators).
- EDUSI indicator (R065P).

2.5. BOOST URBAN REGENERATION.

2.5.1. IS THERE AN URBAN REGENERATION PLAN FOR NEIGHBOURHOODS THAT INCLUDES SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPROVEMENT ACTIVITIES?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether there is a plan in place that links urban regeneration operations to social, educational and labour programmes that are intended to guarantee the comprehensive nature of the activities. These plans are particularly relevant in cities with identified vulnerable neighbourhoods, as per the Observatory of Urban Vulnerability in Spain, and should be supported as part of broad process of citizen participation throughout their development.

B | METHODOLOGY

The competent agency must indicate whether it has an urban neighbourhood regeneration plan, and if it does, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid, as well as the vulnerable neighbourhoods involved, as per the Ministry of Development's Observatory of Urban Vulnerability in Spain.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- EDUSI indicator (E059).

2.5.2. BUDGET FOR URBAN REGENERATION ACTIVITIES PLANNED FOR VULNERABLE NEIGHBOURHOODS FROM A SOCIAL, ECONOMIC OR ENVIRONMENTAL POINT OF VIEW.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of the investment made by the city in urban regeneration activities in those neighbourhoods identified as vulnerable areas, in keeping with the criteria of the Ministry of Development's Urban Vulnerability Observatory and other instruments.

B | METHODOLOGY

The data will be collected from the actions planned in these areas by the local entity and the following will be specified for each: the name; the annual budget (within the timeline of the Urban Agenda); the stage it is in (planned, approved or executed) and its execution timeline.

2.5.3. BUDGET FOR THE URBAN REHABILITATION ACTIVITIES CONTAINED IN PUBLIC HOUSING PLANS.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of investment made under public housing plans to carry out work to renovate buildings and homes; works to improve the quality and sustainability of the urban environment: works to build or re-build public spaces (landscaping, infrastructure, facilities, services to supply water, sanitation, energy, lighting, to collect, separate and manage waste, etc. and improve accessibility); and works to replace demolished buildings, within previously defined areas.

B | METHODOLOGY

The data will be collected from the actions planned in these areas in local budgets and the following will be specified for each: the name; the area it affects; the annual budget (within the timeline of the Urban Agenda); the stage it is in (planned, approved or executed) and its execution timeline and, if applicable, the programme of the Ministry of Development's National Housing Plan that it falls under.

2.6. IMPROVE THE QUALITY AND SUSTAINABILITY OF BUILDINGS.

2.6.1. IS THERE A BUILDING RENOVATION PLAN THAT DIAGNOSES THE SITUATION AND ESTABLISHES PRIORITIES AND ACTIONS TO IMPROVE BUILDINGS?

A | DEFINITION AND RELEVANCE

This indicator shows whether the competent agency has adopted measures to improve the conservation, safety and maintenance of buildings and the habitability of homes, with policies for renovating and upgrading the existing building stock.

B | METHODOLOGY

The competent agency must indicate whether it has a renovation plan for the building stock and, if it does, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

2.6.2. SURFACE AREA OF BUILDINGS SUBJECT TO RENOVATION ACTIVITIES.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the built-up area of buildings subject to activities to improve their quality, energy efficiency and accessibility, as well as the surface area of buildings that are renovated as part of public aid programmes.

B | METHODOLOGY

By using the data on building renovation and remodelling licences, the competent agency will be able to estimate the percentage of built-up area of buildings that is renovated annually, as per the following expression:

$$\text{Surface Area renovated (\%)} = \frac{\text{Built-up area obtained from building renovation licences}}{\text{Total area of building stock}} \times 100$$

Moreover, the competent agency with knowledge of the renovated surface area of buildings where quality improvement, energy efficiency and/or accessibility activities have been carried out as part of a public aid programme, will be able to estimate the percentage of this area compared to the total renovated surface area.

$$\text{Area renovated with public aid (\% per year)} = \frac{\text{Area renovated with public aid}}{\Sigma \text{ Built-up surface area obtained from building renovation licences}} \times 100$$

2.6.3. BUILT-UP SURFACE AREA OBTAINED FROM BUILDING RENOVATION LICENCES.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the total volume of renovated homes, including activities to improve quality, energy efficiency and accessibility, as well as the number of homes renovated as part of public aid programmes.

B | METHODOLOGY

The competent agency, based on data on housing renovation and refurbishment licences and on the information obtained from the housing census, will be able to estimate the percentage of homes renovated annually, according to the following expression:

$$\text{Renovated homes (\% per year)} = \frac{\text{Number of housing renovation and refurbishment licences}}{\text{Total number of dwellings}} \times 100$$

Moreover, the competent agency with knowledge of the number of homes where quality improvement, energy efficiency and/or accessibility activities have been carried out as part of a public aid programme, will be able to estimate the percentage of these homes compared to the total number of renovated homes.

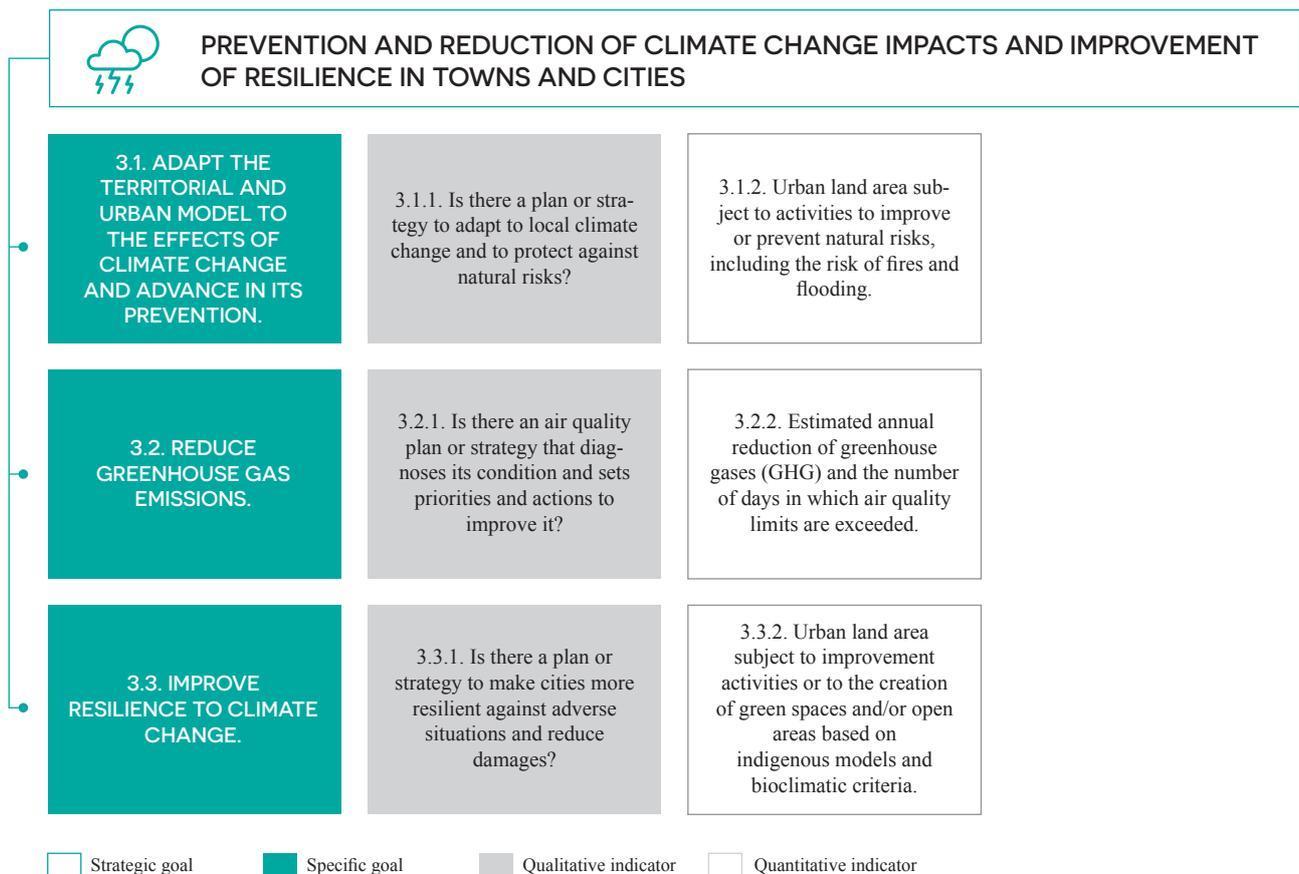
$$\text{Homes renovated with public aid (\% per year)} = \frac{\text{Number of homes with public support}}{\text{Total number of housing renovation licences}} \times 100$$

Once the official data on the housing licences granted by the local entity in the reference year is obtained, the percentage of unsubsidised homes and those subject to a subsidy scheme will be calculated based on all the licences granted.

C | ASSOCIATED INDICATORS

- EDUSI indicator (C040).

3 | CLIMATE CHANGE



3.1. ADAPT THE TERRITORIAL AND URBAN MODEL TO THE EFFECTS OF CLIMATE CHANGE AND ADVANCE IN ITS PREVENTION.

3.1.1. IS THERE A PLAN OR STRATEGY TO ADAPT TO LOCAL CLIMATE CHANGE AND PREVENT NATURAL RISKS?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the city has adopted measures against climate change and activities that seek to prevent natural risks by including natural risk maps in planning, promoting prevention and adaptation actions in urban land that is susceptible to natural risks, as well as by implementing emergency plans to deal with climate change.

B | METHODOLOGY

The competent agency must indicate whether it has a climate change plan and strategies to reduce disaster risks that are in keeping with the Sendai Framework for Disaster Risk Reduction 2015-2030, and if it does, specify their name, the stage they are in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified, and particularly the targets for reducing the number of people affected by natural disasters and risks, based on data from previous years (dead, missing, injured, relocated or evacuated). It will also include the objective of reducing economic losses associated with disaster damage involving critical infrastructures and the interruption of basic services.

C | ASSOCIATED INDICATORS

- SDG 11.11.b.2. Proportion of local governments that adopt and implement local disaster risk reduction strategies in line with the Sendai Framework 2015-2030.
- SDG 11.11.5.1. Number of deaths, missing persons and directly affected persons attributed to disasters per 100,000 population.
- SDG 11.11.5.2. Direct economic loss in relation to global GDP, damage to critical infrastructure and number of disruptions to basic services, attributed to disasters.
- Commitments of the Mayors' Pact for Climate and Energy (PAES) to increase resistance to the impacts of climate change.

3.1.2. URBAN LAND AREA WHERE ACTIONS ARE PLANNED TO PREVENT NATURAL RISKS, INCLUDING THE RISK OF FIRES AND FLOODING.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how much urban land area will be subject to improvement actions to reduce the possible effects of the natural risks that affect the city.

B | METHODOLOGY

The competent agency shall specify the surface area in square metres (m²) of all the areas that are affected by some risk (flooding, torrential rains, landslides, drought, earthquake, etc.) in which actions have been planned to mitigate the effects of these risks.

3.2. REDUCE GREENHOUSE GAS EMISSIONS.

3.2.1. IS THERE AN AIR QUALITY PLAN OR STRATEGY THAT DIAGNOSES ITS CONDITION AND SETS PRIORITIES AND ACTIONS TO IMPROVE IT?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the city has adopted measures to assess and improve air quality so as to minimise or avoid the negative impacts of atmospheric pollution and deal with its direct impact on human health.

B | METHODOLOGY

The competent agency must indicate whether it has a plan to monitor and improve air quality, and if it does, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. It will specify whether it has an Air Quality Monitoring and Control Network that can provide data from the sensors located in its stations.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified. These will consider the fact that the air quality levels obtained in a certain area depend not only on the emissions to which it is subjected, but also on its geography and, above all, on the prevailing weather, with frequent variations between the different years studied.

C | ASSOCIATED INDICATORS

- SDG 11. 11.6.2. Average annual levels of fine particulates in cities.
- 19. Air quality (Municipal System of Sustainability Indicators).
- EDUSI indicator (R065N).

3.2.2. ESTIMATED ANNUAL REDUCTION IN GREENHOUSE GASES (GHG) AND NUMBER OF DAYS WHEN AIR QUALITY LIMITS ARE EXCEEDED.

A | DEFINITION AND RELEVANCE

This indicator will show the total estimate in the decrease in greenhouse gases (in equivalent tonnes of CO₂) at the end of the period specified for the urban agenda in terms of annual reduction (not the total reduction that has taken place over the entire period).

This indicator allows us to know the annual reduction in greenhouse gases (in equivalent tonnes of CO₂). It will also allow us to know the number of days per year in which bad air quality has been recorded based on the most relevant pollutants. According to the World Health Organization, air pollution is a major environmental risk to health and is estimated to cause around two million premature deaths per year. Exposure to air pollutants is beyond the control of individuals and requires action by public authorities at every level. From the data on pollutants, select the number of days per year with poor air quality according to the following criteria:

- SO₂: Number of days in which the daily statutory limit value of 125 µg/m³ is exceeded.
- CO: Number of days in which the daily maximum value of eight-hour mobile measurements of 120 µg/m³ is exceeded.
- NO_x: Los límites legislados son 200 µg/m³ horarios (que no deben superar 18 días al año) y 40 µg/m³ que no se debe superar de media al año.
- O₃: The statutory limits are 200 µg/m³ in one hour (limited to 18 days a year) and a maximum yearly average of 40 µg/m³.

- PM10: Number of days in which the daily statutory limit value of 50 µg/m³ is exceeded.

B | METHODOLOGY

In the case of renewable energy production, the estimate is based on the amount of primary energy produced by the facilities in a given year (either the year following completion of the project or the calendar year after completion of the project). Renewable energy is assumed to be GHG neutral and to replace non-renewable energy.

In the case of energy saving measures, the estimate is based on the amount of primary energy saved in the year when the actions are carried out (whether measured throughout the year following completion of the works or by calculating the savings over the course of the calendar year after the project is completed). The energy saved is assumed to replace non-renewable energy production.

When estimating the greenhouse gas emissions from non-renewable energy, or the production of this same energy from renewable sources, we take into account the total greenhouse gas emissions emitted per unit of production of non-renewable energy in Spain, which is 0.521 kg CO₂/kWh of final energy (factor taken from the report “CO₂ emission factors and primary energy pass-through coefficients for different final energy sources consumed in the building sector in Spain” (03/03/2014 version), written by IDAE and endorsed by MINETUR).

In the case of carbon sinks, the indicator’s value will be the theoretical (or design) tonnes of CO₂/year that will be reduced as a result of the operation to be carried out.

The competent agency shall provide the average annual levels of fine particulates (e.g. PM2.5 and PM10) and the number of days a year with bad air quality for each pollutant, i.e. the number of days per year that the limit value for each pollutant is exceeded.

C | ASSOCIATED INDICATORS

- Commitments to reduce CO₂ emissions in the Mayors’ Pact for Climate and Energy (PAES).
- 18. Equivalent CO₂ emissions (Municipal system of Sustainability Indicators).
- EDUSI indicator (C034).
- EDUSI indicator (R065N).

3.3. IMPROVE RESILIENCE TO CLIMATE CHANGE.

3.3.1. IS THERE A PLAN OR STRATEGY TO IMPROVE THE RESILIENCE OF CITIES AGAINST ADVERSE SITUATIONS AND TO REDUCE DAMAGE?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been taken to improve the resilience of the city in situations of disaster, danger or potential risk, if action protocols have been approved, if bioclimatic aspects of energy efficiency have been introduced into the construction and design of open spaces, and if deforestation reduction and the design of specific projects for flood damage prevention have been considered.

B | METHODOLOGY

The competent agency must indicate whether it has a Climate Change Resilience Plan and action protocols in the event of potential crises (supplies, strikes, malfunctions, natural disasters, etc.) and, if it does, specify their names, the stage they are in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- SDG 11. 11.b.2. Proportion of local governments that adopt and implement local disaster risk reduction strategies in line with the Sendai Framework 2015-2030.
- SDG 11. 11.5.1. Number of deaths, missing persons and directly affected persons attributed to disasters per 100,000 population.
- SDG 11. 11.5.2. Direct economic loss in relation to global GDP, damage to critical infrastructure and number of disruptions to basic services, attributed to disasters.
- Commitments of the Mayors' Pact for Climate and Energy (PAES) to increase resistance to the impacts of climate change.

3.3.2. URBAN LAND AREA SUBJECT TO IMPROVEMENT ACTIONS OR TO THE CREATION OF GREEN AREAS AND/OR OPEN SPACES BASED ON AUTOCHTHONOUS MODELS AND BIOCLIMATIC CRITERIA.

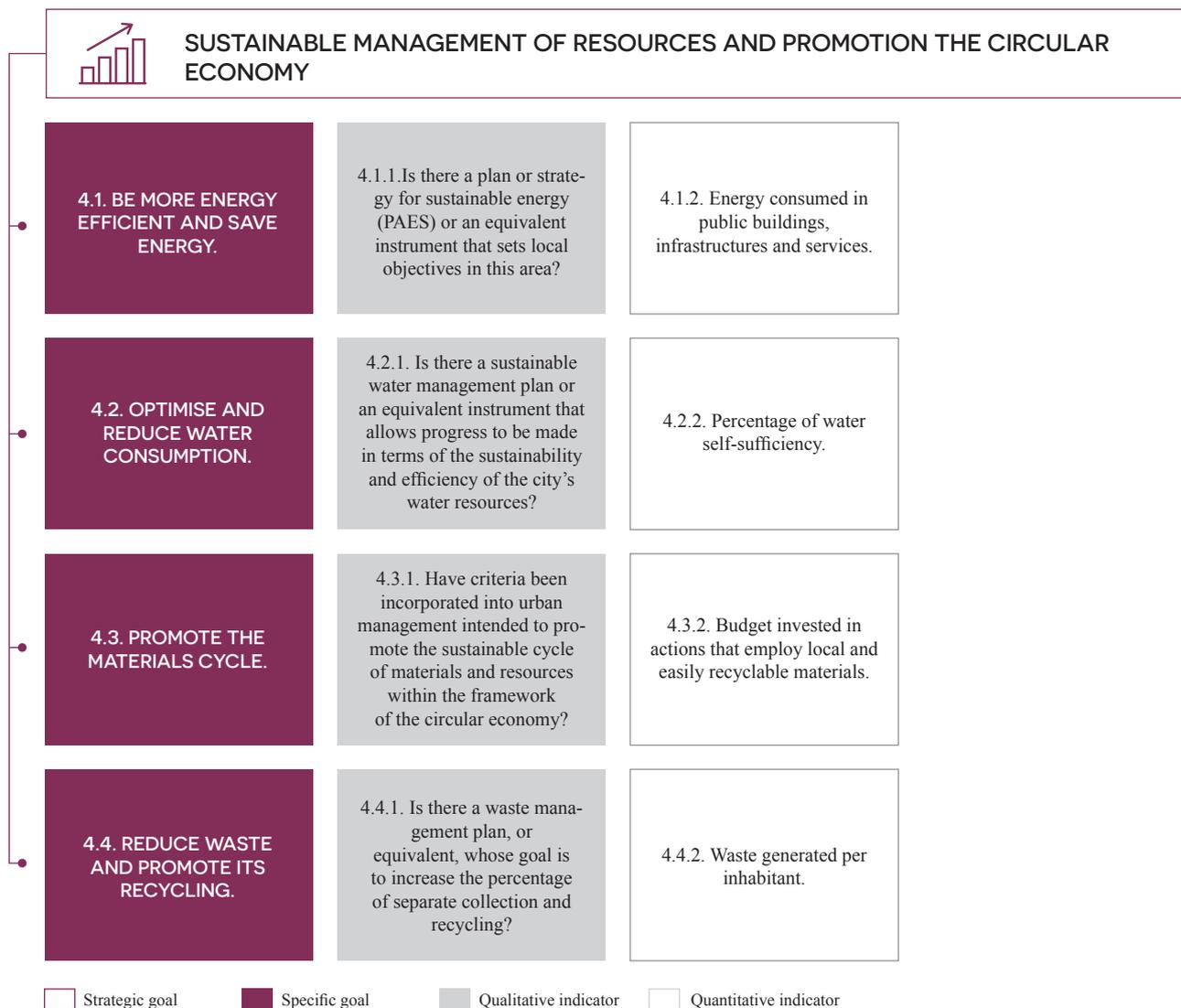
A | DEFINITION AND RELEVANCE

This indicator allows us to know how much urban land area will be subject to improvement actions or to the creation of open spaces and/or green areas in which bioclimatic criteria will be applied in the design and where native plant and animal species will be used.

B | METHODOLOGY

The competent agency shall specify the area in square metres (m²) of the newly created green areas or open spaces, or existing ones that are subject to improvement actions, where activities have been planned based on these criteria.

4 | SUSTAINABLE MANAGEMENT OF RESOURCES AND THE CIRCULAR ECONOMY



4.1. BE MORE ENERGY EFFICIENT AND SAVE ENERGY.

4.1.1. IS THERE A PLAN OR ACTION STRATEGY FOR SUSTAINABLE ENERGY (PAES) OR AN EQUIVALENT INSTRUMENT THAT SETS LOCAL TARGETS IN THIS AREA?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the municipality has adopted measures to limit energy expenditure and promote energy savings and efficiency by taking into account urban morphology and the bioclimatic conditions in the city.

B | METHODOLOGY

The competent agency must indicate whether it has a Sustainable Energy Action Plan, and if it does, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- Commitments in the Mayors' Pact for Climate and Energy (PACES).

4.1.2. ENERGY CONSUMED BY PUBLIC BUILDINGS, INFRASTRUCTURES AND SERVICES.

A | DEFINITION AND RELEVANCE

This indicator estimates urban energy consumption per inhabitant, and takes into account the consumption of both energy and fuel.

Excessive energy consumption has a negative effect from a global point of view by collapsing natural resources and contributing to climate change. More sustainable urban energy management is needed, including reducing consumption and promoting renewable energy sources, as one of the lines of action in policies to mitigate the effects of climate change.

The reduction in annual primary energy consumption (KWh/year) in public buildings can also be estimated.

B | METHODOLOGY

To calculate it, the competent agency must have information on energy consumption per year (electricity, natural gas, hydrocarbons and LPG) and on the population census (number of inhabitants).

Once energy consumption per year is calculated, all the different energy consumption values must be converted to tonnes of oil equivalent (toe) by using the existing equivalent conversion rules (e.g. 1 MWh equals 0.086 toe), so that consumption can be compared between them.

The number of inhabitants can be obtained as the sum of all the records existing in the population census.

The following expression may be applied:

$$\text{Energy consumption} \left(\frac{\text{toe}}{\text{inhab and year}} \right) = \frac{\text{Consumption of electricity + natural gas + hydrocarbons + LPG}}{\text{Number of inhabitants}} \times 100$$

For this indicator, it is also important to consider the breakdown by sector, such as the percentage of energy consumption in each sector (residential, commercial, industrial and transport) out of the total energy consumed.

Calculations for reducing the annual primary energy consumption (KWh/year) in public buildings will be based on the buildings' energy efficiency certificate (see Art.12.1.b of Directive 2010/31/EU). The value will be calculated using the energy certificates issued before and after the action taken to reduce consumption. The indicator will show the total decrease in annual consumption, and not the total consumption savings.

In accordance with the deadlines specified in the Directive, the indicator must be applied to all public buildings with a total usable surface area in excess of 250 m² and that will be renovated for this purpose.

C | ASSOCIATED INDICATORS

- Commitments in the Mayors' Pact for Climate and Energy (PAES).
- 14. Final energy consumption (Municipal System of Sustainability Indicators).
- 15. Local production of renewable energies (Municipal System of Sustainability Indicators).
- EDUSI indicator (R045D).
- EDUSI indicator (C032).
- EDUSI indicator (E001).

4.2. OPTIMISE AND REDUCE WATER CONSUMPTION.

4.2.1. IS THERE A SUSTAINABLE WATER MANAGEMENT PLAN OR AN EQUIVALENT INSTRUMENT THAT FURTHERS THE SUSTAINABILITY AND EFFICIENCY OF THE CITY'S WATER RESOURCES?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the city has adopted measures to optimise and reduce water consumption by, among others, lowering water and energy consumption and emissions associated with the distribution and treatment of this resource, reducing losses caused in distribution networks through a tracking and periodic inspection plan, promoting efficient irrigation systems and encouraging rainwater collection in buildings.

B | METHODOLOGY

The competent agency must indicate the instruments that meet these criteria, detailing their name,

the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

4.2.2. PERCENT OF WATER SELF-SUFFICIENCY.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the level of self-sufficiency in the urban water supply by minimising demand, recycling wastewater and relying on unconventional urban sources.

B | METHODOLOGY

The competent agency must indicate the percentage of the city's water supply that does not come from external sources. The contribution to the water supply from external consumers based on reclaimed internal marginal waters shall be considered for this purpose.

To calculate water self-sufficiency, it is necessary to estimate the total water demand, the total self-supply of water from internal sources and the total water supplied to external users from internal urban sources.

Internal sources are all those whose usable flow is generated within the city, notably: wastewater (grey and black) and rain collected on building rooftops. When the runoff that is generated outside building rooftops can be stored and reused after it is processed, it can also be added to this category.

C | ASSOCIATED INDICATORS

- 11. Urban water consumption (Municipal System of Sustainability Indicators).
- 12. Wastewater treatment (Municipal System of Sustainability Indicators).
- 13. Reuse of treated wastewater (Municipal System of Sustainability Indicators).

4.3. PROMOTE THE MATERIALS CYCLE.

4.3.1. HAVE CRITERIA BEEN INCORPORATED INTO URBAN MANAGEMENT IN ORDER TO PROMOTE THE CYCLE OF SUSTAINABLE MATERIALS AND RESOURCES AS PART OF THE CIRCULAR ECONOMY?

A | DEFINITION AND RELEVANCE

This indicator reflects the local commitment to the European goal of addressing the shortage of resources and promoting actions and the incorporation of criteria in urban management that favour the sustainable cycle of materials, in keeping with initiatives to build a Circular Economy in Europe.

B | METHODOLOGY

The competent agency must indicate the instruments that meet these criteria, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

4.3.2. BUDGET INVESTED IN ACTIONS THAT USE LOCAL AND EASILY RECYCLABLE MATERIALS.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of public investment made in actions that employ recyclable and easily recyclable materials, as well as the shared use of infrastructure networks.

B | METHODOLOGY

The data will be collected from the activities in public budgets planned within these requirements, with the following being specified for each: the name; the annual budget (within the timeline of the Urban Agenda); the stage it is in (planned, approved or executed) and its execution timeline.

4.4. REDUCE WASTE AND PROMOTE ITS RECYCLING.

4.4.1. IS THERE A WASTE MANAGEMENT PLAN, OR AN EQUIVALENT INSTRUMENT, THAT IS INTENDED TO INCREASE HOW MUCH WASTE IS COLLECTED SEPARATELY AND RECYCLED?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to promote the use of deposit and return systems, with the consequent saving in resources and lower environmental and socio-economic impacts. This is basic to the development of the circular economy and to promoting initiatives to prevent waste, use resources more effectively and shift towards more sustainable consumption patterns.

B | METHODOLOGY

The competent agency must indicate the instruments that meet these criteria, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this regard, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- Objectives of the European Union's Circular Economy Package (CEP).

4.4.2. WASTE GENERATED PER INHABITANT.

A | DEFINITION AND RELEVANCE

This indicator measures the volume of solid urban waste generated per inhabitant per day, also taking into account the percent of separate collection.

Reducing, reusing and recycling the waste generated is one of the most necessary policies to achieve a positive impact on environmental conservation. An increase in the amount of waste generated per inhabitant causes health and environmental problems; therefore, in addition to having a suitable collection policy, reduction and recycling are essential habits that every citizen should implement.

B | METHODOLOGY

The competent agency, through the waste management department, must be aware of the total amount of municipal solid waste generated and the amount of urban waste collected separately to know the total and the volume of recycled municipal solid waste per year.

Once obtained, the indicator can be calculated by applying the corresponding formula for the volume of solid urban waste per inhabitant per day, and the percent of separate collection.

$$\text{Solid urban waste} = \frac{\text{Total volume of solid urban waste}}{\text{Number of inhabitants} \times 365}$$

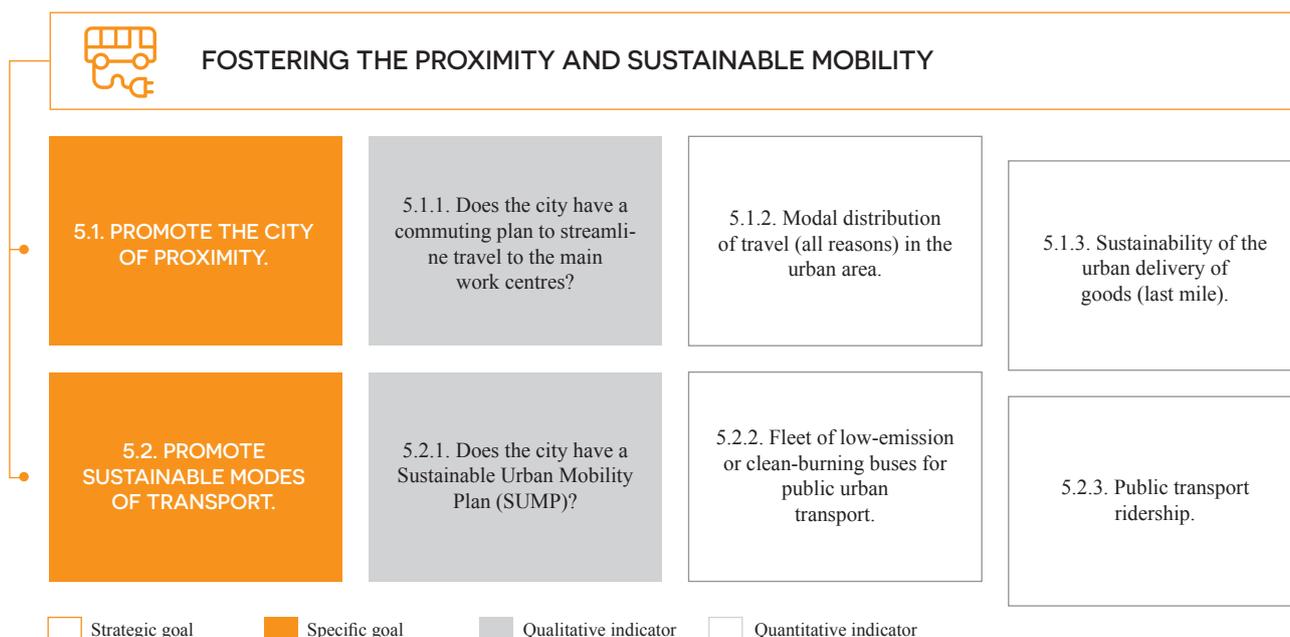
$$\text{Separate collection (\%)} = \frac{\text{Volume of solid urban waste collected separately}}{\text{Total volume of solid urban waste}} \times 100$$

Information will also be gathered on the volume of solid urban waste that may be the subject of illegal processing, dumping or discharges, along with the targets set up to eradicate these practices over the timeline of the Urban Agenda.

C | ASSOCIATED INDICATORS

- SDG 11. 11.6.1. Percentage of solid urban waste collected periodically that is properly disposed of with respect to the total waste generated by the city.
- 16. Generation of solid urban waste (Municipal System of Sustainability Indicators).
- 17. Net separate waste collection (Municipal System of Sustainability Indicators).

5 | MOBILITY AND TRANSPORT



5.1. PROMOTE THE CITY OF PROXIMITY.

5.1.1. DOES THE CITY HAVE A COMMUTING PLAN TO STREAMLINE TRAVEL TO THE MAIN WORK CENTRES?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether companies in the city - individually or as groups - have plans in place to promote sustainable and efficient mobility among their workers and customers.

B | METHODOLOGY

The competent agency must indicate the actions aimed at encouraging the city's leading work centres to create Commuting Plans, indicating the number of current commuting plans and the number of workers affected.

5.1.2. MODAL DISTRIBUTION OF TRAVEL (ALL REASONS) IN THE URBAN AREA.

A | DEFINITION AND RELEVANCE

The modal distribution of travel shows which modes of transport are primarily used by the public and their proportion to the total number of trips. The distribution of travel by means of transport in the urban area is useful for describing the sustainability of mobility in the city, and is clearly related to, among others, air pollution levels. Based on the information available on the use of public and private transport, the modal distribution of traffic is an essential figure for defining transport policies. The sustainable balance of mobility and the promotion of public and non-motorised means of transport is one of the main objectives for sustainable mobility.

B | METHODOLOGY

This information will be collected by the local entity or entities responsible for mobility (Municipal Transport Companies, Transport Consortiums, etc.).

The modes used for all travel for any purpose going to or from the city will be analysed. This information will be obtained based on figures from the demand for public modes of transport and mobility surveys, and rely on new sources of information from telematic systems.

$$\text{Car and motorcycle trips (\%)} = \frac{\text{No. of trips made by car and motorcycle}}{\text{Total number of trips}} \times 100$$

$$\text{Trips on public transport (\%)} = \frac{\text{No. of trips take on public transport}}{\text{Total number of trips}} \times 100$$

$$\text{Trips on bicycle (\%)} = \frac{\text{No. of trips made by bicycle}}{\text{Total number of trips}} \times 100$$

$$\text{Trips on foot (\%)} = \frac{\text{No. of trips made on foot}}{\text{Total number of trips}} \times 100$$

C | ASSOCIATED INDICATORS

- 07. Modal distribution of urban transport (Municipal System of Sustainability Indicators).
- 08. Road space for pedestrians (Municipal System of Sustainability Indicators).
- 09. Road space for bicycles (Municipal System of Sustainability Indicators).
- 10. Road space for public transport (Municipal System of Sustainability Indicators).

5.1.3. SUSTAINABILITY OF THE URBAN DELIVERY OF GOODS (LAST MILE).

A | DEFINITION AND RELEVANCE

The indicator reflects the load distribution facilities that make it possible to distribute goods with small vehicles. This requires freight storage and consolidation centres in urban areas.

B | FUENTE DE DATOS

Government agencies, authorisations for the distribution of goods and cargo distribution centres.

C | METHODOLOGY

$$\text{Density of cargo distribution centres (no. of centres/km}^2\text{)} = \frac{\text{No. of centres in the city}}{\text{Urban area (km}^2\text{)}} \times 100$$

5.2. PROMOTE SUSTAINABLE MODES OF TRANSPORT.

5.2.1. DOES THE CITY HAVE A SUSTAINABLE URBAN MOBILITY PLAN (SUMP)?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to promote sustainable and efficient mobility by trying to reduce travel in private transport and improving public transport systems so they become efficient, appealing, accessible and affordable to citizens, allow for improved quality in pedestrian travel and provide a clear commitment to promoting intermodality.

It is important to highlight the fundamental role of new technologies in this area. This area will also be addressed by making available bike hire systems in the city or vehicle hire platforms in the context of the collaborative economy.

A reference for preparing these plans is the “Practical Guide for Developing and Implementing Sustainable Urban Mobility Plans (SUMP)”⁶ written by the IDAE, which can be of great use to the local agency.

B | METHODOLOGY

The competent agency must indicate whether it has a Sustainable Urban Mobility Plan (SUMP), and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this area, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified, detailing the objective of increasing the number of people in the city with easy access to public transport, with information on gender, age and people with disabilities.

C | ASSOCIATED INDICATORS

- ISDG 11 indicator. 11.2.1. Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities.
- Commitments to reduce CO2 emissions in the Mayors’ Pact for Climate and Energy (PAES).
- EDUSI indicator (EU01).

5.2.2. FLEET OF LOW-EMISSION OR CLEAN-BURNING BUSES FOR PUBLIC URBAN TRANSPORT.

A | DEFINITION AND RELEVANCE

The indicator determines the percentage of urban buses with low-emission engine technology in relation to the total fleet. It also determines the percentage of urban buses powered by fuels other than diesel, which emit little to no pollutants, in relation to the total fleet.

⁶http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf

European “Euro” regulations lay out requirements that regulate the acceptable limits of combustion gas emissions to be satisfied by all new vehicles in European Union Member States. European regulations on emissions for buses that were in force until 2014 use the Euro I (1992) to Euro VI (2013) labelling. Electric vehicles are not included in the “Euro” regulations.

B | METHODOLOGY

The competent agency shall identify the number of urban buses with low-emission engine technology, differentiating between Euro III or prior, Euro IV or later technology and clean fuels, in order to apply the following formulas:

$$\text{Buses with Euro III or prior technology (\%)} = \frac{\text{No. of Euro III or earlier buses}}{\text{Total number of buses}} \times 100$$

$$\text{Buses with Euro IV or later technology (\%)} = \frac{\text{No. of Euro IV or later buses}}{\text{Total number of buses}} \times 100$$

$$\text{Buses with “clean” fuels}^7 = \frac{\text{No. of buses with clean fuels}}{\text{Total number of buses}} \times 100$$

C | ASSOCIATED INDICATORS

- Commitments to reduce CO2 emissions in the Mayors’ Pact for Climate and Energy (PAES).

5.2.3. NUMBER OF TRIPS ON PUBLIC TRANSPORT.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the number of trips on public urban transport per year. It is advisable to clarify that the number of trips of each traveller will be counted, not the number of passengers, nor the number of trips of each vehicle. Public urban transport is that which services the urban and other land suitable for development or that links urban centres of the same municipality. Taxis are not included. In urban areas consisting of more than one municipality, inter-urban transport between these municipalities will also be considered.

B | METHODOLOGY

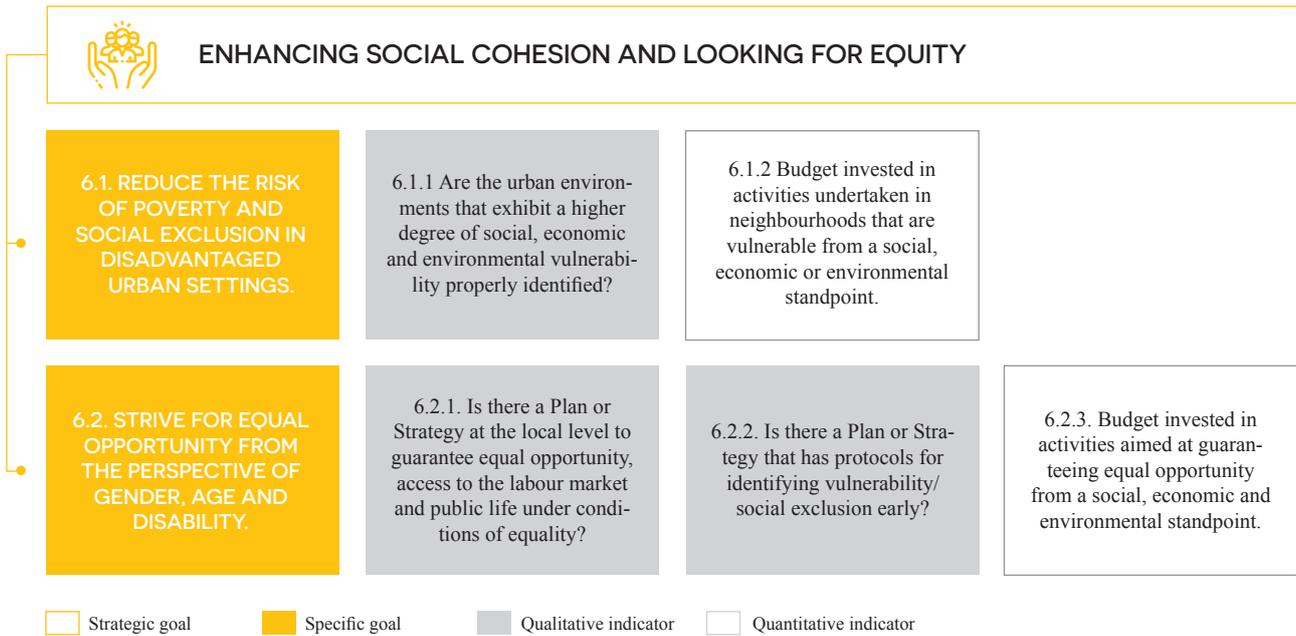
The competent agency must provide the number of trips that each traveller takes on public collective urban transport per year. This information will, in most cases, be collected by the local entity (Municipal Transport Companies).

C | ASSOCIATED INDICATORS

- EDUSI indicator (R045C).

⁷ “Clean” or low-pollution fuels: CNG, LPG, hybrids, biodiesel or electrics.

6 | SOCIAL COHESION AND EQUAL OPPORTUNITY



6.1. ENHANCING SOCIAL COHESION AND LOOKING FOR EQUITY.

6.1.1 ARE THE URBAN ENVIRONMENTS THAT EXHIBIT A HIGHER DEGREE OF SOCIAL, ECONOMIC AND ENVIRONMENTAL VULNERABILITY PROPERLY IDENTIFIED?

A | DEFINITION AND RELEVANCE

This indicator reflects the attention paid to urban neighbourhoods or environments that have a greater degree of social, economic and environmental vulnerability, the goal being to promote equality in urban development and fight against pockets of poverty and social exclusion.

B | METHODOLOGY

The data will be collected from the activities carried out in this area by the public agencies. The set of urban environments identified as vulnerable or requiring priority attention within the context of the city will be identified.

The methodology of the Ministry of Development's Urban Sustainability Observatory in Spain may be used as a reference.

6.1.2 BUDGET INVESTED IN ACTIVITIES CARRIED OUT IN VULNERABLE NEIGHBOURHOODS FROM A SOCIAL, ECONOMIC OR ENVIRONMENTAL STANDPOINT.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount of investment made in the city's most disadvantaged neighbour-

hoods. The measures will seek to reduce inequalities and social exclusion by promoting the use of public spaces as an element of cohesion and coexistence among citizens. It would be advisable to take into account citizen participation when defining the budgets. Priority will be given to those neighbourhoods identified as vulnerable by the Local Entity, as well as to those listed in the Observatory of Urban Vulnerability in Spain as vulnerable neighbourhoods.

B | METHODOLOGY

The data will be collected from the actions planned in these areas in local budgets and the following will be specified for each: the name; the area it affects; the annual budget (within the timeline of the Urban Agenda); the stage it is in (planned, approved or executed) and its execution timeline.

6.2. STRIVE FOR EQUAL OPPORTUNITY FROM THE PERSPECTIVE OF GENDER, AGE AND DISABILITY.

6.2.1. IS THERE A PLAN OR STRATEGY AT THE LOCAL LEVEL TO GUARANTEE EQUAL OPPORTUNITY, ACCESS TO THE LABOUR MARKET AND PUBLIC LIFE UNDER CONDITIONS OF EQUALITY?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the situation has been diagnosed in order to integrate the perspective of equal opportunities between men and women; as well as the situation of certain groups at risk of social exclusion by incorporating the gender perspective into administrative structures and into the design of the activities planned in the city. The inclusion of this perspective in city planning will often lead to actions that increase the number of parks (elderly and children); actions to localise activities that reduce distances between employment and housing, and thus shorten commute times; actions to improve citizen safety (lighting, urban furniture, etc.); improved accessibility (wide pavements that facilitate accessibility, etc.); actions that promote work-life balance (provide schools for children, social services for the elderly, working hours, etc.).

B | METHODOLOGY

The competent agency must indicate whether it has an Equal Opportunity Plan, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. The indicators contained in this plan must specifically include targets for eradicating violence against women.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified, and objectives will be set for reducing and eradicating cases of domestic or sexual abuse based on data from previous years.

As a reference for preparing these plans, it should be noted that there are two documents that can

be of great use to the Local Entity, a “Manual for writing a company equality plan”⁸, prepared by the Ministry of Health, Social Services and Equality, and a “Guide for Preparing Local Equality Plans”⁹, drawn up by the FEMP.

C | ASSOCIATED INDICATORS

- SDG 11. 11.7.2. Proportion of female victims of physical violence or sexual harassment, by perpetrator and place of the act.
- 21. Population ageing (Municipal System of Sustainability Indicators).
- 22. Population of foreign nationality (Municipal System of Sustainability Indicators).
- 27. Satisfaction of citizens with the local community (Municipal System of Sustainability Indicators).
- 28. Association rate (Municipal System of Sustainability Indicators).

6.2.2. IS THERE A PLAN OR STRATEGY THAT CONTAINS EARLY DETECTION PROTOCOLS FOR VULNERABILITY/SOCIAL EXCLUSION?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether the municipality, through its social services, has early detection measures to identify vulnerability or social exclusion in relation to the processes of illegal occupation of land and buildings, with spaces and coordination services between Social Services, Housing, Citizen Safety and Health to help the most vulnerable people.

B | METHODOLOGY

La Administración competente deberá indicar si dispone o no de algún Plan que lleve a cabo protocolos de detección temprana de la vulnerabilidad, y en su caso, especificará su nombre, la fase en la que se encuentra (en elaboración, aprobado o ejecutado) y el periodo temporal de vigencia del Instrumento.

En caso de no disponer de ningún Plan en esta materia, se indicarán los compromisos a asumir en este ámbito a lo largo del periodo de la Agenda Urbana.

6.2.3. PRESUPUESTO INVERTIDO EN ACTUACIONES DESTINADAS A GARANTIZAR LA IGUALDAD DE OPORTUNIDADES DESDE EL PUNTO DE VISTA SOCIAL, ECONÓMICO O AMBIENTAL.

A | DEFINITION AND RELEVANCE

The competent agency must indicate whether it has a plan to identify vulnerability early, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during

⁸ www.igualdadenaempresa.es/recursos/herramientas/home.htm

⁹ <http://femp.femp.es/files/566-182-archivo/Guia%20elaboracion%20Planes%20Locales%20Igualdad.pdf>

which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

B | METHODOLOGY

El dato se recogerá de las actuaciones previstas dirigidas a estos colectivos en los presupuestos públicos y se indicará de cada una de ellas: el nombre; el ámbito al que afecta; el presupuesto anualizado (en el ámbito temporal de la Agenda Urbana); la fase en la que se encuentra (en elaboración, aprobado o ejecutado) y el periodo temporal que abarca su ejecución.

7 | URBAN ECONOMY



PROMOTING AND ENCOURAGING THE URBAN ECONOMY

7.1. SEEK LOCAL PRODUCTIVITY, JOB CREATION AND THE DYNAMISATION AND DIVERSIFICATION OF ECONOMIC ACTIVITY.

7.1.1. Is there a plan, or an equivalent instrument, to improve the local economy and competitiveness that contains actions involving employment and economic activity?

7.1.2. Budget of the actions planned to boost local businesses and industry and promote sustainable tourism activity.

7.2. PROMOTE SMART, SUSTAINABLE AND QUALITY TOURISM AND THE KEY SECTORS OF THE LOCAL ECONOMY.

7.2.1. Is there a specific plan for economic reactivation and innovation in the field of smart, sustainable tourism and commerce and industry in the city or urban area?

7.2.2. Number of visitors attracted by the cultural, natural and scenic heritage.

□ Strategic goal

■ Specific goal

■ Qualitative indicator

□ Quantitative indicator

7.1. SEEK LOCAL PRODUCTIVITY, JOB CREATION AND THE DYNAMISATION AND DIVERSIFICATION OF ECONOMIC ACTIVITY.

7.1.1. IS THERE A PLAN, OR AN EQUIVALENT INSTRUMENT, TO IMPROVE THE LOCAL ECONOMY AND COMPETITIVENESS THAT CONTAINS ACTIONS INVOLVING EMPLOYMENT AND ECONOMIC ACTIVITY?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to boost the economy in order to diversify the production structure of the city and generate new employment opportunities for its citizens. It would be advisable to include actions that promote collaboration between the public and local associations in order to ensure that the population is involved in this economic process.

B | METHODOLOGY

The competent agency must indicate the planning instruments that identify these values, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- 24. Active population (Municipal System of Sustainability Indicators).
- 25. Self-contained employment (Municipal System of Sustainability Indicators).

7.1.2. BUDGET FOR THE ACTIONS PLANNED TO ENHANCE LOCAL COMMERCE AND INDUSTRY AND PROMOTE SUSTAINABLE TOURISM ACTIVITY.

A | DEFINITION AND RELEVANCE

This indicator reflects the amount invested in order to incentivise the local economy. A part of this investment will be used to conduct analyses and studies that yield up-to-date information on the education, training and employment situation of the local population. In addition, access to new consumption modes will be promoted in order to leverage the benefits of the economy. Also encouraged will be the setting aside of spaces to market local products in order to encourage as much as possible the economic exchange with rural areas and promote the incorporation of new technologies in local companies.

B | METHODOLOGY

The data will be collected from the actions planned in these areas in local budgets and the following will be specified for each: the name; the area it affects; the annual budget (within the timeline of the Urban Agenda); the stage it is in (planned, approved or executed) and its execution timeline.

7.2. PROMOTE SMART, SUSTAINABLE AND QUALITY TOURISM AND THE KEY SECTORS OF THE LOCAL ECONOMY.

7.2.1. IS THERE A SPECIFIC PLAN OF ECONOMIC REACTIVATION AND INNOVATION INVOLVING SMART AND SUSTAINABLE TOURISM, TRADE AND INDUSTRY IN THE CITY OR URBAN AREA?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether there are plans to promote smart and sustainable tourism that address the current and future economic, social and environmental effects and meet the needs of visitors, industry, entrepreneurs and local communities. Plans to strengthen and boost local trade and industry and economic activities specific to the city and tourist destination will also be considered, in keeping with the criteria set up in the Smart Tourism Destination methodology, which includes the areas of governance, innovation, sustainability, technology and accessibility.

B | METHODOLOGY

The competent agency must indicate the planning instruments that identify these values, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this area, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

7.2.2. NUMBER OF VISITORS ATTRACTED BY THE CULTURAL, NATURAL AND SCENIC HERITAGE.

A | DEFINITION AND RELEVANCE

This indicator allows us to know the increase in the number of visitors attracted by the cultural and scenic wealth of cities.

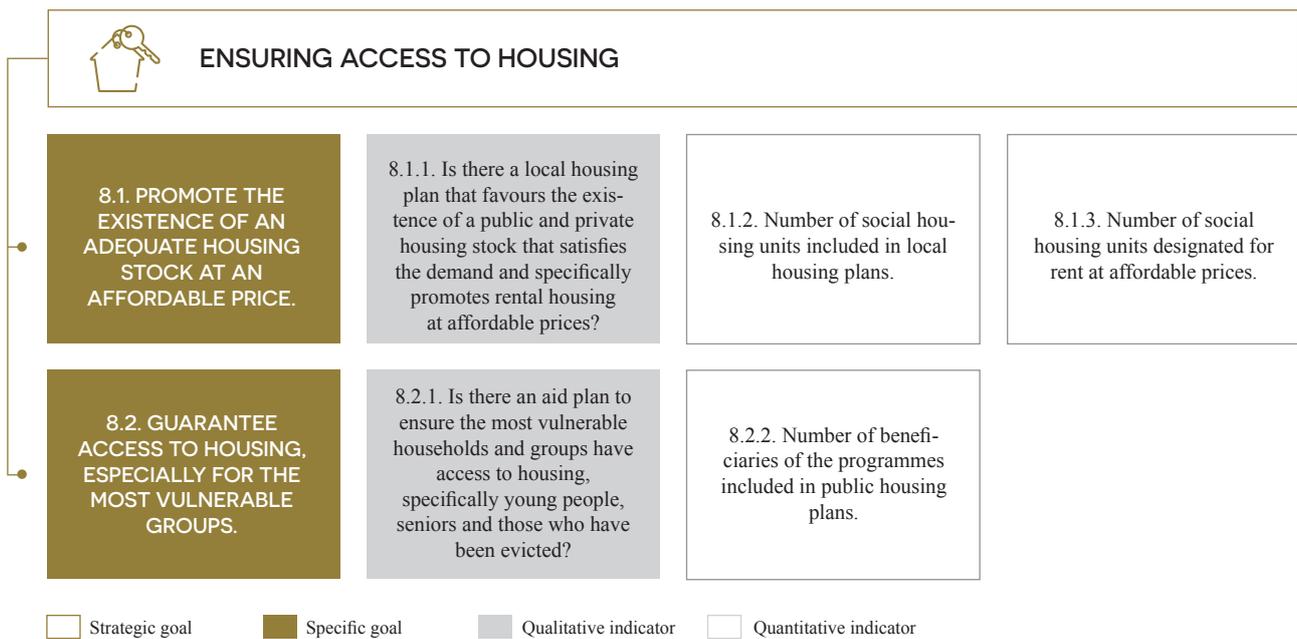
B | METHODOLOGY

The competent agency must provide the number of visitors per year received by the city; visits will be counted regardless of whether they involve the same person. In the case of groups, the number of visits counted will be the same as the number of individuals in the group. In most cases, this information will be collected by the municipality itself (Municipal Tourism Office) and can be based on an analysis of the demand, describing the method used.

C | ASSOCIATED INDICATORS

- EDUSI indicator (C009).
- EDUSI indicator (R063L).

8 | HOUSING



8.1. PROMOTE THE EXISTENCE OF AN ADEQUATE HOUSING STOCK AT AN AFFORDABLE PRICE.

8.1.1. IS THERE A LOCAL HOUSING PLAN THAT FAVOURS THE EXISTENCE OF A PUBLIC AND PRIVATE HOUSING STOCK THAT SATISFIES DEMAND AND SPECIFICALLY PROMOTES RENTING AT AFFORDABLE PRICES?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been taken to promote the use of empty homes that can be designated for residential use and promote rental as a way to balance out this form of tenure with home ownership and to promote social housing, not only for new developments, but by reusing vacant or secondary homes, promoting the renovation and re-use of the existing housing stock. Similarly, the plans will incorporate an analysis of potential situations involving inadequate housing and illegal settlements in the city, the measures aimed at correcting these situations, as well as an analysis and delimitation of those territorial areas most affected by dynamics of rising housing prices, both for sale and for rent.

B | METHODOLOGY

The competent agency must indicate whether it has a Housing Plan with these requirements, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. It shall also specify any connection with the programmes of the Ministry of Development's National Housing Plan.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified and a goal set for reducing the number of people and households living in slums, illegal settlements or inadequate housing.

C | ASSOCIATED INDICATORS

- SDG 11. 11.1.1. Proportion of the urban population living in slums, makeshift settlements or inadequate housing.

8.1.2. NUMBER OF HOUSEHOLDS LIVING IN SOCIAL HOUSING INCLUDED IN LOCAL HOUSING PLANS.

A | DEFINITION AND RELEVANCE

This indicator allows us to forecast the availability and incorporation of social housing in the market, especially that which has resulted from actions taken to renovate the existing building stock and to increase the public or private housing stock designated for rent at affordable prices.

B | METHODOLOGY

The competent agency shall identify the number of homes subject to social housing schemes that will be added to the market within the timeline of the Urban Agenda.

8.1.3. NUMBER OF SOCIAL HOUSING UNITS DESIGNATED FOR RENTAL AT AFFORDABLE PRICES.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how many social housing units designated for rent at affordable prices will be made available to vulnerable groups and households that have problems accessing rental housing at market prices.

B | METHODOLOGY

The competent agency will identify the number of existing or planned social housing units designated for rent within the timeline of the Urban Agenda. Publicly owned housing must be identified, as well as housing belonging to non-profit or similar entities that is permanently subject to rent-control schemes.

8.2. GUARANTEE ACCESS TO HOUSING, ESPECIALLY FOR THE MOST VULNERABLE GROUPS.

8.2.1. IS THERE AN AID PLAN TO ENSURE THE MOST VULNERABLE HOUSEHOLDS AND GROUPS HAVE ACCESS TO HOUSING, SPECIFICALLY YOUNG PEOPLE, SENIORS AND THOSE WHO HAVE BEEN EVICTED?

A | DEFINITION AND RELEVANCE

This indicator allows us to know if there are public aid plans intended to provide access to housing to households with fewer economic resources, as well as to groups with a greater degree of social and economic vulnerability, and particularly to young people - to facilitate their emancipation and access to their first home - and the elderly, in a way that addresses demographic challenges and the ageing phenomenon. Developing these plans will require analysing the problem of evictions, establishing monitoring and evaluation measures and implementing early prevention and action protocols when evictions affect vulnerable households.

B | METHODOLOGY

The competent agency must indicate whether it has a Housing Plan with these requirements, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. It shall also specify any connection with the programmes of the Ministry of Development's National Housing Plan.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified, taking into account the number of housing applications collected in the Official Register of Social Housing Applicants or similar, as well as price indices and data on housing accessibility in the city.

8.2.2. NUMBER OF PERSONS BENEFITING FROM THE PROGRAMMES INCLUDED IN PUBLIC HOUSING PLANS.

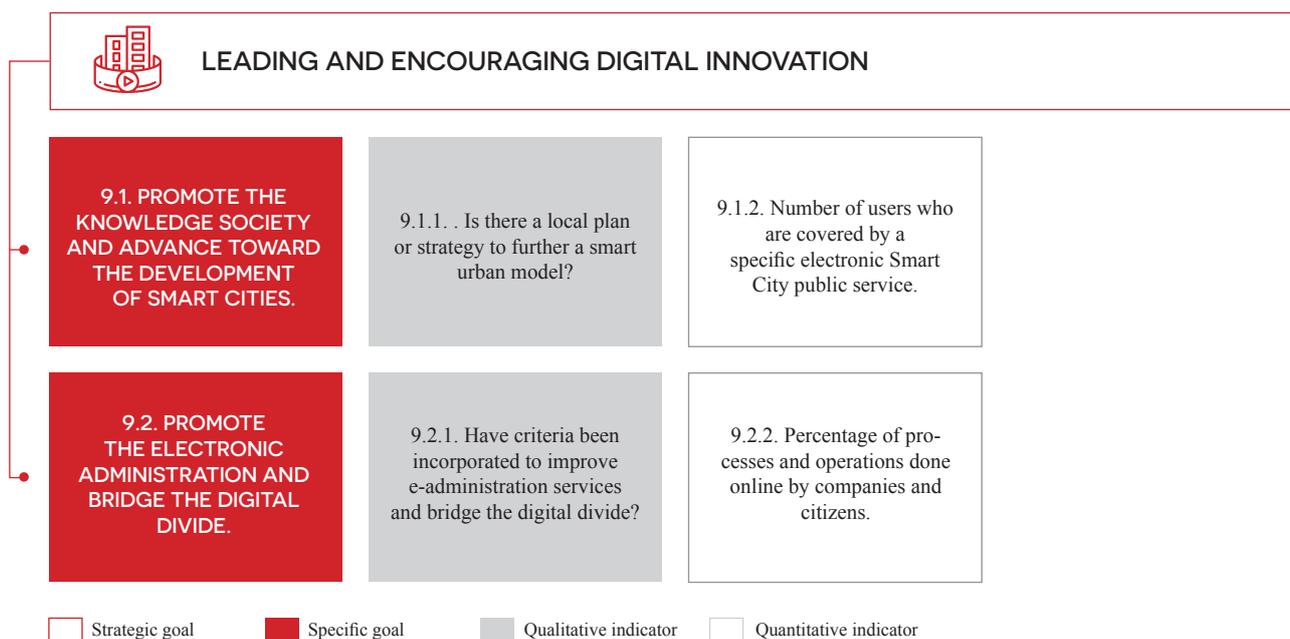
A | DEFINITION AND RELEVANCE

This indicator allows us to know the number of people who receive public aid to help them rent and renovate their primary residence as part of the Ministry of Development's National Housing Plan.

B | METHODOLOGY

The competent agency will identify the number of recipients of these public aids. A beneficiary is as defined in the National Housing Plan, and includes all those individuals who make up the family unit or household that receives the aid.

9 | DIGITAL ERA



9.1. PROMOTE THE KNOWLEDGE SOCIETY AND ADVANCE TOWARD THE DEVELOPMENT OF SMART CITIES.

9.1.1. IS THERE A LOCAL PLAN OR STRATEGY TO FURTHER DEVELOP A SMART URBAN MODEL?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted that promote the horizontal incorporation of knowledge technologies in urban management through systems that ensure interoperability. The challenge for smart cities is to integrate the set of sectoral systems into a single comprehensive city management platform in order to achieve unified management and offer more efficient services.

B | METHODOLOGY

The competent agency must indicate whether it has a Smart City Plan, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid. If the city is part of the Smart City network, it must indicate this.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- EDUSI indicator (R025B).

9.1.2. NUMBER OF USERS WHO ARE COVERED BY A CERTAIN ELECTRONIC SMART CITY PUBLIC SERVICE.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how many users are using the applications, information systems or online services of the local entity. The count will include users of the services and information systems implemented, as well as users of facilities, corporate communication networks or Data Processing Centres (PDCs) that are going to be improved by the local entity.

B | METHODOLOGY

The number of users employing these services can be determined from the statistics of public agencies. Projects to define these services will have an estimate of these data in their cost-benefit analyses. All users will be taken into account, regardless of whether they are internal users of the public agency or external users.

C | ASSOCIATED INDICATORS

- EDUSI indicator (E016).
- EDUSI indicator (E024).

9.2. PROMOTE THE ELECTRONIC ADMINISTRATION AND BRIDGE THE DIGITAL DIVIDE.

9.2.1. HAVE CRITERIA BEEN INCORPORATED TO IMPROVE E-ADMINISTRATION SERVICES AND BRIDGE THE DIGITAL DIVIDE?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether management criteria have been incorporated that serve to promote digitisation and electronic administration to encourage greater efficiency and innovation as a way to interact more with the public. This will also include analysing the digital gap and adopting measures aimed at reducing it.

B | METHODOLOGY

The competent agency must indicate the criteria introduced and the instrument containing them, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no significant advances have been made in this area, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

9.2.2. PERCENTAGE OF PROCESSES AND OPERATIONS DONE ONLINE BY COMPANIES AND CITIZENS.

A | DEFINITION AND RELEVANCE

This indicator allows us to know how many processes are being completed online out of all the processes carried out.

B | METHODOLOGY

The competent agency must be able to provide details on the number of processes and operations done online and the total number of processes. To help in this regard, the study on ICT in Local Entities is available from the Spanish Government's e-Administration portal¹⁰, which can be used as a support document to compare the services to be provided by city councils.

The data can be calculated using the following expression:

$$\text{Online procedures (\%)} = \frac{\text{Online procedures and paperwork}}{\text{Total procedures and paperwork}} \times 100$$

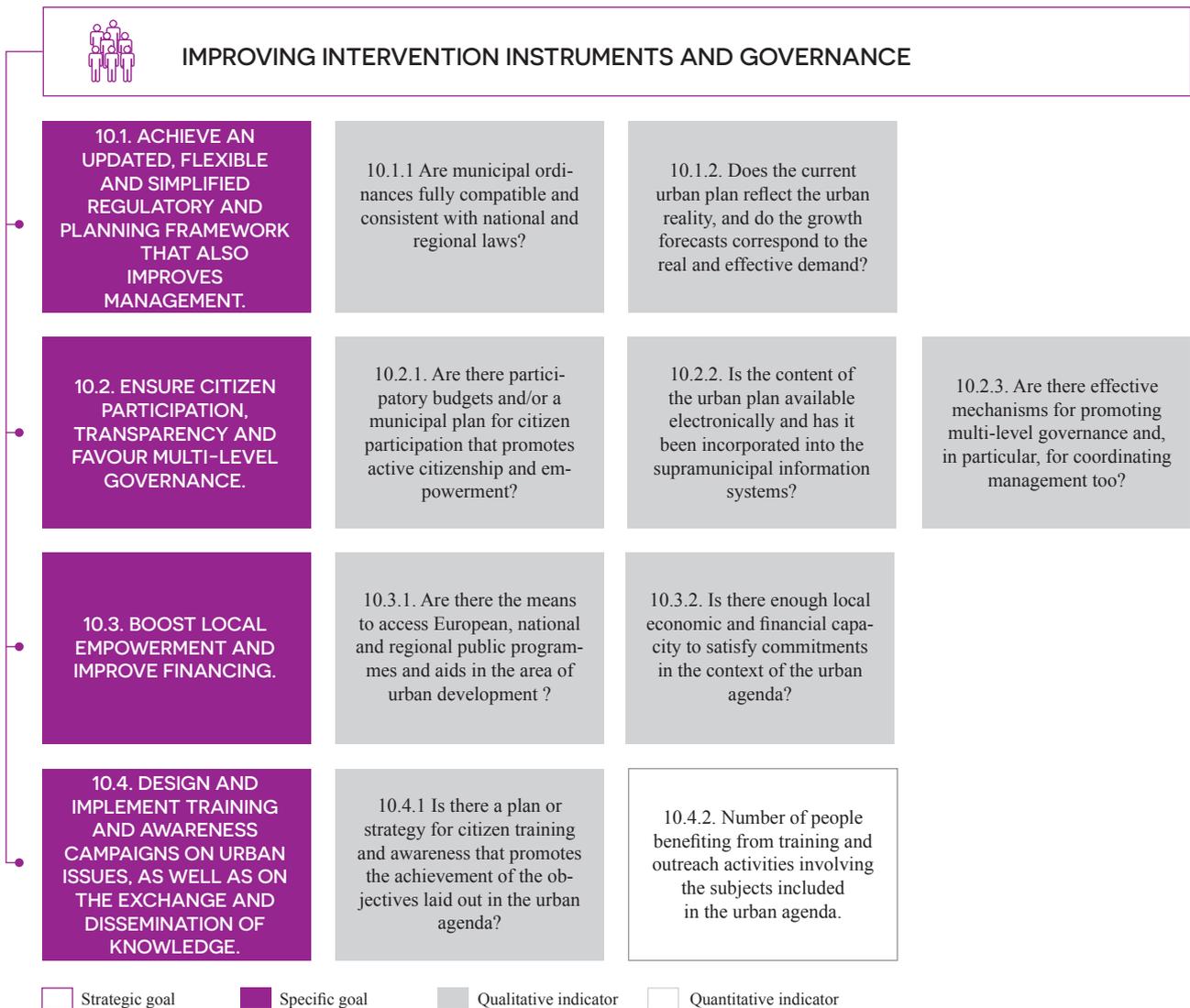
It must be noted that this indicator will be calculated by quantifying the number of procedures or operations available in the local government, not the number of cases associated with said procedures.

C | ASSOCIATED INDICATORS

- EDUSI indicator (R023N).

¹⁰ https://administracionelectronica.gob.es/pae_Home/pae_OBSAE/pae_Indicadores.html#.Wlh8MuRvTcs

10 | INSTRUMENTS



10.1. ACHIEVE AN UPDATED, FLEXIBLE AND SIMPLIFIED REGULATORY AND PLANNING FRAMEWORK THAT ALSO IMPROVES MANAGEMENT.

10.1.1 ARE MUNICIPAL ORDINANCES FULLY COMPATIBLE AND CONSISTENT WITH NATIONAL AND REGIONAL LAWS?

A | DEFINITION AND RELEVANCE

In order to achieve an updated, flexible and simplified regulatory and planning framework, it is essential for the local entity to have a municipal ordinance that is compatible with national and regional laws such that there are no loopholes or interpretation problems with either.

B | METHODOLOGY

The competent agency must indicate whether its municipal ordinances satisfy these requirements and if not, indicate the commitments to be undertaken in this area over the timeline of the Urban Agenda.

10.1.2. DOES THE CURRENT URBAN PLAN REFLECT THE URBAN REALITY, AND DO THE GROWTH FORECASTS CORRESPOND TO THE REAL AND EFFECTIVE DEMAND?

A | DEFINITION AND RELEVANCE

This indicator requires taking into account the date of approval of the current urban plan and the socio-economic circumstances on that date and compare them with the current context and needs of the city.

B | METHODOLOGY

The competent agency must indicate whether its current plan reflects the city's urban reality and if not, indicate the commitments to be undertaken in this area over the timeline of the Urban Agenda.

10.2. ENSURE CITIZEN PARTICIPATION, TRANSPARENCY AND FAVOUR MULTI-LEVEL GOVERNANCE.

10.2.1. ARE THERE PARTICIPATORY BUDGETS AND/OR A MUNICIPAL PLAN FOR CITIZEN PARTICIPATION THAT PROMOTES ACTIVE CITIZENSHIP AND EMPOWERMENT?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to maximise the efficiency and effectiveness of public agencies, to avoid duplication of efforts and develop formulas for open and transparent governance, with public e-administration services.

B | METHODOLOGY

The competent agency must indicate whether it has participatory budgets, as well as a Citizen Participation Plan, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

C | ASSOCIATED INDICATORS

- SDG 11. 11.3.2: Percentage of cities with a structure for civil society to participate directly in urban planning and management that works on a regular and democratic basis.

10.2.2. IS THE CONTENT OF THE URBAN PLAN AVAILABLE ELECTRONICALLY AND HAS IT BEEN INCORPORATED INTO THE SUPRAMUNICIPAL INFORMATION SYSTEMS?

A | DEFINITION AND RELEVANCE

New technologies have a direct influence on citizen participation and governance, so it is necessary to link sustainable urban development with the knowledge society. This requires digitising urban planning information such that it is accessible and transparent for all citizens through electronic means.

B | METHODOLOGY

The competent agency must be able to offer urban planning information (graphical and alphanumeric data) in digital form and contained in a Geographic Information System (GIS) that is accessible to all citizens through electronic means.

This information must be incorporated into the supramunicipal information systems (those of the regional governments and the Ministry of Development's Urban Information System (SIU)).

If digitised urban planning information or a GIS is not available, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

10.2.3. ARE THERE EFFECTIVE MECHANISMS AVAILABLE THAT FAVOUR MULTI-LEVEL GOVERNANCE AND, IN PARTICULAR, THE COORDINATION OF MANAGEMENT INSTRUMENTS?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted that promote shared and integrated planning processes and strengthen horizontal (versus sectoral) collaboration instruments as a way of achieving a vision of the whole that optimises the use of resources.

B | METHODOLOGY

The competent agency must indicate the mechanisms in place that promote multilevel governance, detailing their name, the phase they are currently in (planning, approved or executed) and their applicability timeline. If no instruments are available in this regard, the commitments to be assumed in this area for the duration of the Urban Agenda will be specified.

10.3. BOOST LOCAL EMPOWERMENT AND IMPROVE FINANCING.

10.3.1. ARE THERE MEANS FOR ACCESSING EUROPEAN, NATIONAL AND REGIONAL PUBLIC PROGRAMMES AND AIDS IN THE AREA OF URBAN DEVELOPMENT?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether there is adequate knowledge of all the public aid programmes and lines of support (international, national, regional and local) that exist involving urban development that can further the goals of the Spanish Urban Agenda.

B | METHODOLOGY

The competent agency must indicate the resources available in this area and, if applicable, specify their name, the stage they are in (planned, approved or executed) and the time period during which the Instrument is valid.

If no instrument or resource is available in this regard, the commitments to be assumed in this area over the timeline of the Urban Agenda period shall be specified.

10.3.2. IS THE LOCAL ECONOMIC AND FINANCIAL CAPACITY SUFFICIENT TO SATISFY THE COMMITMENTS IN THE CONTEXT OF THE URBAN AGENDA?

A | DEFINITION AND RELEVANCE

This indicator allows us to know if adequate compliance with the commitments undertaken in pursuit of the goals of the Spanish Urban Agenda can be guaranteed.

B | METHODOLOGY

The competent agency must submit an affidavit certifying there is sufficient credit, or that this credit can be secured, to carry out the commitments resulting from the Urban Agenda.

10.4. DESIGN AND IMPLEMENT TRAINING AND AWARENESS CAMPAIGNS ON URBAN ISSUES, AS WELL AS ON THE EXCHANGE AND DISSEMINATION OF KNOWLEDGE.

10.4.1 IS THERE A CITIZEN TRAINING AND AWARENESS PLAN OR STRATEGY THAT PROMOTES THE ACHIEVEMENT OF THE GOALS LAID OUT IN THE URBAN AGENDA?

A | DEFINITION AND RELEVANCE

This indicator allows us to know whether measures have been adopted to promote training for older people on e-administration and to generate a culture of citizen participation with suitable channels to make it real and effective.

B | METHODOLOGY

The competent agency must indicate whether it has a citizen training and awareness plan, and if so, specify its name, the stage it is in (planned, approved or executed) and the time period during

which the Instrument is valid.

If no plans are available in this regard, the commitments to be undertaken in this area for the duration of the Urban Agenda will be specified.

10.4.2. NUMBER OF PERSONS WHO BENEFIT FROM TRAINING AND AWARENESS ACTIVITIES INVOLVING THE TOPICS INCLUDED IN THE URBAN AGENDA.

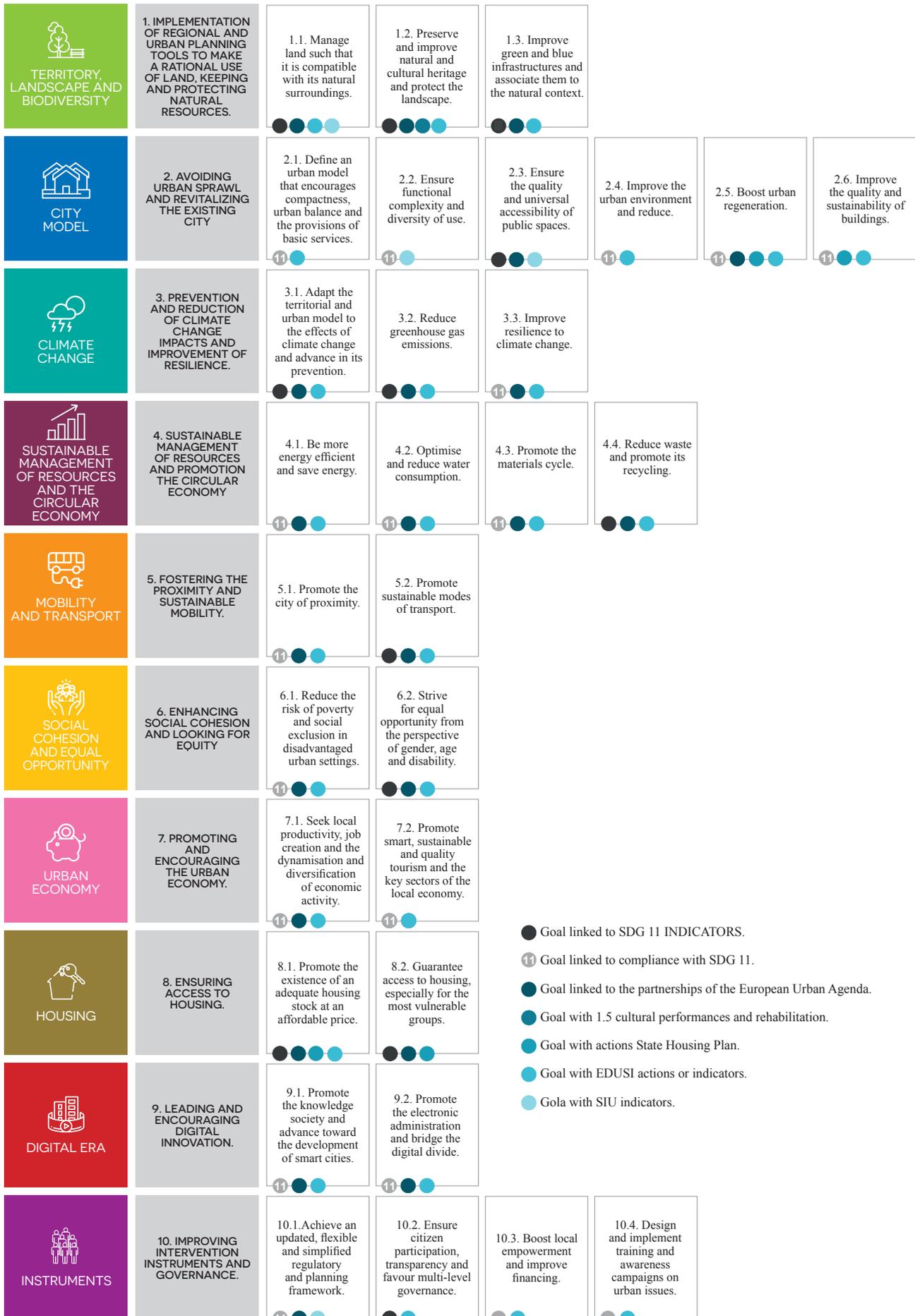
A | DEFINITION AND RELEVANCE

This indicator allows us to know how many people have attended sessions and workshops on aspects included in the Urban Agenda.

B | METHODOLOGY

The competent agency must have data on the participants of the workshops that are provided mainly in the area of city planning.

STRATEGIC GOALS AND THEIR RELATIONSHIP WITH OTHER INITIATIVES AND PROJECTS









”

An Action Plan to implement the Spanish Urban Agenda requires, as does the Agenda itself, a diagnosis of the situation that identifies and analyses the main challenges posed by the policies, plans, programmes and actions that have an impact on urban models.



IMPLEMENTATION OF THE SPANISH URBAN AGENDA: ACTION PLANS

An Action Plan to implement the Spanish Urban Agenda requires, as does the Agenda itself, a diagnosis of the situation that identifies and analyses the main challenges posed by the policies, plans, programmes and actions that have an impact on urban models. But it must go a step further, because it is not enough to point out the problems; instead, it must propose actions conceived in light of the strategic goals that will allow for a suitable reorientation of current or future plans, programmes, policies and projects.

To this end, the Spanish Urban Agenda aims to identify a number of areas of action that can be selected and chosen by virtually all the stakeholders involved in the ultimate goal of achieving more sustainable urban development, from government agencies to the private sector, including universities and academia in general, the third sector, civil society, etc. It also incorporates a system of indicators to adequately monitor and critically and objectively evaluate whether or not those strategic goals are being achieved.

The participation process that inspired the preparation of this document and its final approval is one of the pillars that seeks to underpin its success, without forgetting the driving force that could be provided by allocating specific funds to satisfy its strategic objectives and implementing the actions it proposes, as the various action plans are approved.

By its nature, it is a long-term agenda, regardless of whether concrete actions can be taken in the short and medium term. The joint and sustained commitment of each and every stakeholder will be essential to all this.

This call for action shapes the Spanish Urban Agenda as a **strategic framework**, not exclusively dogmatic, that details the principles, goals, criteria and guidelines of action that will allow achieving the sustainable and integrated urban development of the towns and cities of Spain. And based on its goals, each of the stakeholders committed to implementing the Agenda will be able to draw up its own Action Plan, adding to it, if applicable, the timeline for prioritising activities, the possible financing for each of the actions and its own self-assessment and monitoring procedure.

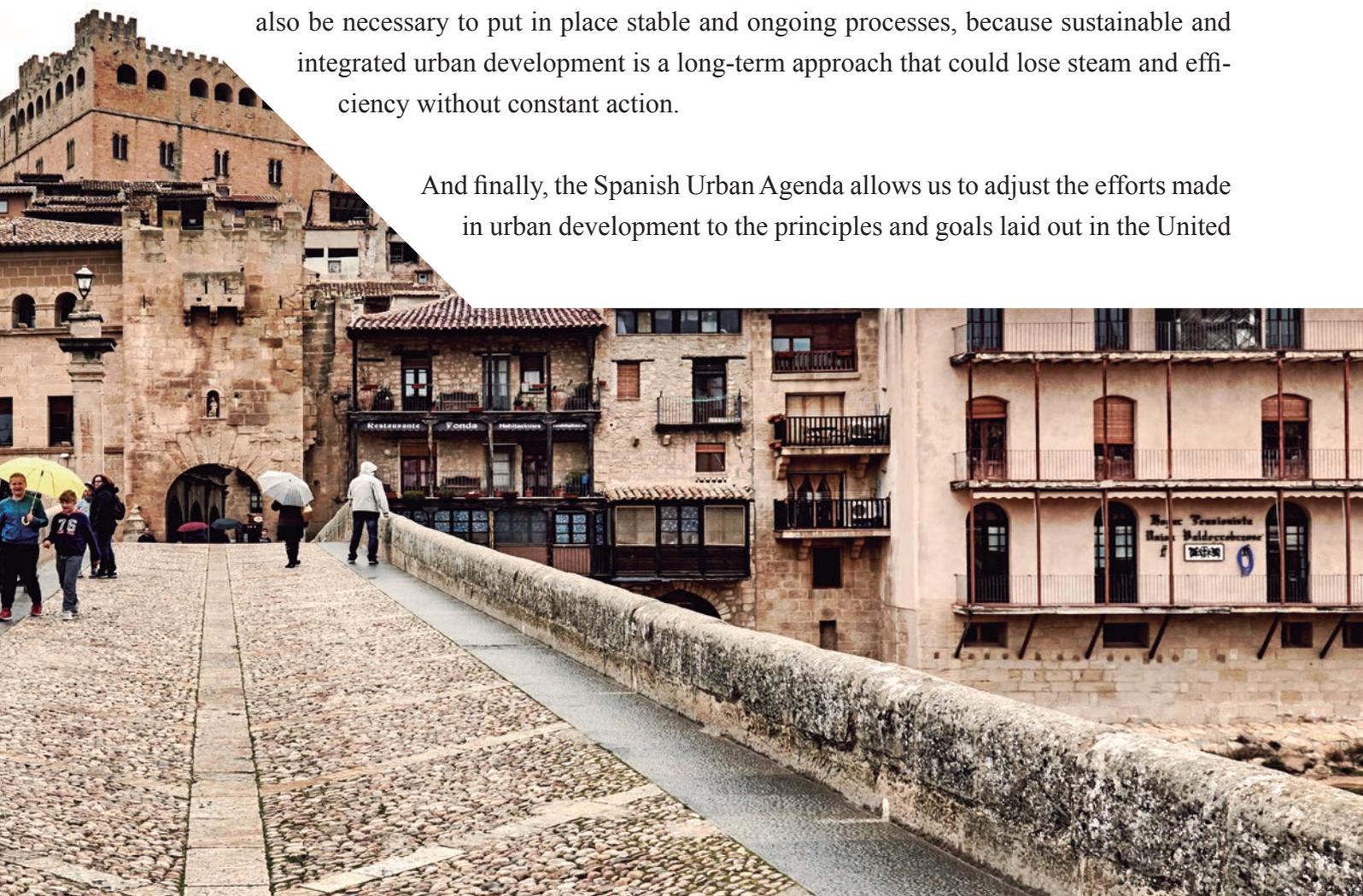
It is true that **City Councils** occupy a privileged position among the stakeholders to which the Agenda is directed, because they make the key decisions that design, order, manage, conceive and re-conceive urban models, and they are also the main protagonists in the development of a more sustainable framework for urban policies in general. Which is why the implementation of the Agenda requires a special commitment on their part, which should materialise not only in a formal or institutional commitment to join, but also in the preparation of a corresponding Action Plan.

But this does not mean ignoring **the other government agencies**, which also have important responsibilities in very diverse areas given special consideration under this Agenda, nor the international scenarios in which current trends and decisions related to urban phenomena play out. The **private sector, the third sector, professionals and academia, associations and organisations representing various interests and citizens themselves**, that is, **civil society**, are also the recipients and potential users of this Agenda because they are also part of the city or population where they live. Everyone makes a city and everyone should be able to contribute to its development, safe in the knowledge of the virtue that is associated with working with a clear conscience that is committed to sustainability and to improving the quality of life.

The Operational Programme for Sustainable Growth of the Europe 2020 Strategy shows that the **EU itself** will be yet another ally in this shared task that starts now. Not surprisingly, in addition to **the Urban Agenda for the EU**, approved in June 2016, the EU has included one of the four priority areas of the aforementioned Operational Program No. 12, on “Integrated and sustainable urban development”. Through it and with funding from the European Regional Development Fund (ERDF), many municipalities are developing their Sustainable and Integrated Urban Development Strategies (EDUSIS) with unprecedented ambition. The integrated approach that characterises them, participation and cooperation, support for strategies and not directly for operations or actions, are novel elements that should not only be conserved, but consolidated.

The Action Plans adapted to the new Spanish Urban Agenda will serve that function, with actions such as those proposed by the Urban Agenda to achieve a specific strategic goal. And it will also be necessary to put in place stable and ongoing processes, because sustainable and integrated urban development is a long-term approach that could lose steam and efficiency without constant action.

And finally, the Spanish Urban Agenda allows us to adjust the efforts made in urban development to the principles and goals laid out in the United



Nations Urban Agenda (approved at the Third United Nations Conference on Housing and Sustainable Development-HABITAT III in October 2016), for which it constitutes a necessary guide. This Agenda, which follows in the wake of 2030 Agenda on the Sustainable Development Goals (SDGs), has created a mutually reinforcing link between urbanisation and development, and includes a specific SDG 11 to “make cities and human settlements inclusive, safe, resilient and sustainable”.

HOW TO FORMULATE AN ACTION PLAN UNDER THE SPANISH URBAN AGENDA

As previous experience has shown, such as Local Agendas 21 or the EDULIS itself that has just been referred to, each Action Plan that is formulated with the aim of implementing the Urban Agenda must constitute, in whole or in part, a true long-term strategy. It is not, therefore, a question of adding specific, short-term projects and actions, although these can complement it. Nor is it a matter of approving mere declarations of intent, but of strategies whose ultimate goal is an action.

The integrated approach that the agenda pursues and its various aspects (horizontal, territorial, vertical, etc.) and the orchestration of highly diverse actions (mobility, urban planning, environmental management, etc.) make this a complex process in which the necessary development of plans, actions and resources with a strategic vision will be essential to achieving sustainable development in the city as a whole.

Action plans must allow all the stakeholders who are committed to the Urban Agenda to carry out implementation, evaluation and monitoring processes. Given their diversity, both potential membership agreements and action plans will be very different, but all of them should identify which decisions and actions can be implemented to contribute to the sustainable urban development of cities of the future. In the specific case of city councils, they could join the Agenda by means of a plenary agreement that already includes a clear commitment, with its corresponding timeline, to draw up, approve and present their action plan.

The documents contained in the Spanish Urban Agenda make it easy to prepare the Action Plans and, as demanded by the international Agendas (both the 2030 Agenda and the EU and UN Urban Agendas), propose the use of descriptive data to draft a situation survey, they identify a strategic framework that helps to order and prioritise the goals to be achieved, highlight the actions that would allow said goals to be achieved and assign a battery of indicators that can be used to evaluate the implementation process.

The Ministry of Development has a specific website for the Spanish Urban Agenda that is available to all interested parties. It can be used to see each and every document that makes up the Agenda, as

well as to draw up the corresponding Action Plan using a set of sample forms that will help in this effort. City Councils and other local agencies can also ask the Ministry for the descriptive data that it might have on each of the Strategic Goals to be achieved.

Sheet no. 1, included at the end of this section, provides a simple outline of questions, as does the Urban Agenda for the European Union, that can be used by each and every agent involved to build the Action Plan. These questions are as follows:

1 | WHAT PROBLEM(S) HAVE YOU IDENTIFIED?

The goal is to diagnose the situation by using the descriptive data available to each agent. As indicated, the Ministry of Development will provide all City Councils and other public agencies that request it with all the descriptive data they have (the request can be made through the website of the Spanish Urban Agenda). These agencies could use as a baseline the diagnoses already drawn up for Local Agendas 21, the updated Reports contained in the general planning instruments, the EDUSIS, or other strategic documents that are related to the areas to be measured. Logically, they must be complemented in keeping with the strategic goals contained in the Agenda and that, after all, incorporate the sustainability commitments reached in the international Urban Agendas.

And, in case they are useful, the Annex that follows this section contains, as sheet no. 2, the SWOTs that, in the opinion of the Spanish cities that have been awarded European funds to develop Sustainable and Integrated Urban Development Strategies (EDUSI), identify the strengths, weaknesses, opportunities and threats that are related to each of those goals. As the broad participatory process has shown, this document is interesting and useful, so much so that it has ended up incorporating not only the items identified in the EDUSI, but others that were contributed by other groups and organisations interested in the Spanish Urban Agenda. The end result is a document that also contributes to the development of the SWOTs that the implementation of the Spanish Urban Agenda could require, since each actor should identify their own strengths, weaknesses, opportunities and threats in each of the strategic areas, though they are free to add other items.

For the remaining actors, any data from official sources or their own information systems will be used to carry out this work. And the use of SWOT tools can be very useful as well.

2 | WHAT IS CURRENTLY BEING DONE ABOUT THIS PROBLEM OR CHALLENGE? AND WHAT MORE DO YOU WANT TO DO OR THINK THAT COULD BE DONE TO SOLVE IT?

By means of this question, any stakeholder can assess all the actions that have been or are being carried out to address any of the goals that the Agenda seeks to achieve. These actions can be designed

as policies, as programmes or as specific projects and might cover areas of regulation, planning, financing, dissemination and sharing of knowledge, participation and transparency and governance.

And within these actions, those that the United Nations calls “accelerators”, or those that the Spanish Action Plan for the implementation of the 2030 Agenda calls “driver policies”, must be particularly relevant. It is those actions that generally deal with certain problems that constitute bottlenecks and that can comprise horizontal measures that are essential to achieving the goals in the long term.

To answer this question, together with the following two, sheet no. 3 is included in this section (the complete file can be downloaded from the Urban Agenda website). This document includes, for explanatory purposes, the sheet corresponding exclusively to strategic goal 1.

3 | HOW SHOULD THIS ACTION BE IMPLEMENTED AND WHAT WOULD BE THE IDEAL OR AGREED PERIOD?

Sheet no. 3 shows that the Spanish Urban Agenda proposes a comprehensive list of possible lines of action that contribute to the achievement of each of its goals. Consulting this list can be of help in drawing up the Action Plan for each of the stakeholders, all within the scope of their respective interests and powers. This file also includes, both in relation to the previous question and to this one, a box that allows each of the actions to be included in some of the areas that are identified in the two International Urban Agendas. The aim is to identify each action for possible inclusion in:

The regulatory arena: These are actions of the public agencies, including the local government itself, whose Ordinances and other municipal regulations can be key to addressing the goals of the Spanish Urban Agenda.

The scope of the planning, whether territorial, urban (horizontal planning) and sectoral (vertical). Included here are all the actions that originate in previous planning instruments (plans and guidelines for land planning, urban plans, mobility plans, energy efficiency plans, etc.).

In the area of governance: Actions involving multi-level coordination and collaboration, again of a horizontal and vertical nature, would be included here. Actions involving public-private cooperation, and all those that have to do with transparency and active and effective participation, would also fall into this category.

In the field of financing: The mere identification of all existing aid programmes involving actions that allow addressing any goal of the Spanish Urban Agenda will be relevant in and of itself, regardless of how difficult or easy it is to access them. If, furthermore, the internal resources specifically made available for the planned actions can be identified, so much the better.

In the field of training, and the dissemination and exchange of knowledge: It is not only possible to acknowledge the existing networks and instruments that are maintained or promoted in order to satisfy the goals, but formulas should be considered to highlight success stories that can be used to learn about examples in which similar problems were solved. Training and the dissemination and sharing of knowledge on urban issues contributes to improved awareness and participation and to draw attention to urban issues.

After the identification of the actions, it is necessary to set a clear implementation timeframe or schedule for each one of them, in order to set priorities in the short, medium and long term. In fact, the Action Plans should not be considered as a closed set of actions, but as a living and constantly updated document, capable of incorporating new actions, reviewing those already in progress and establishing new priorities and timeframes.

4 | WHAT AGENTS SHOULD PARTICIPATE IN THE IMPLEMENTATION OF EACH ACTION?

Identifying the agents for each action selected will allow us to know how much involvement and external collaboration that they require. It would require something like a map of responsibilities and powers that, on the one hand, will promote knowledge of the Spanish Urban Agenda and promote it and, on the other hand, will generate a continuous effort to become involved in the implementation of the Action Plan, which, in turn, will improve governance.

5 | HOW CAN YOU FOLLOW UP ON AND EVALUATE YOUR ACTION PLAN?

The Spanish Urban Agenda provides a battery of monitoring and evaluation indicators that are related to each of the strategic goals. They



can be used to define the degree of improvement to be achieved with the planned measures and actions.

At the end of section 04 is a diagram that can be used to identify the compatibility and coordination between these indicators and those already used by other instruments and strategies. These include:

- the Sustainable Urban Development Strategies (DUSI Strategies) for the period 2014-2020 and the commitments assumed by local entities as part of other initiatives, such as on the issue of the low-carbon economy (Pact of Mayors), on sustainable mobility, on social issues and on equal opportunity.
- the set of indicators laid out by the United Nations to assess compliance with Sustainable Development Goal (SDG) number 11, consisting of “Making cities and human settlements inclusive, safe, resilient and sustainable”. In fact, the indicator code related to it is included to facilitate the data analysis and reporting.
- the set of indicators that are necessary to satisfy the information requirements that the two international Agendas demand from Spain, as a signatory of the Pact of Amsterdam and the Quito Declaration, both from 2016.

With regard to the timeline for the indicators, two reference dates are specified for quantifying the results of the process: 2023 and 2030. Both cases coincide with the final year of the programme periods (2014-2020 and 2021-2027). In the latter case, it also coincides with the period defined by the 2030 United Nations Agenda for Sustainable Development itself.



FILE N#1

QUESTIONNAIRE FOR PREPARING THE ACTION PLAN

FILE N#1 OF THE ACTION PLAN FOR IMPLEMENTING THE SPANISH URBAN AGENDA

1 | WHAT IS THE DIAGNOSIS MADE IN RELATION TO THE STRATEGIC GOALS OF THE URBAN AGENDA?

1.1 Current situation.

1.2 Main problems or challenges facing your organisation/company/association, etc. Try to establish an order of priorities.

2 | WHAT IS CURRENTLY BEING DONE IN THIS REGARD? AND WHAT ELSE WOULD YOU LIKE TO DO TO SOLVE THE PROBLEM OR TACKLE THE CHALLENGE?

2.1 Actions that already exist and are currently being implemented and are in progress that are in keeping with the Agenda's goal.

2.2 New actions you wish to take.

3 | HOW WILL YOU IMPLEMENT THESE NEW ACTIONS AND WHEN?

3.1 Possible actions to address and resolve the problems identified (feel free to use the lines of action proposed by the Spanish Urban Agenda).

3.2 How to deal with them:

- By amending a law.
- Through improved planning.
- Through financing.
- By taking actions in the area of governance and citizen participation.
- By supporting and implementing the dissemination and communication of successful projects, best practices, etc.

3.3 3.3 Timeline. For each action, specify whether it is in the short, medium or long term.

4 | WHAT AGENTS WOULD YOU IDENTIFY AS POSSIBLE PARTICIPANTS IN THE ACTIVITIES THAT INTEREST YOU?

- National Government
- Regional Government
- Town Hall
- Private sector
- Third Sector
- Civil Society
- Other

5 | HOW CAN YOU FOLLOW UP ON AND EVALUATE YOUR ACTION PLAN?

- 5.1 Identification of the monitoring and evaluation indicators that are related to the strategic goals selected. Determine their compatibility and consistency with the indicators of SDG 11 of the 2030 Agenda and, where applicable, with other possible indicators (EDULIS, local commitments, etc.)
- 5.2 Evaluate the degree of improvement achieved with the measures and actions that are programmed during the specifically agreed time frame and, in any case, with reference to the years 2023 and 2030.



| FILE N#2
SWOT ANALYSIS



DEBILIDADES

- D.01 Orografía y estructura morfológica compleja. Elementos físicos (cauces fluviales, infraestructuras u otros) que condicionan la conectividad o el desarrollo.
- D.02 Desarrollo territorial disperso de escasa densidad asociado generalmente a problemas de movilidad y de prestación de servicios urbanos.
- D.03 Deterioro ambiental de determinados entornos que pueden acarrear una pérdida de la biodiversidad y/o un deterioro del paisaje y de la calidad de vida urbana.
- D.04 Falta de conexión entre el entorno urbano y el rural, que puede implicar un fenómeno de congestión de las áreas urbanas y/o despoblación y abandono rural.
- D.05 Antagonismo entre la perspectiva de la planificación urbana y la rural; la urbana tiene como eje el desarrollo, la rural proteger y conservar.
- D.06 Ausencia de medidas explícitas para compensar a los pequeños municipios ante el crecimiento de los municipios más grandes.
- D.07 Necesidad de abordar el fenómeno de la despoblación desde el estudio del territorio y los instrumentos de planificación de nivel supralocal o comarcal.
- D.08 Modelos de planificación rígidos, que demandan escalas distintas y objetivos diferentes para los nuevos problemas.

AMENAZAS

- A.01 Planificación territorial escasa o deficiente, lo que en algunas ocasiones dificulta la visión estratégica de un desarrollo urbano supramunicipal.
- A.02 Desarrollo territorial más enfocado a la expansión que a la regeneración urbana, en ocasiones, con un crecimiento planificado sobredimensionado.
- A.03 Zonas en declive o estancamiento demográfico, en un fenómeno de alcance territorial de pérdida de población y hogares, y una elevada tasa de envejecimiento.
- A.04 Déficit de medidas de protección y conservación del patrimonio natural, cultural y paisajístico, para hacer frente a su degradación y combatir el vandalismo.
- A.05 Falta de flexibilidad en los instrumentos de planificación, para adoptar medidas como la creación de corredores ecológicos y combatir la pérdida de la biodiversidad.
- A.06 Turismo insostenible, gran consumidor de recursos.
- A.07 Planificación rural demasiado bucólica, basada en la protección del medio rural, que no contempla otros activos.

FORTALEZAS

- F.01 Experiencia en iniciativas de desarrollo sostenible y utilización de Instrumentos de planificación (planes urbanísticos, territoriales, de sostenibilidad, de movilidad urbana sostenible, de calidad del aire, etc.).
- F.02 Riqueza del patrimonio natural y medioambiental, cuyo uso y gestión es clave en la generación de procesos sostenibles.
- F.03 Riqueza agrícola, ganadera y forestal del entorno, que contribuye al desarrollo económico de la ciudad y ofrece un elemento de vinculación entre lo urbano y lo rural.
- F.04 Creciente interés y valoración social y del sector empresarial, del patrimonio natural y paisajístico, favorable a un desarrollo más sostenible.
- F.05 Ciudades bien comunicadas, lo que favorece el desarrollo de áreas dinámicas de actividad y la calidad de vida de los ciudadanos.
- F.06 Riqueza del paisaje y de la biodiversidad con una gran capacidad de servir de base para la mejora de la calidad de vida urbana.
- F.07 Consideración del sector primario como un posible activo económico.

OPORTUNIDADES

- O.01 Conexión de la ciudad con el entorno rural mejorando la calidad ambiental de la ciudad, a través de la recuperación de espacios degradados y su conversión en zonas verdes en conexión con los activos naturales del municipio.
- O.02 Patrimonio natural infrautilizado, que puede constituir la base sobre la que desarrollar actuaciones y estrategias de desarrollo urbano sostenible.
- O.03 Atractivo de alcance territorial de los bienes culturales, como elementos clave en el desarrollo urbano y de competitividad de las ciudades.
- O.04 Presencia de grandes infraestructuras e instalaciones, que pueden aportar ventajas competitivas, como la proximidad a aeropuertos, puertos comerciales o complejos industriales.
- O.05 Amplia red de caminos naturales y rurales, como potencial de mejora del entorno rural y del medio ambiente, y su vinculación con el medio urbano.
- O.06 Patrimonio natural y paisajístico infrautilizado, con gran potencial para desarrollar actuaciones de dotación de servicios e infraestructuras.
- O.07 Medio natural, paisaje y patrimonio como base para un turismo sostenible respetuoso con el medio ambiente, no consumidor de recursos.
- O.08 Existencia de un Plan nacional contra la despoblación: documento elaborado por la Comisión de Despoblación de la FEMP



DEBILIDADES

- D.01 Déficit o inadecuación del espacio público, zonas verdes y espacios libres, con los consiguientes efectos negativos sobre la salud y la calidad de vida.
- D.02 Déficit de infraestructuras y servicios urbanos, por inexistencia de ellos o por su falta de adecuación a las nuevas realidades y demandas de la población.
- D.03 Problemas de accesibilidad y barreras arquitectónicas, especialmente, en los espacios públicos urbanizados.
- D.04 Centro urbano degradado y/o en proceso de abandono, con frecuencia, derivados de un desplazamiento de los hogares jóvenes a barrios periféricos de la ciudad.
- D.05 Parque edificatorio deficiente. Elevada tasa de edificios de viviendas y destinados a otros usos ineficientes energéticamente y con problemas de accesibilidad.
- D.06 Contaminación acústica y lumínica en determinadas zonas, con los problemas que ello implica en el medio ambiente, la calidad de vida y la salud.
- D.07 Contaminación de determinados ámbitos de suelo. Determinados espacios urbanos que presentan elevados índices de contaminación, sobre los que es preciso actuar.
- D.08 Complejidad de ordenación y configuración por el trazado histórico en los barrios.
- D.09 Modelo de desarrollo urbano de las últimas décadas sectorial y monofuncional, con los consiguientes problemas de movilidad, proximidad, gasto energético y sostenibilidad.

AMENAZAS

- A.01 Centro urbano degradado y/o en proceso de abandono, como consecuencia de unas dinámicas supramunicipales de desplazamiento de los hogares a zonas periurbanas.
- A.02 Déficit de infraestructuras y servicios urbanos. Puede tratarse de la inexistencia de ellos o de la adaptación a las nuevas realidades y demandas de la población.
- A.03 Fuerte estacionalidad turística que puede producir un desajuste en el uso del espacio público y las dotaciones de servicios e infraestructuras urbanas.
- A.04 Disminución del tamaño medio del hogar, un fenómeno demográfico global que tiene importantes implicaciones en el modelo de ciudad y la adecuación del parque de vivienda.
- A.05 Falta de flexibilidad en los instrumentos de planificación, para adoptar medidas como la creación de corredores ecológicos y combatir la pérdida de la biodiversidad.
- A.06 Prioridad de la inversión privada en los centros urbanos frente a la pública, lo que puede dar lugar a procesos de gentrificación.

FORTALEZAS

- F.01 Riqueza del patrimonio urbano y arquitectónico con un alto valor histórico, artístico y cultural, que constituyen activos de gran potencialidad y seña de identidad local.
- F.02 Ciudad compacta, especialmente, en los centros urbanos, con una trama urbana que facilita el encuentro ciudadano, la movilidad sostenible y la actividad.
- F.03 Ciudades bien comunicadas, que permiten el desarrollo de importantes enclaves de actividad logística para el desarrollo económico y de determinadas industrias.
- F.04 Multiculturalidad y diversidad de los barrios, como un factor enriquecedor que puede servir de base para constituir una comunidad urbana integrada.
- F.05 Notable avance en la mejora del espacio público, principalmente en relación con la accesibilidad, la movilidad sostenible y la peatonalización.
- F.06 Revisión de los instrumentos de ordenación urbanística para un desarrollo más sostenible y equilibrado, en ocasiones, desclasificando suelo innecesario.
- F.07 Aceptación generalizada de la importancia de la participación de sociedad civil, administraciones y sector privado en la producción de ciudad sostenible.
- F.08 Conciencia social sobre la necesidad de pensar en un modelo de ciudad más sostenible

OPORTUNIDADES

- O.01 Programas de ayudas y fondos autonómicos, nacionales y europeos para promover un desarrollo urbano equilibrado, sostenible e integrado.
- O.02 Políticas autonómicas y nacionales en relación a la rehabilitación, regeneración y renovación urbana que fomentan un modelo de ciudad más sostenible.
- O.03 Integración de las zonas turísticas y costeras con las infraestructuras de comunicación de las ciudades.
- O.04 Potencialidad de las grandes ciudades como punto de atracción para ciudades cercanas (red policéntrica).
- O.05 Conexión de la ciudad con el entorno rural mejorando el equilibrio entre el área urbana y rural para evitar la cogestión en las ciudades y la despoblación de las zonas rurales.
- O.06 Programas y fuentes de financiación para la conservación del patrimonio arquitectónico.
- O.07 Difusión y potenciación de la cultura, deporte, gastronomía, patrimonio, fiestas tradicionales de los pueblos y ciudades de España.
- O.08 Nuevos usos vinculados al turismo que favorezcan la conservación del patrimonio arquitectónico, dada la relevancia turística de numerosas ciudades españolas.
- O.09 Metodología de Diagnóstico y Plan de Acción del Destino Turístico Inteligente al servicio de una ciudad más sostenible.



DEBILIDADES

- D.01 Alto consumo energético fósil, principalmente en edificios y en transporte, lo que tiene importantes repercusiones en el medio ambiente y la calidad de vida.
- D.02 Contaminación derivada de la industria y la actividad. Con frecuencia, la actividad económica y determinadas industrias producen agentes contaminantes.
- D.03 Urbanismo poco resiliente al cambio climático.
- D.04 Estudios y medidas de adaptación al cambio climático insuficientes.

AMENAZAS

- A.01 Contaminación atmosférica/medioambiental. Elevados niveles de emisión de gases de efecto invernadero y de contaminación de alcance territorial.
- A.02 Riesgos naturales y efectos del cambio climático. Exposición a los riesgos naturales y problemas vinculados al cambio climático, como inundaciones, olas de calor o sequías.
- A.03 Problemas de salud y calidad de vida vinculados a los efectos del cambio climático o la contaminación atmosférica y de los riesgos y efectos de la actividad industrial.

FORTALEZAS

- F.01 Políticas públicas en materia de mitigación del Cambio Climático y de fomento de energías sostenibles.
- F.02 Condiciones climáticas que favorecen la calidad de vida de los ciudadanos y reducen el consumo energético.
- F.03 Medidas para el control del ruido y emisiones contaminantes, a través de una evaluación de la situación que permite adoptar las medidas correctoras pertinentes.
- F.04 Potencial en economía baja en carbono, energías limpias y lucha contra el cambio climático de determinadas iniciativas ambientales ciudadanas.
- F.05 Implantación de medidas para la lucha contra incendios forestales o inundaciones, como planes de gestión y mejora forestal o agencias para el estudio de inundaciones.

OPORTUNIDADES

- O.01 Políticas nacionales y europeas relacionadas con la adaptación-mitigación al cambio climático; traslación a la realidad local.
- O.02 Conexión de la ciudad con el entorno rural mejorando la calidad ambiental de la ciudad, a través de la recuperación de espacios degradados y su conversión en zonas verdes en conexión con los activos naturales del municipio.
- O.03 Redes de ciudades, programas de adhesión a pactos o estrategias para la mejora de eficiencia energética, energías renovables y contra el cambio climático.
- O.04 Incremento de la sensibilización ciudadana en materia medioambiental y ante el reto del cambio climático y sus efectos en los entornos urbanos.



DAFO EJE 4. GESTIÓN SOSTENIBLE DE LOS RECURSOS Y ECONOMÍA CIRCULAR

DEBILIDADES

- D.01 Infraestructuras locales poco eficientes, sobre las que es necesario acometer actuaciones para mejorar su eficiencia energética e incorporar las energías renovables.
- D.02 Inadecuado sistema de gestión de residuos, con difícil acceso al casco o con instalaciones deficientes u obsoletas en el contexto del reciclaje y la economía circular.
- D.03 Deficiente gestión e infraestructuras hídricas. Problemas vinculados a una inadecuada gestión de las redes de abastecimiento de agua o recursos hídricos.
- D.04 Actividades productivas de baja eficiencia energética, con un elevado consumo de energía final.
- D.05 Sistemas de depuración de aguas residuales de alto coste de explotación.
- D.06 Escasa cultura pública y privada sobre el uso compartido de bienes o la adquisición de bienes reutilizados, reciclados o re-fabricados.
- D.07 Metabolismo urbano: escaso desarrollo de planteamientos holísticos.

AMENAZAS

- A.01 Alta dependencia energética exterior en un contexto de escasa producción de energías renovables en el ámbito municipal y bajo nivel de autosuficiencia.
- A.02 Aumento de la presión sobre la salud humana, el medioambiente y sobre los recursos naturales o un déficit ecológico por una excesiva generación de residuos y un elevado consumo de recursos.
- A.03 Elevada presión turística que en ocasiones genera un gran impacto sobre determinadas zonas, especialmente en el caso del litoral u otros entornos sensibles ambientalmente.
- A.04 Efectos de explotaciones agrícolas intensivas en determinados entornos en los que existe un elevado desarrollo de esta actividad.
- A.05 Problemas de gestión hídrica de alcance supramunicipal o regional que pueden afectar a los entornos urbanos.
- A.06 Aspectos de la normativa supramunicipal que implican determinadas barreras para el desarrollo e implantación de las energías renovables.
- A.07 Escasez de materias primas esenciales y aumento de los precios para el desarrollo de la economía global y local.
- A.08 Aumento de población en situación de "pobreza energética".

FORTALEZAS

- F.01 Riqueza del patrimonio natural y medioambiental, cuyo uso y gestión es clave en la generación de procesos sostenibles.
- F.02 Políticas municipales en materia de eficiencia energética, como la mejora del alumbrado público o la incorporación de energías renovables en edificios e instalaciones municipales.
- F.03 Buena calidad del agua y/o del aire, en términos generales, con efectos positivos sobre la salud humana.
- F.04 Medidas para el control del ruido y emisiones contaminantes, a través de una evaluación de la situación que permite adoptar las medidas correctoras pertinentes.
- F.05 Implantación de medidas para la lucha contra incendios forestales o inundaciones, como planes de gestión y mejora forestal o agencias para el estudio de inundaciones.
- F.06 Capacidad técnica y tecnológica para la implantación de energías renovables.

OPORTUNIDADES

- O.01 Políticas nacionales y europeas relacionadas con la promoción de las energías renovables y la eficiencia energética.
- O.02 Patrimonio natural infrautilizado, que puede constituir la base sobre la que desarrollar actuaciones y estrategias de desarrollo urbano sostenible.
- O.03 El desarrollo de la actividad de gestión de residuos como ámbito clave en la mejora y conservación del medio ambiente y la generación de empleo en las ciudades.
- O.04 Redes de ciudades, programas de adhesión a pactos o estrategias para la mejora de eficiencia energética, energías renovables y contra el cambio climático.
- O.05 Desarrollo tecnológico vinculado a la generación energética a través de fuentes renovables en los entornos urbanos, al ahorro y eficiencia en el alumbrado público...
- O.06 Elevado potencial de desarrollo de energías renovables, especialmente la fotovoltaica.
- O.07 Necesidad de materia orgánica para mantener la capacidad productiva del suelo y la superficie verde de las ciudades.
- O.08 Apuesta por un crecimiento sostenible bajo los principios de la economía circular, aprovechando el crecimiento económico.



DEBILIDADES

- D.01 Patrones de movilidad poco sostenible, con un predominio del desplazamiento en vehículo privado, frente a la movilidad peatonal o ciclista.
- D.02 Problemas de tráfico y movilidad, de circulación y congestión en las ciudades y áreas urbanas debido al tráfico diario de los desplazamientos casa- trabajo.
- D.03 Déficit de transporte público, carencia y deficiencias en determinadas zonas y falta de intercambiadores o infraestructuras que faciliten la intermodalidad.
- D.04 Déficit de aparcamientos disuasorios en el acceso a las grandes ciudades.
- D.05 Déficit de infraestructuras de movilidad sostenible, de red de carril bici o de infraestructuras para el despliegue de la movilidad alternativa.
- D.06 Ausencia de una estrategia de movilidad integrada y ligada a la accesibilidad y a planes de movilidad urbana sostenible, consistentes con cada realidad urbana.
- D.07 Los procesos de dispersión demográfica y actividades en las áreas metropolitanas están creando problemas de conectividad y disfuncionalidad en el uso de las redes de transporte.

AMENAZAS

- A.01 Efectos de movilidad vinculados a un desarrollo territorial disperso de escasa densidad, por nuevas expansiones urbanas o urbanizaciones aisladas.
- A.02 Problemas de tráfico y movilidad, de circulación y congestión en los accesos a las ciudades y áreas urbanas por desplazamientos vinculados al turismo y al ocio.
- A.03 Mejora de la red de carreteras en el ámbito territorial que puede incentivar el uso del vehículo privado en detrimento del transporte público.
- A.04 Incremento de los niveles de contaminación atmosférica como efecto del uso del vehículo privado en el entorno urbano y espacios periurbanos.
- A.05 Problemas de movilidad consecuencia de altos flujos de movimiento en determinadas zonas y periodos que pueden verse afectados por el incremento de afluencia del turismo.

FORTALEZAS

- F.01 Iniciativas municipales y trabajos desarrollados para la elaboración y aprobación de Planes de Movilidad Urbana Sostenible. (PMUS).
- F.02 Proyectos e iniciativas municipales para el fomento del transporte público sostenible y no contaminante.
- F.03 Ciudades bien comunicadas, con carácter general, dotadas de una buena red de infraestructuras de comunicación, mejorada en los últimos años.
- F.04 Modelo de ciudad compacta, especialmente en los centros urbanos, lo que facilita la proximidad y la movilidad sostenible.
- F.05 Condiciones favorables de clima y topografía para el impulso de los medios de transporte blandos: peatonal y bicicleta.
- F.06 Numerosas actuaciones relacionadas con la movilidad sostenible: principalmente peatonalización y carriles bici.

OPORTUNIDADES

- O.01 Programas y fondos autonómicos, nacionales y europeos, que facilitan y promueven las infraestructuras de movilidad urbana sostenible.
- O.02 Presencia de grandes infraestructuras de transporte, que mejoran la accesibilidad territorial y la movilidad como aeropuertos o puertos comerciales.
- O.03 Potencialidad de las redes policéntricas de ciudades como soporte para plantear una estrategia territorial de movilidad sostenible.
- O.04 Planes supramunicipales de transporte sostenible, que mejoren la conexión interurbana con transporte público sostenible y con medios de transporte blando.
- O.05 Introducción de las TIC en la gestión de los servicios urbanos de transporte, como elemento clave de mejora de su calidad y sostenibilidad.
- O.06 Posibilidad de creación de aparcamientos disuasorios.
- O.07 Concienciar y educar a la sociedad sobre la movilidad y el transporte sostenibles.



DEBILIDADES

- D.01 Elevada tasa de envejecimiento, como consecuencia de la caída de la natalidad, de la emigración de la población joven, o la inmigración de personas extranjeras de avanzada edad.
- D.02 Elevada tasa de desempleo, asociado al aumento de la población en riesgo de exclusión social y al incremento del número de demandantes de servicios sociales.
- D.03 Barrios sumidos en procesos de degradación y/o abandono, lo que agrava los problemas sociales de sus residentes.
- D.04 Concentración de la vulnerabilidad urbana y exclusión social en determinados entornos, caracterizados por un mayor porcentaje de pobreza urbana y de desempleo.
- D.05 Consecuencias sociales del deterioro del medio ambiente urbano en algunas zonas, que conducen a una pérdida de la calidad de vida y de las oportunidades de sus habitantes.
- D.06 Ámbitos de infravivienda o asentamientos irregulares, en algunos barrios en los que se identifican problemas de chabolismo o conjuntos de infraviviendas.
- D.07 Problemas de absentismo y abandono escolar en determinados barrios, que producen un deterioro de las oportunidades socio laborales de sus habitantes.
- D.08 Bajo nivel educativo y formativo de la población, en ocasiones, como consecuencia de una actividad económica muy especializada en el sector primario o industrial.

AMENAZAS

- A.01 Desigualdad económica y social del entorno y elevada pobreza relativa, en el marco de unas dinámicas territoriales que afectan a la ciudad en su conjunto.
- A.02 Prestaciones sociales insuficientes o no adaptadas a las nuevas realidades y demandas de la población, especialmente para los colectivos más desfavorecidos.
- A.03 Aumento del peso de la denominada cuarta edad, que conllevará un aumento significativo de las demandas sociales en un contexto de importante brecha digital.
- A.04 Desigualdad y brecha de género, fenómenos que afectan de forma más intensa a determinados colectivos o acentúan las diferencias entre hombres y mujeres.
- A.05 Fuerte estacionalidad turística en determinadas zonas, con serias implicaciones en la prestación de servicios o en el mercado de trabajo local.
- A.06 Brecha entre la formación de la población y los perfiles demandados en el mercado de trabajo, que requiere de actuaciones en materia de educación y formación.
- A.07 Efectos de determinadas explotaciones agrícolas intensivas en el perfil socioeconómico de la población, con importante presencia de extranjeros o minorías étnicas.
- A.08 Envejecimiento y degradación de barrios construidos en los años 1950-1980, tanto desde el punto de vista demográfico y social, como físico (construcciones e infraestructuras).

FORTALEZAS

- F.01 Existencia de iniciativas locales, Planes para fomentar la cooperación, mejorar la convivencia, la cohesión social, evitar el absentismo escolar y favorecer la inclusión socio laboral.
- F.02 Experiencia en programas de inclusión social con financiación europea, de acuerdo con la programación de los distintos periodos de fondos de la UE.
- F.03 Modelo de ciudad compacta, trama urbana que facilita la convivencia y la solidaridad vecinal, así como el desarrollo y viabilidad de los servicios locales.
- F.04 Buen nivel de convivencia y seguridad ciudadana, que caracteriza, en general a las ciudades españolas, dos aspectos que se encuentran estrechamente vinculados.
- F.05 Red de servicios de alta calidad y prestaciones, con las que cuenta la mayor parte de las ciudades en materia de educación, sanitarios, deportivos o para personas mayores.
- F.06 Población activa altamente cualificada, con la que cuenta con frecuencia las grandes ciudades, y constituye una base para el desarrollo económico y factor de competitividad.
- F.07 Existencia de programas específicos para la atracción de jóvenes y su permanencia en la ciudad, desarrollados en ocasiones a nivel local.
- F.08 Importante tejido asociacional, con una ciudadanía comprometida con el desarrollo social y económico y la presencia de un gran número de asociaciones.

OPORTUNIDADES

- O.01 Desarrollo de programas en el ámbito social, con financiación europea, como oportunidad para mejorar las condiciones socioeconómicas de la población urbana.
- O.02 Iniciativas y programas orientados a atraer población joven, tanto residente como flotante, en materia de vivienda, equipamientos y servicios adaptados.
- O.03 Uso de las TIC para la mejora de la gobernanza y la participación ciudadana, para mejorar el sentimiento de pertenencia, el compromiso y la cooperación ciudadana.
- O.04 Barrios con fuerte identidad urbana y arraigo social, como factor de atracción para mantener o recuperar población, que atienda a las tradiciones y cultura local.
- O.05 Multiculturalidad y diversidad de los barrios como un factor enriquecedor, que permite el desarrollo de iniciativas vinculadas al respeto y la integración social.
- O.06 Iniciativas orientadas a fomentar el uso de las TIC para el desarrollo de acciones en materia de administración electrónica y prestación de servicios.
- O.07 Situación estratégica de centro de referencia social y asistencial para las localidades cercanas, que genera un incremento de la actividad urbana.
- O.08 Existencia de espacios públicos y solares vacíos que pueden ser utilizados para actividades vinculadas con el desarrollo social y económico del barrio.
- O.09 Desarrollo turístico de zonas despobladas para apoyar la fijación de población al territorio y su dinamización económica.



DEBILIDADES

- D.01 Incapacidad de la ciudad para atraer y retener talento, motivada por la falta de tejido empresarial y la brecha entre formación y mercado de trabajo.
- D.02 Efectos de una actividad económica muy especializada en un único sector de actividad, como, por ejemplo, la construcción e industrias asociadas o el turismo y los servicios.
- D.03 Escasa innovación y valor añadido en la economía local, con una escasa presencia de empresas y trabajadores en ámbitos de actividad densos en conocimiento.
- D.04 Falta de recursos públicos y privados para el desarrollo de actuaciones de impulso y fomento de la actividad económica local y de programas de ayudas y estímulos.
- D.05 Alto nivel de desempleo y empleo precarizado en algunas ciudades, con elevada tasa de paro de larga duración, inestabilidad laboral o reducidos niveles retributivos.
- D.06 Falta de vocación empresarial entre los jóvenes y de la población de la ciudad, en un contexto de insuficientes oportunidades y medios para el emprendimiento.
- D.07 Insuficiente oferta u oportunidades de primer empleo para jóvenes en el área urbana, con escasas alternativas de formación para el empleo en el tejido empresarial.
- D.08 Escasa inversión privada productiva, en un contexto de prevalencia de la actividad del sector público y un débil tejido empresarial privado.

AMENAZAS

- A.01 Elevada tasa de desempleo, ámbito territorial caracterizado por un mayor impacto de la crisis económica, en términos de empleo y actividad.
- A.02 Sectores productivos predominantes, más afectados por la crisis económica, por tener una importante especialización en sectores como la construcción.
- A.03 Dinámicas territoriales de abandono de determinados entornos, como consecuencia de una elevada tasa de desempleo, especialmente en la población joven.
- A.04 Tendencia al decrecimiento económico y poblacional motivado por el impulso o la mayor actividad y atractivo de un área urbana o metropolitana próxima.
- A.05 Destrucción del tejido empresarial local, ante la proximidad de grandes centros comerciales, con especial impacto en pequeñas y medianas empresas.
- A.06 Obsolescencia o abandono de grandes áreas industriales, debido a factores como la pérdida de competitividad, procesos de reconversión u otras circunstancias.
- A.07 Insuficiencia de medidas de apoyo al emprendimiento y a la implantación empresarial, a través de estímulos como las ayudas económicas o ventajas en la financiación.
- A.08 Vulnerabilidad del sector agrícola del entorno, por estar en situación de declive o pendiente de procesos estratégicos de reposicionamiento en el mercado.
- A.09 Pérdida de poder adquisitivo de la población, como consecuencia de pérdida de empleo o la precariedad laboral.
- A.010 Escasa cultura exportadora, en un contexto de globalización y de insuficiente coordinación entre el sector público y el tejido empresarial.

FORTALEZAS

- F.01 Activos culturales, patrimoniales y paisajísticos, como elementos clave para fomentar y/o enriquecer la actividad turística, la economía y el empleo.
- F.02 Gran capacidad económica y de creación de empleo en los servicios, turismo e industria, sectores de gran presencia en las grandes ciudades.
- F.03 Programas locales de empleo y de fomento de actividades económicas, orientados a determinados colectivos (p.e. Municipios por la Economía del Bien Común).
- F.04 Existencia de una amplia oferta hotelera y de restauración, que mejora el atractivo y favorece la actividad turística y el empleo en la ciudad.
- F.05 Reconocimiento nacional e internacional de las ciudades españolas, una "marca ciudad" que se vincula a un conjunto valores positivos en la percepción de su calidad.
- F.06 Capacidad de atracción de inversión y capital, que puede acarrear una mejora en la oferta de empleo para los ciudadanos.
- F.07 Capacidad de creación de empleo en sectores altamente especializados como, por ejemplo, la aeronáutica, la construcción naval o la industria farmacéutica.
- F.08 Fuerte dinamismo empresarial en algunas áreas urbanas, que incide en un incremento en el número de empresas, capacidad emprendedora y asociacionismo empresarial.

OPORTUNIDADES

- O.01 Inversiones públicas y privadas y programas financiados por los fondos europeos orientados a generar actividad económica innovadora y emprendedora.
- O.02 Políticas autonómicas y nacionales en relación a la rehabilitación, regeneración y renovación urbana como motor de empleo, y reactivador de la construcción.
- O.03 Potencialidad de las redes policéntricas de ciudades como punto de atracción para fomentar y/o implantar actividades económicas.
- O.04 Programas de fomento de la expansión de empresas y la promoción exterior de productos locales, en un contexto de globalización.
- O.05 Estrategias de potenciación de la industria agroalimentaria y del sector logístico, para diversificar y fomentar la actividad económica con los recursos del entorno rural.
- O.06 Programas de fomento del emprendimiento, en especial dirigido a los jóvenes o a colectivos caracterizados por un mayor déficit en formación para el empleo.
- O.07 Potencial turístico sin explotar, vinculado a determinados activos o recursos que requieren de actuaciones de rehabilitación, reforma y puesta en valor.
- O.08 Acciones de Impulso de la actividad económica mediante la integración y desarrollo de grandes infraestructuras, como puertos comerciales o aeropuertos.
- O.09 Políticas de desconcentración y desestacionalización del turismo.



DAFO EJE 8. VIVIENDA

DEBILIDADES

- D.01 Dificultades de acceso a la vivienda como consecuencia del elevado precio, la escasez de oferta adecuada o la insuficiencia de ayudas locales.
- D.02 Escasez de vivienda social a precio asequible, con un insuficiente número de viviendas sujetas a protección pública para hogares con bajos niveles de renta.
- D.03 Baja eficiencia energética, deficiente conservación y problemas de accesibilidad en una gran parte del parque edificatorio y, en particular, en el parque de vivienda.
- D.04 Existencia de ámbitos de infravivienda o asentamientos irregulares, con problemas de chabolismo y asentamientos irregulares en determinados entornos urbanos.
- D.05 Condicionantes específicos del entorno que suponen barreras a la edificación o rehabilitación, como puede ser el caso de los entornos de elevada riqueza arqueológica.

AMENAZAS

- A.01 Efectos de la crisis económica, que ha afectado especialmente a la construcción del parque residencial, provocando una escasez de vivienda nueva o rehabilitada.
- A.02 Desequilibrios en los cascos históricos de las ciudades entre residentes y visitantes que pueden afectar al acceso a la vivienda, con fenómenos como la gentrificación.
- A.03 Dificultades para acceder a la vivienda de la población joven, lo que dificulta la emancipación y la formación de nuevos hogares.
- A.04 Inadecuación del parque de vivienda existente a las personas mayores, en el marco de un fenómeno de envejecimiento de la población.
- A.05 Complejidad y dispersión normativa a nivel supramunicipal, en materias como la accesibilidad, la eficiencia energética o la protección del patrimonio.
- A.06 Dificultad de las diferentes Administraciones Públicas para mantener y gestionar los Parques Públicos de Vivienda.

FORTALEZAS

- F.01 Actuaciones recientes de rehabilitación edificatoria del parque de viviendas, en el marco de programas públicos de ayudas a nivel local.
- F.02 Elevada cualificación y conocimiento en la promoción de vivienda protegida, a través de experiencias anteriores llevadas a cabo en la ciudad.
- F.03 Capacidad de atracción de la inversión productiva y de capital al sector de la construcción y la promoción inmobiliaria en el área urbana.
- F.04 Actuaciones integradas de vivienda y suelo en zonas urbanas degradadas, en las que se han llevado a cabo acciones de mejora social, económica y ambiental.
- F.05 Incremento del uso residencial del centro urbano, como resultado de operaciones de regeneración o renovación urbanas desarrolladas en dichos entornos.
- F.06 Ajuste generalizado del nivel de precios de la vivienda, y del conjunto del mercado inmobiliario en comparación con los máximos alcanzados en 2006 y 2007.

OPORTUNIDADES

- O.01 Programas y políticas autonómicas, nacionales y europeas de fomento de la rehabilitación, regeneración y renovación urbana.
- O.02 Políticas públicas y programas de promoción de energías renovables y la eficiencia energética en la edificación y en las viviendas.
- O.03 Programas nacionales, autonómicos y locales en materia de vivienda, como marco para la aprobación de incentivos para la oferta de vivienda en alquiler a precio asequible.
- O.04 Reorientación del sector de la construcción hacia la rehabilitación edificatoria, caracterizado por su mayor resistencia a los efectos de la crisis económica.
- O.05 Actuaciones de promoción de vivienda protegida tanto de nueva construcción, como especialmente, de rehabilitación para satisfacer la demanda de vivienda.
- O.06 Fuentes de financiación para la mejora y conservación del patrimonio y del parque edificatorio en zonas históricas de las ciudades.



DEBILIDADES

- D.01 Insuficiente ritmo de incorporación de las TIC en el ámbito local, especialmente en el entorno económico y en materia de gobernanza.
- D.02 Falta de servicios de administración electrónica, que incide en el modelo de gobernanza local, en la participación ciudadana y en su empoderamiento.
- D.03 Brecha digital en sectores de la población, por la insuficiencia o inadecuación de la red acceso a Internet o por la inexistencia de servicios digitales adecuados.
- D.04 Escasa formación de la población en la utilización de las tecnologías de la información, con serias implicaciones y consecuencias en materia de competitividad local.
- D.05 Escasa incorporación de las TICS en la gestión urbana, especialmente, en algunas ciudades en las que no se ha avanzado hacia Smart Cities en los distintos ámbitos.
- D.06 Insuficiente penetración de la firma electrónica en la sociedad.
- D.07 Insuficiente nivel de digitalización de los destinos y territorios turísticos para hacer frente a las necesidades de visitantes nacionales e internacionales crecientemente tecnificados.

AMENAZAS

- A.01 Falta de interés del sector empresarial por adaptar las actuales áreas de negocio a las nuevas tecnologías, lo que puede repercutir en su capacidad de adaptación.
- A.02 Aumento del peso de la denominada cuarta edad, que se configurará como un colectivo social con especiales dificultades para el acceso a las nuevas tecnologías.
- A.03 Escasa utilización, con carácter general, de la Administración electrónica y de las aplicaciones municipales por parte de los ciudadanos.
- A.04 Escasez de recursos económicos para mantener y transformar los servicios que presta la Administración electrónica a nivel local.
- A.05 Bajo aprovechamiento de las TIC como elemento de cohesión social y de mejora de las oportunidades de los colectivos más desfavorecidos.
- A.06 Problemas asociados a la "sociedad digital": plataformas online para alojamiento, actividades informales o delictivas, control de datos, restricciones de libertad...
- A.07 Desajuste entre las nuevas demandas y las soluciones (inmobiliarias, normativas, de stock), y aparición de demandas que requieren nuevas ofertas (tipos, reglas...).

FORTALEZAS

- F.01 Iniciativas locales de impulso de la gestión de servicios TIC, administración electrónica, uso de redes sociales para informar y dar servicio a los ciudadanos, entre otros.
- F.02 Pertenencia de numerosas ciudades españolas a la red de Smart Cities, lo que pone de manifiesto el interés por la modernización de la administración local.
- F.03 Buena competitividad de las empresas vinculadas a las TIC y a la I+D+i, lo que supone un elemento clave para la orientación estratégica del tejido productivo local.
- F.04 Existencia de un tejido industrial con perfil adaptado a la innovación, por la proximidad de parques científicos o tecnológicos o centros de innovación.
- F.05 Motivación ciudadana para la utilización de las TICs, en un contexto de interés y extensión de nuevas iniciativas y proyectos, por ejemplo, en el ámbito de la movilidad.

OPORTUNIDADES

- O.01 Mejora de la eficiencia en los servicios locales a través de la Administración electrónica local, con una simplificación de trámites administrativos y reducción de costes.
- O.02 Consolidación de la imagen de la ciudad como Smart City, con gran potencial de desarrollo para la implementación de medidas en todos sus ámbitos.
- O.03 Oportunidad de aprovechar el talento formado en el ámbito universitario, como palanca para impulsar la innovación y la transformación de la ciudad.
- O.04 Lograr un mayor trabajo en red de Administración, empresas y ciudadanos, a través de nuevas estrategias de comunicación en la era digital.
- O.05 Iniciativas para el uso de las TIC en la actividad turística y favorecer la dinamización del turismo industrial o de negocios asociado a la oferta tecnológica e industrial.
- O.06 Fomentar el uso de las TIC entre la población, a través de la realización de campañas de información para su utilización o cursos de formación a determinados colectivos.
- O.07 Potenciar la innovación en sectores tradicionales, especialmente en el sector comercial de tamaño medio y pequeño, a través de una mayor introducción las TIC.
- O.08 Importante recorrido de mejora en el nivel de digitalización de los territorios, que permitirá una mejor gestión de los servicios.



DAFO EJE 10. INSTRUMENTOS Y GOBERNANZA

DEBILIDADES

- D.01 Sistema normativo complejo y heterogéneo en materia urbanística, que dificulta la aplicación de los distintos planes y la gestión urbanística local.
- D.02 Excesiva extensión de los plazos de tramitación de planes urbanísticos, produciendo un desfase entre la aplicación de los planes y las necesidades previstas en los mismos.
- D.03 Estructura y capacidad de las Entidades Locales insuficiente para acceder a fuentes de financiación, así como para su gestión.

AMENAZAS

- A.01 Falta de flexibilidad en los instrumentos de planificación, para adaptar los planes a nuevas demandas o necesidades no previstas, que puedan surgir en la ciudad.
- A.02 Planificación territorial insuficiente o deficiente, con una ausencia de coordinación entre instrumentos de carácter supramunicipal e instrumentos locales.
- A.03 Rigidez normativa y administrativa para la reutilización de dotaciones y espacios públicos, y para la inserción de nuevos usos en caso de "infrautilización".
- A.04 Dificil convivencia de las distintas planificaciones sectoriales y la planificación local.

FORTALEZAS

- F.01 Experiencia en iniciativas de desarrollo sostenible y utilización de instrumentos de planificación urbanística y territorial.
- F.02 Existencia de Instituciones y estructuras que generan procesos de innovación y de creatividad, como el ámbito universitario y académico o de la investigación aplicada.
- F.03 Existencia de Planes municipales en algunas ciudades para la rehabilitación urbana y de viviendas, con frecuencia, orientados a la intervención en determinadas zonas urbanas.
- F.04 Revisión de los instrumentos de planeamiento urbanístico, para su adecuación a la realidad actual, incluyendo en ocasiones iniciativas de desclasificación de suelo.
- F.05 Modelo descentralizado español, que permite a las Administraciones Públicas adaptarse a las necesidades y al modelo urbano específico.
- F.06 Existencia de políticas, planes, programas y actuaciones relacionadas con los distintos ejes estratégicos de esta Agenda Urbana Española.
- F.07 Existencia de un Programa Nacional de Destinos Turísticos Inteligentes para la mejora de la gobernanza y competitividad de los destinos turísticos en España.

OPORTUNIDADES

- O.01 Políticas autonómicas y nacionales en relación a la rehabilitación, regeneración y renovación urbana que fomentan un desarrollo urbano sostenible.
- O.02 Mejora de la eficiencia en los servicios locales a través de la Administración electrónica local, con una simplificación de trámites administrativos y reducción de costes.
- O.03 Elaboración de nuevos Planes Territoriales Integrados e instrumentos de ordenación del territorio en zonas de nuevas sinergias e influencias entre ciudades.
- O.04 Procurar una mayor imbricación entre las políticas y perspectivas de actuación de la ciudad y del territorio (movilidad, medio ambiente, turismo...).
- O.05 Utilización de la Agenda Urbana Española para integrar y conciliar las políticas, planes, programas y actuaciones relacionadas con los distintos objetivos estratégicos.
- O.06 Iniciativas para integración de las TIC en la gestión de los destinos turísticos para mejorar su planificación.



| FILE N#3

TOOL FOR IMPLEMENTING LINES OF ACTION

Strategic Goal	STRATEGIC FRAMEWORK	ACTION IMPLEMENTED OR IN PROGRESS	NATURE		ACTION IMPLEMENTATION	NATURE			OTHER AGENTS									
			Regulatory	Planning		Governance	Financing	Dissemination of Knowledge		Regulatory	Planning	Governance	Financing	Dissemination of Knowledge				
1. IMPLEMENTATION OF REGIONAL AND URBAN PLANNING TOOLS TO MAKE A RATIONAL USE OF LAND, KEEPING AND PROTECTING NATURAL RESOURCES	<p>Specific goals and Lines of Action</p> <p>1.1. Manage land such that it is compatible with its natural surroundings.</p> <p>Have a strategy or plan for managing land that lays the foundations for the territorial model. These strategies can be regional, sub-regional and even sectoral, but they must all have in common the rational use of land.</p> <p>Introduce measures to relate spatial planning to economic, cultural and natural resource planning so as to limit depopulation and help to preserve nature, protect traditional rural ways and pay special attention to small population centres. The problem of depopulation is essentially territorial and involves a lack of strategic vision and supralocal development.</p> <p>Design the city in accordance with the territorial model and in coordination with adjacent population centres, taking into account its climate, humidity, territory and landscape characteristics.</p> <p>Reduce the use of virgin land by adapting it to the dynamics of the population and new economic activities, promoting the productivity of the land that has already been transformed. This requires preparing realistic reports that are not written merely to satisfy the formal requirement of incorporating this document into the other documentation for the corresponding Town or Territory Plan.</p> <p>Promote the maximum interconnection between rural and urban areas, fostering their interdependence through economic, environmental, social and governance policies, with measures that favour sustainable agricultural, livestock and rural development activities.</p> <p>Promote the inclusion of natural heritage in the municipal catalogues that are part of the planning documentation.</p> <p>Implement coordination and collaboration mechanisms that are based on the sustainable use of the land, in regions or cities with cross-border or interregional neighbourly relationships.</p> <p>1.2. Preserve and improve natural and cultural heritage and protect the landscape.</p> <p>Develop strategies to improve, preserve and highlight cultural heritage (both its tangible and intangible - ways of life, traditions, etc. - aspects) and the urban and rural landscapes in order to develop all its potential and guarantee an adequate level of conservation and maintenance.</p> <p>Adopt measures to conserve, improve and protect nature and natural heritage: flora, fauna, landscapes and existing ecosystems.</p> <p>Protect rural areas in keeping with their character, especially rural land on the border or adjacent to urban land.</p> <p>Use forests correctly from the point of view of forest biomass for energy purposes, as part of a strategy to promote rural development, the conservation of traditional uses that promote the conservation of natural spaces and the prevention of fires.</p> <p>Launch campaigns to disseminate cultural and natural heritage so as to establish a true culture of belonging based on knowledge, which will combined with its rational use as an economic and tourist resource.</p> <p>1.3. Improve green and blue infrastructures and associate them to the natural context.</p> <p>Incorporate the concept of urban green infrastructures to urban planning and management as multifunctional solutions based on nature, which allow urban problems to be addressed. They not only contribute to improving biodiversity, but also fight against climate change, both in the area of reducing GHG emissions and in local adaptation. Lastly they contribute to the leisure and enjoyment of citizens. This type of infrastructure is thus key to understanding and managing urban metabolism.</p> <p>Organise and design green and blue infrastructure networks taking into account criteria involving ecological connectivity and the geomorphological characteristics of the territory, the goal being to optimise the provision of ecosystem services to citizens. This also involves delimiting and identifying the elements that constitute these infrastructures and setting up measures for their restoration, conservation and management at the regional, local and neighbourhood level.</p> <p>Assign land uses that are consistent with the characteristics of the pre-existing territorial base.</p> <p>Use livestock routes and incorporate them using ecological connectivity criteria and as a formula to combat territorial fragmentation.</p>	Dissemination of Knowledge	Regulatory	Planning	Governance	Financing	Dissemination of Knowledge	Regulatory	Planning	Governance	Financing	Dissemination of Knowledge	S = short M = medium L = long					





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In the introduction of the 2030 Agenda Action Plan, the Government recognizes that the world is facing several new challenges, together with those already known, which have not yet found an adequate solution.



I PLAN OF ACTION OF THE NATIONAL GOVERNMENT. MINISTRY OF DEVELOPMENT

By introducing the plan of action for the 2030 Agenda, the Government recognises that the world faces new challenges in addition to those already known and for which we have yet to find an adequate solution. These include many of those identified in this Urban Agenda, such as persistent urban poverty; growing inequality; climate change; insecurity, a lack of solidarity, etc. All of them have a direct impact on people, who are and must be at the core of all policies. Hence the need for a more solid “*new global social contract*”.

Spain has competitive advantages and capacities, in both the public and private sectors, to develop public policies and collective action around the new global agenda for sustainable development. In this context, this Action Plan identifies and proposes the development of a series of actions involving regulations, planning, **financing, governance, citizen participation** and the exchange and dissemination of everything relating to urban phenomena. All under the umbrella of the leadership of the Ministry of Development as the department that is spearheading and is ultimately responsible for drafting the Spanish Urban Agenda, and for ensuring that it is consistent with the Action Plan already approved by the Government of Spain for the 2030 Agenda. It is with good reason that this latest Plan identifies it as one of its most relevant policy drivers, meaning a policy with “*the capacity to accelerate the implementation of the SDGs, to promote consistent sustainable development and to achieve a faster and more sustained impact on key aspects to further the 2030 Agenda as a whole*”. To use the term of the United Nations, it would also be an “*accelerator*” whose nature, despite being predominantly urban, can be used to tackle “*specific bottlenecks*” and turn it into a “*potential engine of sustainable development, creating virtuous circles in each country*”.

Although each of the actions identified below may be viewed as cross-cutting themes that directly affect any of the strategic goals proposed in the Urban Agenda, it is important to understand that all of them, globally and jointly, are part of an integrated strategic vision that, in addition, constitutes just a beginning, a starting point. In effect, this Plan only incorporates an initial, open group of specific actions that can be expanded and reviewed as all the stakeholders, private or public, advance in the implementation of the Agenda.

The group of priority actions to be addressed in the short term by Spain’s central government is summarised as follows:

1 | REGULATORY ACTIONS

1.1. ADAPT THE NATIONAL LEGISLATIVE FRAMEWORK TO REGULATE, BY WAY OF A HOUSING LAW, THE CONSTITUTIONAL RIGHT TO ACCESS TO DECENT, ADEQUATE HOUSING.

This action is specific to Strategic Goal 8 of the Agenda, “*Guarantee the right to housing*” and, from the point of view of improving the instruments the State has to achieve the strategic goals proposed (Strategic Goal 10), this action seeks to improve the regulation through innovation. In fact, there is significant leeway in housing regulations, resulting in no guarantee, at this time, of equal treatment of all Spaniards in relation to such an important right, nor an unequivocal regulation of the limits that the social function should impose on home ownership. The goal of all this is to ensure that the right to decent and adequate housing is real and effective for everyone.

1.2. ADAPT THE NATIONAL LEGISLATIVE FRAMEWORK TO GUARANTEE THE LEGAL SECURITY AND STABILITY OF TERRITORIAL AND URBAN PLANNING INSTRUMENTS.

This action addresses Specific Goal 10.1, which seeks to “*achieve an updated, flexible and simplified regulatory and planning framework that also improves management*”. It is not only regulatory in nature, as it also seeks to have a positive impact on planning.

Spain, like other European countries, must face the problem of the disappearance of land and urban planning plans approved after a long and complicated process lasting several years, safeguarded by the dogma of the absolute nullity of illegal regulations, that is, understanding that said plans, beyond their true complex nature, are just one more provision of a general nature. The declarations of absolute nullity of these plans are causing a crisis in the system that threatens the very credibility of the legal system. The urban planning responsibilities of the regional governments do not allow addressing the general regulatory framework that this action would require.

1.3. REVISE THE NATIONAL SECTORAL LEGISLATIVE FRAMEWORK THAT INVOLVES TERRITORIAL AND URBAN PLANNING TO FURTHER THE PROPOSALS FOR IMPROVEMENT.

This action, like the previous one, specifically involves Goal 10.1, which seeks to “*achieve an updated, flexible and simplified regulatory and planning framework that also improves management*”. However, it has a dual nature, insofar as it is a regulatory activity that also involves planning. It also contributes to one of the most important horizontal goals of this Agenda and the two international Urban Agendas: the need to work with a holistic and integrated vision while avoiding the sectorisation of interests that converge on territory and human settlements.

The specific proposals to be worked on have to do with the following aspects:

- Establishing a single timeline for all sectoral reports and identical procedural times to request them.
- Unequivocal regulation of the effects of non-opposition or the absence of the issue of the sectorial information in time.
- Avoiding duplicate reports on implementation instruments or on one-time authorisations, when said reports are vacated in the instruments for which the authorisations were issued or that the reports implement.
- Publication and availability to all stakeholders, openly and freely, on a single website or one-stop shop, of all the sectoral actions that materialise or are in some way related to urban development decisions.
- Possibility of creating specific administrative structures that allow centralising those sectoral decisions that have an impact on land and urban planning.

1.4. ADVANCE IN ADAPTING THE NATIONAL LEGISLATIVE FRAMEWORK IN THE FIELD OF THE SUSTAINABILITY AND ACCESSIBILITY OF PUBLIC SPACES AND BUILDINGS.

This action is specific to Strategic Goal 2, and more explicitly to Specific Goal 2.3, “*Guarantee the quality and universal accessibility of public spaces*”, 2.5, “*Promote urban regeneration*” and 2.6, “*Improve the quality and sustainability of buildings*”.

In terms of accessibility, work is already being done on a new Ministerial Order for accessibility in public spaces, and work is being initiated to promote cognitive and sensory accessibility, especially in buildings, whether through regulatory instruments (through the Technical Building Code) or through guides or best practices. Similarly, regarding the sustainability and energy efficiency of buildings and cities, an amendment to the Basic Energy Savings Document of the Technical Building Code is already being processed, which will take a further step in requiring Near-Zero Energy Consumption Buildings, in keeping with the European Energy Efficiency Directives that are taking us to a carbon-free horizon by 2050.

1.5. ADVANCE TOWARD FULL RECOGNITION OF LOCAL AUTO.

This action is specific to Strategic Goal 10, “*Improve intervention instruments and governance*”, and particularly to Specific Goal 10.2, “*Ensure citizen participation, transparency and promote multi-level governance*”.

The recognition of the role and value of urban life requires us to work toward the goal of realising the full recognition of local autonomy, including by any necessary regulatory amendments, especially the Law on Local Regimes. The goal of this is to better identify their jurisdictional obligations. To this end, we must consider the best application of the subsidiarity principle for municipal entities, recognise their status as the government agency that most closely interfaces with the citizen, and most of all, realise that the decisions involving the future of the city must be made by the agency that is most familiar with the city's social reality.

2 | PLANNING ACTIVITIES

2.1. DEVELOP A NATIONAL SHORT- AND MEDIUM-TERM STRATEGY FOR URBAN HOUSING AND RENEWAL.

This action specifically involves Strategic Goal 8, which seeks to “*Guarantee access to housing*”. It is also related to Strategic Goal 2, which aims to “*Avoid urban sprawl and revitalise the existing city*”, as it makes an important commitment to urban rehabilitation and regeneration.

Following the creation, by Agreement of the Government Delegate Committee for Economic Affairs of September 2018, of a Working Group to develop urgent measures in the area of housing and rent, a national housing strategy will be devised that includes organisational, regulatory, fiscal, public housing promotion and other measures. This Strategy, understood within the framework of the Urban Agenda, will propose a series of measures for action by the national government that will be comprehensive and horizontal in nature and that will primarily seek to:

- Facilitate access to housing by vulnerable individuals who have problems in this regard.
- Increase the public housing stock.
- Promote the balance between home ownership and rental.
- Promote the maintenance, conservation and renovation of the existing housing stock.

2.2. DEVELOP AND IMPLEMENT THE “LONG-TERM STRATEGY FOR ENERGY RENEWAL IN SPAIN'S CONSTRUCTION SECTOR” IN KEEPING WITH THE CONTENTS OF DIRECTIVES 2012/27/EU AND 2010/31/EUE.

This action specifically involves Strategic Goal 4, section 4.1, which strives to “*Be more energy efficient and save energy*”.

This Strategy not only aims to satisfy all the requirements in the Directives, but also to meet the goals of supporting the renovation of the residential and non-residential building stock in Spain, both public and private. The ultimate goal, beyond compliance with the Directives, is to transform this stock into a high-energy, carbon-free asset by 2050, facilitating the economically profitable transformation of existing buildings into buildings with almost zero energy consumption. It will provide an important starting point for promoting the energy renovation of the building sector in Spain, as well as a roadmap for this process, which will guide the various agents involved in the renovation processes.

2.3. PROMOTE AND FACILITATE STRUCTURES AND MECHANISMS FOR COORDINATING, COLLABORATING AND COOPERATING WITH REGIONAL AND CITY GOVERNMENTS, WITHOUT CREATING NEW ADMINISTRATIVE BURDENS, SO AS TO PROMOTE CONSTANT IMPROVEMENT IN THE FIELD OF LAND AND URBAN MANAGEMENT.

Although this action will again appear among those involving governance, it is specifically included here because in this case, it is intended to address mainly Strategic Goal 10, and specifically Specific Goal 10.1, which seeks to “*Achieve an updated, flexible and simplified regulatory and planning framework that also improves management*”. This is a crucial objective, as can be seen from the conclusions of the Diagnosis included in the Agenda.

Indeed, although the Spanish planning system is a nationally and internationally renowned achievement, its evolution over the last few decades has endowed it with a rigidity and complexity that make it virtually unable to adapt to the increasingly changing needs of today’s reality. Much of this complexity stems from the implications that are forced upon it by sectoral legislation, much of it of a national nature, although there are also many regional laws that duplicate the national laws.

Most of the modifications, involving the laws and the management and execution of land management instruments, do not correspond to the State, but those that, because of their areas of responsibility,

affect said instruments, do fall within the purview of the State. Hence, the action proposed offers a good opportunity to find common ground and spaces for dialogue and collaboration among all those responsible for finding solutions.

In this regard, the Ministry of Development will promote, at least twice a year, the holding of multilateral meetings between the regional and city governments (through the FEMP) in which to jointly address the most pressing and common problems involving planning and urban issues in general. These meetings can rely on not only pre-existing formal cooperation frameworks, such as the Multi-lateral Meetings at the level of General Directors and, of course, the Sectoral Conference on Housing, Urban and Land Planning, but on any others that can facilitate collaboration between all the public stakeholders involved.

2.4. ENCOURAGE HAVING PLANS AND STRATEGIES INVOLVING SPECIFIC TOPICS LINKED TO THE GOALS OF THE URBAN AGENDA.

Specifically, to promote compliance with specific goal 1.3, which seeks to “*Improve green and blue infrastructures and link them to the natural setting*”, the Ministry of Development will work with the Ministry for the Ecological Transition to draw up a National Strategy for Green Infrastructure and for Ecological Connectivity and Restoration, which, in compliance with the provisions of Law 33/2015 of 21 September, amending Law 42/2007 of 13 December, on Natural Heritage and Biodiversity, seeks to “*provide guidelines [...] so that any land and sector plans that are drafted by public agencies allows and ensures ecological connectivity and the functionality of ecosystems, mitigation and adaptation to the effects of climate change, the defragmentation of strategic areas for connectivity and the restoration of degraded ecosystems*”. In relation to the latter, mention should be made of the Practical Guide to Ecological Restoration drawn up by the Biodiversity Foundation, with examples for the restoration of abandoned urban areas.

Also in relation to another strategic goals, in this case, 5, to “*Promote proximity and sustainable mobility*”, the Ministry of Development will promote transport intermodality and coordination between transport and urban mobility in those infrastructure plans under its purview, as well as the efficient use of public transport and the promotion of non-motorised and/or healthy modes of transport. These Plans will also pursue these objectives:

- A reduction in territorial inequalities, particularly for medium-sized cities and island territories, where connectivity depends not only on infrastructures, but on the transport services offered and the conditions under which these services are accessible to the whole population.
- The segregation, in those roads managed by the State, of through-traffic and long-distance traffic, from daily commuter traffic by adapting and building any infrastructures that are deemed necessary.
- Promote actions that boost public transport on roads leading into major cities by planning the creation of platforms or lanes reserved for these services.
- The enhancement of railways as a form to access large cities and metropolitan centres that can handle the daily flows in and out of these areas through commuter rail services as a more efficient and sustainable solution than roads.
- Implement appropriate connections to urban and metropolitan transport services in inter-urban, long-distance terminals that ensure last-mile access to cities.

The development of these plans will always be subject to the framework of the strategic plan in effect at any given time, as well as to the provisions of sector-specific regulations, to the extent that said regulations govern the planning for each mode of transport.

3 | GOVERNANCE ACTIVITIES

Strategic Goal 10.2 proposes the need to “*Ensure citizen participation, transparency and promote multi-level governance*”. To achieve this, the national government, and specifically the Ministry of Development, will undertake the following actions:

3.1. PROMOTE COORDINATION BETWEEN PUBLIC AGENCIES BOTH HORIZONTALLY AND VERTICALLY.

From an internal point of view, and within the national government itself, this action will be carried out within the Permanent Working Group and the High-Level Group of the 2030 Agenda, which have already been formed and meet regularly. As previously stated, the Spanish Urban Agenda is recognised within the Action Plan of the Spanish Government in relation to the 2030 Agenda as one of its most important driving policies, that is, as a true catalyst that allows us to work on several sustainable development goals jointly and comprehensively.

From the point of view of coordination with other public agencies, Action 2; 2.2 of this Implementation Plan already notes that the Ministry of Development will promote, at least twice a year, the holding of multilateral meetings between regional and city governments (through the FEMP) to promote multi-level governance. These regular multilateral meetings will help to communicate and coordinate proposals, to exchange information and to disseminate the activities that each of the different stakeholders is undertaking.

3.2. PROVIDE TECHNICAL SUPPORT TO LOCAL GOVERNMENTS THROUGHOUT THE PROCESS OF DISSEMINATING AND IMPLEMENTING THE URBAN AGENDA.

Specifically, and with regard to town councils and other entities of the local government, the Ministry of Development will launch a permanent and institutionalised Forum (with may be able to have its own own internal regulations) that will give continuity to the technical working group set up to draw up the Agenda and allow us to monitor its implementation and evaluation, as well as to promote the exchange of lessons learned and projects and to coordinate actions.

3.3. IMPROVE SYNERGIES AND COORDINATION WITH OTHER ASPECTS OF LAND MANAGEMENT, SUCH AS THE OPEN GOVERNMENTS POLICY, THE NATIONAL PLAN FOR SMART TERRITORIES OR THE SMART TOURISM DESTINATION PROGRAMME.

The Ministry of Development will specifically seek to ensure that the alliance for Open government (updated in June 2018) is in keeping with the 3rd Spanish Action Plan 2017-2019, the goal being to strengthen the respective mechanisms of participation and dialogue with civil society, to ensure the actions of public agencies address the most pressing needs of citizens, and to promote collaboration at different levels (state, autonomous and local).

Coordination will also be sought with the 2017/2020 National Smart Territories Plan, and primarily with the territorial actions it proposes in relationship to cities, rural territories, tourism and some complementary actions of considerable importance to the Urban Agenda, such as mobility in smart territories. The Ministry will also try to ensure that the Plan's objectives line up with the strategic goals of the Urban Agenda. It will do so through active coordination and collaboration between the ministries involved, both within the Permanent Working Group of the High Level Group for the 2030 Agenda, which, as already mentioned, meets regularly, and through specific bilateral meetings.

3.4. PROMOTE THE TRANSPARENCY OF ADMINISTRATIVE DEPARTMENTS AND CITIZENSHIP PARTICIPATION BASED ON EXISTING KNOWLEDGE, EDUCATION AND INFORMATION.

The 3rd Open Government Plan already provides mechanisms for participation and dialogue with civil society, and incorporates formulas for transparency and direct communication with citizens. That is, work is already underway on this issue, regardless of the need to further promote these actions.

However, citizen participation will not be real or effective for as long as there is no real awareness that generates commitments in relation to the general interests that shape and converge in cities and in urban environments. And to do this, training on and dissemination of the goals of the Urban Agenda are essential. This action is therefore directly related to the one proposed in section 5 below, which is specifically devoted to the activities involving the exchange and dissemination of knowledge.

3.5. IMPROVE STATISTICAL CAPABILITIES AND THE CONTROL OF INFORMATION.

The system of indicators proposed by the Spanish Urban Agenda is based on the need to develop a single language on urban indicators that yield valid and standardised information that can be used to analyse the performance of the different actions and verify compliance with the strategic goals proposed in each Action Plan. Providing to city governments the descriptive data that is in the hands of the national government and that is related to these objectives is a relevant information activity in and of itself. All of this will be possible thanks to the website of the Spanish Urban Agenda, which the Ministry of Development is making available to everyone who is interested in its application or implementation.



Similarly, more work will be done to maintain and improve the Housing and Land Observatory, as well as the Urban Vulnerability Observatory. Both of these instruments were created by the Ministry of Development and have been highly rated by other local, regional and even European government agencies. Vulnerability observatories are a priority for the European Union. This is reflected in the Partnership on Urban Poverty and Disadvantaged Neighbourhoods.

4 | FINANCING ACTIVITIES

4.1. WORK, BOTH INTERNALLY AND INTERNATIONALLY, TO ENSURE THAT THE PROGRAMME OF THE NEW 2021-2027 EUROPEAN MULTI-YEAR FINANCIAL FRAMEWORK IS CONSISTENT WITH NATIONAL URBAN POLICIES. IN THE CASE OF SPAIN, WITH ITS URBAN AGENDA AND ITS IMPLEMENTATION.

This action involves Strategic Goal 10, which seeks to “*Improve intervention instruments and governance*”, but most especially Specific Goal 10.3, which aims to “*Promote local empowerment and improve funding*”.

Currently, as is well known, 1.362 billion euros from the urban projects area of the European Regional Development Fund (ERDF) is being spent on Sustainable and Integrated Urban Development Strategies that comprise projects related to Strategic Goals 3, 4, 5, 6, 7, 9 and 10 of the Spanish Urban Agenda. These funds are being used specifically to carry out lines of action involving the following thematic objectives of the European Structural and Investment Funds (EU Regulation No 1303/2013):

Thematic objective 2: Administration and Smart City.

Thematic objective 4: Low-Carbon Economy through improved sustainable urban mobility and energy efficiency.

Thematic objective 6: Protect the Environment and historical heritage through circular economy measures, and

Thematic objective 9: Promote territorial cohesion and the fight against poverty and the search for social equality.

The Ministries of Finance and Development will collaborate closely with each other, and jointly with the European Commission, to achieve the greatest possible alignment between the strategic goals of the Spanish Urban Agenda and the programming that will be undertaken for the new 2021-2027 multi-year financial framework, in which at least 6% of the ERDF resources at the national level earmarked for investment in employment and growth will be allocated to sustainable urban development. Recall that during the current 2014-2020 programming period, an allocation of around 1.9 billion euros has been earmarked for city councils through the various calls for grants, both in the field of sustainable and integrated urban development strategies - where grants totalling more than 1.350 billion euros have been awarded to 173 “functional areas” - and in the specific areas of energy efficiency, mobility and renewable energies.

Similarly, through the aforementioned collaboration with the European Commission, the Ministry will strive to ensure that the strategic goals are clearly reflected in the management, whether shared with Member States or not, of other European programmes in the field of urban development. Of note in this area are both the Innovative Urban Actions and URBACT, due to their complementarity and synergies, notwithstanding their final design during the new programming period.

4.2. IDENTIFY ALL THE SOURCES OF FINANCING THAT, INTERNALLY AND INTERNATIONALLY, AND IN THE FRAMEWORK OF STATE POWER, AFFECT CITIES.

This action, like the previous one, falls within Strategic Goal 10, which seeks to “*Improve intervention instruments and governance*”, especially in Specific Goal 10.3, which aims to “*Promote local empowerment and improve funding*”.

One of these improvements is the need to identify how many and which sources of funding exist or are being incorporated, to try to establish synergies between them and to make them, to the greatest extent possible, compatible with each other and more effective. This will require correct coordination between all ministries that have plans or programmes for aids and grants that have an unquestionable impact on the strategic goals of the Urban Agenda. To this end, and due to how these goals are, in turn, related to the sustainable development goals of the 2030 Agenda, this task will be addressed by

the Permanent Working Group of the High Level Group on the 2030 Agenda, which has already been created and meets regularly. Once the information is obtained, as well as any updates, it will be posted on the Spanish Urban Agenda website for everyone to see.

4.3. PROMOTE AND ENCOURAGE AREAS OF COLLABORATION WITH THE PRIVATE SECTOR TO FURTHER ITS INVOLVEMENT IN PROJECT FINANCING.

This action, which, like the previous ones, involves Specific Goal 10.3, “*Promote local empowerment and improve financing*”, is intended to support or mediate, through the plans for implementing the Urban Agenda as they are approved, external financing initiatives, as well as to provide institutional support to projects by private companies and associations representing corporate interests, in order to facilitate access to said financing.

5 | ACTIVITIES INVOLVING THE EXCHANGE AND DISSEMINATION OF KNOWLEDGE.

For the two International Urban Agendas, this is a goal in and of itself. Not only does it seek to disseminate best practices and the transfer of knowledge, but also to stimulate creativity and provide viable solutions for sustainable urban development.

For the Spanish Urban Agenda, these actions, in addition to meeting those goals, provide a formula for reaching the public through simple and agile communication that allows the public to become aware of its rights and also take responsibility for its duties as users of the city. It also encourages its participation in making the decisions that affect its daily life and its most direct interests. Without information on and knowledge of the city, there will be no real participation and, without that, no guarantee of good governance.

The actions included below are therefore related to Strategic Goal 10.4, which seeks to “*Design and implement training and awareness campaigns in urban matters, as well as the exchange and dissemination of information*”. They are also connected to Strategic Goal 10.2, “*Ensure citizen participation, transparency and promote multi-level governance*”. And, as mentioned above, they also contribute to the achievement of one of the major horizontal goals of the two International Urban Agendas, which involve the search for formulas that improve the practical dissemination and transfer of knowledge.

5.1. CREATE A NATIONAL URBAN FORUM, ENDORSED BY THE UNITED NATIONS, THAT PROVIDES A PERIODIC AND GENERAL GATHERING POINT TO ENCOURAGE PARTICIPATION IN AND KNOWLEDGE OF URBAN TOPICS.

In preparation for Spain's participation in the Habitat II Conference, held in Istanbul in 1996, the Spanish Habitat Committee was created in 1995. This was one of the few national committees in the world that continued with its work non-stop until the Habitat III Conference, 20 years later. However, the new objectives demanded by this latest international Summit, as set out in the United Nations Urban Agenda, steered this Committee to evolve toward a National Urban Forum like those that have already been adopted and launched in other countries, as a tool to achieve the implementation of the policies National Urban Policies, which, in the case of Spain, are laid out in the Spanish Urban Agenda. To do this, we would be able to rely on the collaboration of UN Habitat, which has a liaison office with the Government of Spain that is located in the Ministry of Development.

The fundamental tasks of this Forum will be to provide a platform for exchanging and sharing experiences that facilitate discussion and debate on urban issues. It will be open and allow representatives from the various levels of public agencies, the private sector, financial institutions, non-governmental organisations and professional organisations and civil society, among others, to take part. The Ministry of Development will be responsible for its creation, organisation and operation.

5.2. LAUNCH A COMMUNICATION PLAN FOR THE SPANISH URBAN AGENDA.

This Plan will include at least the following actions:

- Creation of a logo for the Spanish Urban Agenda that provides a clear, effective and adequate image that can be used both nationally and internationally.
- Creation of a website for the Spanish Urban Agenda that not only allows access to all the latest information available, but which also demonstrates that the Agenda is not just a document, but a real process that feeds on the contributions of all its actors: action plans, best practices, transferable or transferred experiences, etc.
- Preparation of material to advertise the Agenda: publication of the document, brochures, posters and banners that can be sent by email and made available to those public agencies that wish to organise events related to it.
- Publication of a single-subject issue of the science journal *Ciudad y Territorio*, *Estudios Territoriales* [City and Territory, Territorial Studies], published by the Ministry of Development, aimed at spreading knowledge of the Urban Agenda - its creation, content, goals, expectations, etc. - as well as collaborating with other specialised journals to achieve the widest possible dissemination of the Agenda.
- Dissemination and training seminars focused especially on the municipalities, both for their of-

ficials and for politicians. The collaboration with the FEMP to use its territorial networks will be essential for this purpose.

Dissemination and training seminars geared especially toward professionals. To this end, collaboration agreements will be signed with professional associations and societies, promoting the use of territorial structures to achieve the greatest possible dissemination, especially in those territories where this is more complex.

5.3. COLLABORATE AND WORK TO FORM PART OF EUROPEAN OR INTERNATIONAL NETWORKS TO EXCHANGE KNOW-HOWS.

The Ministry of Development will promote Spain's inclusion in the EUKN network, or its regular participation with it, to bring about the necessary exchange of knowledge at the European level. In this case, it is a matter of participating in a standardised Europe-wide network with knowledge on urban issues, structured in accordance with a taxonomy that covers aspects such as housing, urban planning, urban environment, land use, sustainable development, accessibility, mobility, security and urban economy, all of it divided into four large blocks: practices, policies, networks and research.

5.4. IMPLEMENT A TRAINING PLAN TO CREATE POLITICAL, TECHNICAL AND CITIZENSHIP AWARENESS AND GENERATE KNOWLEDGE ON SUSTAINABLE URBAN DEVELOPMENT.

This Plan includes the following actions:

Collaboration with the National Institute of Public Administration (INAP) to design and implement specialised courses on the Urban Agenda, intended for municipal specialists or managers, or to include specific training on the Agenda in existing courses.

The use of existing forums to organise conferences in different places in Spain. Particularly useful will be the SDG localisation conferences, but others can also be of use. The Ministry of Development's "City and Territory" Debates Forum will also provide a good outlet for training and dissemination.

Collaboration with the Ministry of Education and Vocational Training, and the Ministry of Science, Universities and Research, and other institutions associated with education, to include comprehensive and horizontal city and sustainable urban development studies in training plans, curricula and information and training campaigns. Specifically, the contents of the Urban Agenda could become part of the curricula of the different university majors that involve urban planning and management: architecture, law, engineering, biology, sociology, geography, economy, etc.

Collaboration with the bodies of the various public agencies tasked with preparing civil service exams for those civil servants whose job is related to urban planning and management, to have the contents of the Urban Agenda incorporated into said exams.

Propose to the Ministry Education and Vocational Training the possibility of including educational projects in schools and training centres, including for young children, that contribute to creating awareness of cities, citizen coexistence, social inclusion and, in general, sustainability, as is already being done with environmental conservation or with periodic campaigns to save water and energy.

Develop specific outreach campaigns linked to programmed and pre-existing activities, including: urban month (October of each year) and World Cities Day, by UN Habitat; Master's degrees in Land and Urban Planning in universities, the conferences and seminars organised by professional associations, the Autonomous Communities and the town councils themselves. etc.

5.5. ENCOURAGE EXPERIENCES AND PILOT PROJECTS THAT ALLOW TRANSFERRING KNOWLEDGE INVOLVING THE IMPLEMENTATION OF THE URBAN AGENDA.

The Ministry of Development will promote the creation of pilot projects to prepare action plans for the Agenda and will disseminate them through its website to promote their knowledge and transfer. Similarly, this page will host, through the corresponding links or by redirecting to them, the different action plans that are approved by the Town Councils that endorse the Spanish Urban Agenda.

It will also promote the circulation of documented best practices and successful experiences or initiatives, including some in the international arena. The UR-BACT projects, with their work methodology and funding from European funds, can provide a good starting point.

5.6. CREATE, PROMOTE AND COORDINATE PARTNERSHIPS ON THE AGENDA'S SPECIFIC THEMATIC GOALS.

In order to see how partnerships have worked in the European Union's Urban Agenda, the Ministry of Development will promote the implementation of thematic associations to allow a group of stakeholders from different fields (the three levels of government, the private, financial and academic sectors, and civil society) to share their concerns, questions and experiences and provide proposals for solutions to the challenges posed. These intervention proposals could become actual, thematic action plans that identify how many and which agents would be responsible for adopting the different measures.

5.7. DEVELOP USEFUL INSTRUMENTS FOR PUBLIC AGENCIES AND PROFESSIONS THAT PROVIDE VALUE TO THE AGENDA'S GOALS.

Specifically within this more general line of action, the Ministry of Development will promote the generation and use of a “Construction register” model that can be used to record the conservation and renovation activities that are carried out over time. As with the Building Evaluation Report (<https://iee.fomento.gob.es/>), it will consist of a software program that can be used to update and improve the register.





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The Spanish Urban Agenda has been drawn from the bottom up, as recommended by the international Agendas, taking into account the contributions of all the key actors in urban development.



PROCESS FOR PARTICIPATING IN THE SPANISH URBAN AGENDA

The long participatory process has been going on for more than a year and a half and began when a group of independent and multidisciplinary experts was set up in June 2017 to provide an initial draft to work on. And like any participatory process, its fundamental mission has been to give a voice to the various public and private stakeholders who, from the multiple perspectives of their respective interests, have wished to contribute to the common objective of the sustainable development of towns and cities.

The participation was organised around seven different working groups that, in turn, and at the request of the stakeholders themselves, led, in some cases, to several sub-groups and even bilateral meetings and contacts. These Groups and their composition are outlined below:

1 | WORKING GROUP WITH INDEPENDENT EXPERTS.

The experts selected by the Ministry of Development's Directorate General of Architecture, Housing and Land were as follows:

Mr Ignacio Alcalde Marcos. Architect. *Vice-President of the Metrópoli Foundation.*

Ms Alicia Torrego Giralda. Physicist. *Manager of the CONAMA Foundation.*

Mr Jorge Ozcáriz Salazar. Forestry Engineer. *Director of the Vitoria Environmental Consultancy.*

Mr José María Ezquiaga Domínguez. Architect and Sociologist. *Dean of the Official College of Architects of Madrid.*

Mr Pedro Marín Cots. Economist. *Director of the Observatory of Urban Environment of Málaga.*

Mr José Fariña Tojo. Architect with a Bachelor's Degree in Law. *Professor Emeritus at the Advanced School of Architecture in Madrid. UPM.*

Mr Andrés Monzón de Cáceres. Civil Engineer. *Professor in Civil Engineering Department: Transportation and Territory - School of Civil Engineering. UPM.*

Salvador Rueda Palenzuela. Biologist, psychologist and environmentalist. *Director of the Urban Ecology Agency of Barcelona.*

Mr Jesús María Erquicica Olacitiui. Architect with a Bachelor's Degree in Land Management. *Head of the Regional Management Service of the Basque Government's Directorate General of Territorial Planning, Urban Planning and Urban Regeneration.*

Mr Fernando Nasarre y de Goicoechea. Architect. *Ample public experience in managerial positions at all three levels of government, both in urban planning and housing.*

Mr Juan Antonio Santamera Sánchez. Civil Engineer. *President of the Association of Civil Engineering.*

2 | INTERMINISTERIAL WORKING GROUP.

It was formally constituted on 27 February 2018, and in addition to the contributions that were made out loud during the meetings, written contributions were submitted by the Ministries of Agriculture and Fisheries, Food and Environment; of Energy, Tourism and the Digital Agenda; of Health, Social Services and Equality; of the Presidency and Territorial Administrations; and of the Interior. As part of the document's second draft, observations were made and comments were provided by the Spanish Climate Change Office of the Ministry for the Ecological Transition; the Ministry of Finance's Directorate General for European Funds; the Sub-Directorate General for the Integrated Management of the Public Water Domain, again from the Ministry for the Ecological Transition and the Sub-Directorate General for the Promotion of the Information Society of the Ministry of the Economy and Business. The State Secretary for Social Services, part of the Ministry of Health, Consumer Affairs and Social Welfare, provided contributions from IMSERSO, the General Directorate for Disability Policies and the General Directorate of Public Health.

Specific mention must be made of the bilateral meetings held, and which are still ongoing, with the Ministry of Finance's Directorate General for European Funds, a management centre that is key to ensuring that the strategic goals present in the Urban Agenda are specific and aligned with the goals pursued by European funds for urban development during the next programming period (2021-2027).

3 | WORKING GROUP WITH THE AUTONOMOUS COMMUNITIES.

The initial draft of the document was presented at the Sectoral Conference held on 15 March 2018. From that moment on, a Technical Working Group was convened with the Multilateral Committee of Directors General, which took place on 5 April of that year. On 30 May, a second Sectoral Conference was held to discuss the progress made with the initial draft. Formally, and beyond the contributions made at the two sectoral conferences and the multilateral meeting, comments and suggestions were formally received from the regional governments of Andalusia, Cantabria, Extremadura, the Basque Country and Valencia. The second draft of this much more mature text featured contributions from the Community of Madrid and the Board of Communities of Castilla la Mancha.

4 | WORKING GROUP WITH LOCAL ENTITIES (FEMP).

As part of the Collaboration Agreement signed between the Directorate General of Architecture, Housing and Land and the FEMP, on 13 April 2018, an initial open participation workshop was held in which collaboration from all the Local Bodies interested in being part of the participatory process was requested.

On 23 April, the FEMP created a technical group consisting of representatives from town and

provincial councils representing the territorial and population variety of Spain. This group is grounded not only in these two criteria, but also in aspects such as experience in urban issues, participation in other working groups, the ability to provide different viewpoints, etc. The city councils of La Coruña, Alfaro, Avilés, Barcelona, Guadalajara, Madrid, Murcia, Salamanca, San Cristóbal de la Laguna, Santander, Terrassa, Teruel, Valencia, Vigo, Villanueva de la Serena, Vitoria-Gasteiz, the Menorca Island Council and the councils of Barcelona and Cordoba were actively involved in this group. A second meeting, held on 6 June, and a final one on 17 October 2018, put the finishing touches on one of the groups, of all those that took part in the participation process, that was most actively involved in the Urban Agenda. All the representatives from each of the Local Entities made contributions to each and every document that makes up the content of the Urban Agenda: diagnosis, strategic framework, indicators and action plan. Specifically, an interesting course of action was pursued to localise and launch pilot projects to implement the Urban Agenda at the municipal level, both generally and on a thematic basis.

5 | WORKING GROUP WITH THE THIRD SECTOR, ACADEMIA AND CIVIL SOCIETY.

On 25 April 2018, the Urban Agenda Presentation Conference was held. Open to all, it featured a high level of participation. Given the interest of some of its most relevant stakeholders in working through subgroups, a Sub-Working Group with the third sector was specifically formed.

It was created on 21 May 2018 and its members include Cáritas, the Spanish Committee of Representatives for Disabled Individuals (CERMI), the Spanish Refugee Relief Commission, the Fundación Secretariado Gitano, Provivienda, the Fundación Convivencia y Coste Social (CE-PAIM) and the RAIS Foundation. All these organisations contributed to and were active in the process of drafting the Agenda, which has now been expanded to the Agenda's implementation. The heavy involvement of Caritas and CERMI is particularly noteworthy.

6 | WORKING GROUP WITH THE PRIVATE SECTOR.

The Urban Agenda presentation workshop for this specific group took place on 21 May 2018, after which the following bilateral working groups were created at the request of the stakeholders themselves:

- The Cities Committee of the College of Civil Engineers, on 4 June 2018.
- The Contemporary Architecture Foundation of Cordoba, on 7 June 2018.
- DigitalEs, Spanish Association for Digitisation, which brings together the main companies in the digital technology and innovation sector in Spain and the CEOE, on 9 July 2018.
- The Advanced School of Architecture of Madrid, on 16 July 2018.
- The Confederation of Housing and Renovation Cooperatives of Spain (CONCOVI), on 13 September 2018.
- The Board of Governors of Architectural Colleges of Spain, on 12 September and 15 November 2018.

■ The Spanish Association of Town Planning Specialists (AETU), on 11 December 2018.

Specific meetings were also held through other channels, mainly online with the Association for the Sustainability and Progress of Societies (APSYS), with Paisajes Transversal and with the Spanish Association of Town Planning Specialists (AETU), which gathered contributions from members of the Association of the Autonomous Communities of Aragon, Castilla y León, Castilla La Mancha, Extremadura, La Rioja and Madrid. The ENEL Group (Endesa) and the Instituto de Salud Carlos III also presented comments for consideration when drafting the text of the Urban Agenda.

7 | WORKING GROUP FOR THE URBAN AGENDA OF THE URBAN INITIATIVES NETWORK.

In order to specifically ascertain the opinion of those cities that had drawn up their Sustainable and Integrated Urban Development Strategy (EDUSIS), a questionnaire was sent to the members of this Working Group who had specifically expressed an interest in being a part of the Agenda's participatory process. In addition, a link to the group was published, along with information on the RIU Plenary Session held in Benidorm on 15 October. 21 replies were received from the town councils of Huelva (2), León, Orihuela, Rota, Calahorra, Sant Boi de Llobregat, Málaga (OMAU), Albacete, A Estrada, Torrent, Córdoba, La Coruña, Granada, Cádiz, Cuenca, Murcia, Paterna, Adra, Almansa and Martos. Finally, contributions were also received from the regional government of Valencia (2).

Many of the aforementioned town councils also showed an interest in implementing the Agenda by drawing up their corresponding action plans.



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