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Analysis of the Municipal Urban Mobility Plan of São Paulo - PlanMob 2015 in light of sustainability criteria

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Abstract

In this work, a recent planning instrument is analyzed, the São Paulo Mobility Plan - PlanMob/SP 2015, which is proposed as a strategic instrument for a more efficient urban planning, taking into account the collective needs. The analysis consisted of a conceptual survey, based on specialized bibliography, with the purpose of identifying and characterizing the sustainability criteria and their application to the analysis of PlanMob/SP 2015.

Key words:

Urban mobility; Sustainability; PlanMob 2015.

Introduction

An intense urban sprawl, in a scenario of inefficient land use planning, creates a demand for effective urban mobility. The concentration of equipment and services in certain areas contributes to the diffusion of the motorized individual mobility model to the detriment of collective alternatives. It is also known that the transport sector of both passengers and freight is an important emitter of greenhouse gases (GHG). Barczak and Duarte (2012)¹ argue that since 1970 the sector's CO₂ emissions have increased by 120%, with the main fuels used globally coming from non-renewable energy sources. Faced with the challenges of transforming this reality, planning at various levels of government that has become urgent for several sectors assumes a prominent position in the case of transportation. This paper analyzes the document Plan of Mobility of São Paulo - PlanMob / SP 2015, which constitutes a set of strategic tools that should serve to the management and planning of the infrastructures desirable for the consolidation of an urban mobility that is intended to be accessible, democratic, predominantly collective and non-motorized (SÃO PAULO/SPTTrans, 2015)². The document considers the particularities of the city of São Paulo and extends to the Metropolitan Region of São Paulo - RMSP. The objective of the project was to analyze the official document of PlanMob/SP 2015, focusing initially on a conceptual survey, based on specialized bibliography, in order to identify if the object of this study is an initiative that considers the criteria of sustainability. Therefore, specific objectives are focused on verifying the application of the sustainability criteria for urban mobility, which specifically considers overcoming the use of individual motor vehicles, guaranteeing accessibility and overcoming fossil-intensive transport. Finally, we try to verify the framework of our object according to the criteria of sustainability; therefore, we could consider the PlanMob/SP 2015 planning tool as an appropriate tool for sustainable urban mobility according to its affinity with sustainability criteria.

Results and Discussion

In general, we have identified PlanMob/SP 2015 as an aligned tool with the demands of promoting sustainability in urban mobility and the National Policy on Urban Mobility (Federal Law 12.587/2012), which determines that urban planning should promote well-being of populations. The tool gathers guidelines, principles and objectives referred as follows.

- Seek to ensure the sustainable development of the transport network;
- Aim at providing democratic access to the city;
- Consider the need for a reorganization of the urban transport network that prioritizes collective modes of mobility, the contraction of the average time of displacement and emission of greenhouse gases (GHGs), through the encouragement of collective and active modes; and
- Aim to reduce deaths caused by traffic accidents through mitigation measures, such as the reduction of speed limits for motor vehicles.

Conclusions

This research, starting from a literature review on urban mobility and sustainability and from a documental analysis, enabled us to propose and establish a synthetic discussion about those concepts, with the identification of elements or criteria that could be operational for the analysis of PlanMob/SP 2015. The main conclusion we reached is that there is an adherence of PlanMob purposes with the criteria of sustainability. As the official document strives to demonstrate, it is possible to evaluate that, at least in theory, urban mobility planning should be centered on people and not on vehicles, thus ensuring the possibility of a humanized, safe, accessible and environmentally sound circulation (SÃO PAULO / SPTTrans, 2015). Thus, a positive evaluation of the document was possible. As for the accomplishment of its purposes, the sustainability of urban mobility has to be assessed by other kind of inquiries. Therefore, the PlanMob/SP 2015 implementation demands further research and evaluation.

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