València 2030
Urban Strategy

STRATEGIC DIAGNOSIS

CONTENTS

ACRONYMS AND ABBREVIATIONS

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SUA	Spanish Urban Agenda (Agenda Urbana Española)
AC/ACs	Autonomous Community/Autonomous Communities
CLC	Corine Land Cover
IPP	Innovative Public Procurement (Compra Pública Innovadora)
SWOT	Strengths, Weaknesses, Opportunities and Threats Matrix
EUVLC2030	València 2030 Urban Strategy (Estrategia Urbana València 2030)
ETCV	Territorial Strategy of the Valencian Community (Estrategia Territorial de la Comunitat Valenciana)
EVCS	València Healthy City Strategy (Estrategia València Ciudad Saludable)
EVLC TECH CITY	VLC Tech City Strategy (Estrategia VLC Tech City)
GVA	Government of the Valencian Community (Generalitat Valenciana)
IGN	National Geographic Institute (Instituto Geográfico Nacional)
INE	National Institute of Statistics (Instituto Nacional de Estadística)
SL	Strategic Line
LOTUP	Law on Land-Use, Urban and Landscape Planning (Ley de Ordenación del Territorio, Urbanismo y Paisaje)
LIC	Site of Community Interest (Lugar de Interés Comunitario)
MDTV	València 2030 Early Demand Map - IPP (Mapa de Demanda Temprana València 2030 – CPI)
MITMA	Ministry of Transport, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana)

MVLC   València 2030 Missions (Missions València 2030)

SDGs   Sustainable Development Goals

SO   Strategic Objective

PAAUUV   València Urban Agriculture Plan (Plan de Agriculturas Urbanas de València)

PACES   Climate and Sustainable Energy Action Plan (Plan de Acción para el Clima y la Energía Sostenible)

PAMMV   Environmental Action Plan for the València Municipality (Plan de Acción Medioambiental del Municipio de València)

PATEVAL   València Metropolitan Spatial Action Plan (Plan de Acción Territorial Metropolitano de València)

PATHorta   Spatial Action Plan for the Development and Revitalisation of La Huerta de València (Plan de Acción Territorial de Ordenación y Dinamización de la Huerta de València)

PATIVEL   Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (Plan de Acción Territorial de la Infraestructura Verde del Litoral de la Comunitat Valenciana)

PJV   València Youth Plan 2019-2023 (Plan para la Juventud de València 2019-2023)

PMMII   Municipal Framework Plan for Immigration and Interculturality 2019-2022 (Plan Marco Municipal de Inmigración e Interculturalidad 2019-2022)

PMOME   València Metropolitan Mobility Plan (Plan de Movilidad Metropolitana de València)

PMUS   Sustainable Urban Mobility Plan (Plan de Movilidad Urbana Sostenible)

PST   València Tourism Sustainability Plan, 2022-2024 (Plan de Sostenibilidad Turística de València, 2022-2024)

MSW   Municipal Solid Waste

SerTIC   Information and Communication Technologies Service (Servicio de Tecnologías de la Información y Comunicación)

SIOSE   Spanish Land Occupation Information System (Sistema de Información Ocupación del Suelo de España)

SIU	Urban Information System (Sistema de Información Urbana)
AV	Absolute Value
VLC	City of València
SPA	Special Protection Area for Birds

1 INTRODUCTION

This Strategic Diagnosis is based on the work carried out in 2020 by València City Council, the results of which were set out in two documents: the "Initial strategic positioning report" and "Definition of axes, lines and strategic objectives". As stated in the introduction to the first of these documents, the main objective of the Report was to:

> *"...draw up an initial diagnosis in which the starting position of the city of València is established from the analysis of the city's main strategies. In particular, this first diagnosis seeks to identify the recurrent and cross-cutting themes in the plans, as well as the main challenges for the city associated with them. Likewise, this report seeks to illustrate, through quantitative and qualitative information, an overview of these challenges in the city of València"*

This 2020 Positioning Report served as the basis for the subsequent drafting of the document "Definition of axes, lines and strategic objectives" which in turn served as the first draft of what would later become the "Strategic Framework of the City of València", approved in the Municipal Plenary in April 2021.

The 2021 Strategic Framework was composed of a number of elements:

1. Seven guiding principles of the strategy
2. Two key conceptual references: SDGs and the Urban Agenda
3. An exceptional situation with the response to COVID-19
4. Six perspectives for rethinking the city
5. Twelve strategic lines to transform the city
6. Six missions to guide innovation
7. A comprehensive system of indicators

This Strategic Framework was created with the aim of being a tool to promote a process of debate and comparison, as explained in the introduction to that document:

> *"This document is intended to stimulate debate and consultation among the public so that it can benefit from contributions from a wide range of parties, both in governmental bodies and in the private sector, civil society and academia. To this end, the necessary mechanisms will be put in place to ensure that the city's Strategic Framework is widely agreed" (Strategic Framework 2021).*

Following the line established, in the second half of 2021 a public consultation process began that was structured around the 6 visions of the city, a process that concluded on 25 May 2022 with the holding of the last of the consultation workshops open to the public.

In addition, the objective of promoting public debate reached its pinnacle with the València 2030 Urban Forum, held between 2 and 31 May 2022. More than 1,500 people took part in the 20 sessions organised in different venues around the city, with the collaboration of 55 experts who contributed their ideas and opinions, as well as the public who participated in the events.

In parallel to these processes for consultation and public debate, the different areas of València City Council have continued to work on defining the actions that will drive the development of the València 2030 Urban Strategy. On the one hand, new strategies and sectoral plans have been drawn up to enrich the baseline for the Strategy; and on the other, work has also been done on the definition of the Strategy's Action Plan, a document that includes the programmes and projects being implemented, and to be implemented, in order to continue carrying out the Strategy.

This Strategic Diagnosis offers a summary of the information obtained throughout the process described in the previous paragraphs. It is divided into two parts:

- A first chapter that includes the challenges for the city identified in 2020 and which formed the basis for the 2021 Strategic Framework.
- A second chapter containing information related to the 12 strategic lines defined in the revised 2022 Strategic Framework.

This results in a Strategic Diagnosis document that brings together all the basic information that has been fundamental for the elaboration of the Action Plan for the València 2030 Urban Strategy. This information, in a very summarised form, has been obtained from three sources:

- Descriptive data and official indicators in the Spanish Urban Agenda and the SDGs.
- Plans and strategies drawn up in recent years, both by València City Council and the Generalitat Valenciana.
- Consultation process run between 2021 and 2022.

Each of the two parts of this document begins with a brief explanation of the methodology and source for the information included.

2 CITY CHALLENGES

2.1
Methodology used to obtain the city challenges

The study on the strategic positioning of the city of València at the sectoral and regional level aimed to identify the main challenges and strategic areas that the city has defined and prioritised in recent years. In this way, an initial diagnosis was made, identifying the recurrent and cross-cutting themes in the plans, as well as the main city challenges associated with them.

The methodology used to carry out the initial diagnosis was based on an analysis of documents and a large number of interviews with area heads at València City Council.

The work was carried out in six steps that allowed, based on the analysis of documents and interviews, the most important challenges for the city of València to be identified and prioritised. These were set out in the Initial Positioning Report.

2.1.1   Step 1. Reviewing and structuring strategies

Firstly, all the strategies were reviewed and structured in a standardised way, organised into axes and lines of action. This exercise was necessary to organise the information contained in documents with different structures.

The analysis of documents was based on the review of a total of 25 strategies shared by València City Council with the aim of identifying the main challenges facing the city:

1. Government Plan
2. COVID Framework Agreement
3. València 2030 Missions
4. Guidelines for the elaboration of the General Plan
5. València 2020 Strategy: València Smart City
6. València Healthy City
7. Municipal Agri-Food Strategy 2025
8. Natzaret Integral Participatory Strategy
9. Orriols Integrated Participatory Strategy
10. Benimaclet Integral Participative Strategy
11. Public participation model
12. València's Road Safety Master Plan

13. Strategic Housing Plan 2017-2021
14. Equality Plan 2018-2019
15. Social Services Plan 2019-2023
16. International Development Cooperation Plan 2019-2022
17. Environmental Action Plan for the Municipality of València
18. Climate and Energy Action Plan 2030
19. Strategic plan for employment, entrepreneurship and training 2017-2020
20. València Youth Plan 2019-2023
21. Municipal Framework Plan for Immigration and Interculturality 2019-2022
22. Plan to improve air quality in l'Horta
23. Municipal Plan on Addictive Disorders 2016-2021
24. Sustainable Urban Mobility Plan (PMUS)
25. Tourist València 2020

Given that the final objective of this first phase was to identify and formulate individual challenges for the city, the content of the strategies was analysed in order to be as specific as possible. In other words, all the information was identified that pointed to a set of concrete goals that were expected to be achieved with the established strategy.

For this purpose, information was systematically identified in each strategy which, due to its action-oriented formulation and level of concreteness, could be defined as a strategic objective, i.e. as a set of specific goals that are expected to be achieved with the established strategy.

2.1.2   Step 2. Thematic classification

Once the structure of the different strategies had been analysed and the strategic objectives (EOs) identified, a thematic classification was carried out, in which the SOs of each strategy were arranged into different thematic groups. These thematic groups were created with reference to the goals of the Spanish Urban Agenda (SUA), for the following three reasons:

- the SUA is a strategic document at national level that integrates the European and international agendas on urban development and sustainability (2030 Agenda, the United Nations Agenda and the Urban Agenda for the European Union).
- the SUA offers a set of Rules for Strategic Objectives that serves as a guide for Spanish cities such as València in the design of urban development policies based on sustainability criteria.
- There is a thematic correlation between the Rules and the strategies analysed, which allows the SUA to be used as a reference when identifying city challenges for València.

The methodological process was as follows:

Firstly, an exhaustive review was carried out of all the strategic and specific objectives in the Spanish Urban Agenda (1), from which a series of key concepts associated with each objective analysed were derived (2), subsequently grouped into thematic areas (3), with the aim of obtaining the greatest level of detail on the content of the agenda and establishing correlations with the strategic objectives (SOs) identified in the strategies for València (4).

During the process of classifying the SOs, thematic areas absent from the SUA but present in the strategies analysed for València were identified and added to the list of thematic areas (5):

Strategic objectives of the SUA	Reformulated thematic areas
Strategic Objective 1: Land management and rational land use, for its conservation and protection.	1. Spatial planning and protection of the landscape
Strategic Objective 2: Avoid urban sprawl and revitalise the existing city.	2. Urban compactness and facilities
Strategic Objective 3: Prevent and reduce the impact of climate change and improve resilience.	3. Climate change and resilience
Strategic Objective 4: Sustainable resource management and promotion of the circular economy.	4. Sustainable resource management and circular economy
Strategic Objective 5: Promote proximity and sustainable mobility.	5. Proximity and sustainable mobility
Strategic Objective 6: Promote social cohesion and seek equity.	6. Social cohesion and equity
Strategic Objective 7: Promote and foster the Urban Economy.	7. Revitalisation and diversification of the local economy
Strategic Objective 8: Ensure access to housing.	8. Access to Housing
Strategic Objective 9: Lead and foster digital innovation.	9. Digital innovation
Strategic Objective 10: Improve instruments for intervention and governance.	10. Management and governance
Missing thematic areas added	11. Health and well-being
	12. Culture and education

2.1.3   Step 3. Formulation of the city's challenges

Once the structure of the strategies had been analysed, the strategic objectives of each strategy identified (Step 1) and the strategic objectives classified into 12 thematic areas (Step 2), the next step was to formulate the challenges for the city (Step 3). For this, the following steps were taken:

Based on the thematic classification (1), there was an analysis of the content of the set of strategic objectives grouped into each thematic area (2) and the main sub-themes present were identified (3), many of which cut across more than one thematic area. Once these has been identified, they were synthesised and formulated as challenges (4).

Specifically, the formulation of challenges was carried out according to the following definition of challenges set out in the "General Framework of the 2030 Strategy":

> *"The challenges are the big issues that the city has to address in order to respond to the challenges set out in the SDGs and the Spanish Urban Agenda. These are global and cross-cutting issues and therefore do not follow the departmental structure of the different areas of government, but instead incorporate an interdisciplinary and cross-sectoral perspective in their formulation"*

In contrast to the thematic areas, which are descriptive, the challenges set out a concrete position on a challenge and are therefore formulated as an action.

2.1.4   Step 4. Interviews with area managers

In parallel to the analysis of documents (step 1, step 2 and step 3), 17 interviews were carried out with coordinators, section heads and directors of the areas of the City Council linked to each strategy analysed. These interviews, conducted remotely between September and October 2020, helped to refine the list of city challenges formulated and reflect on the cross-cutting nature of some of these challenges (see Step 6) from the perspective of the area managers.

2.1.5   Step 5. Prioritisation of challenges

Once the analysis of documents (steps 1, 2 and 3) and the interviews (step 4) had been completed, a prioritisation exercise for the city challenges was carried out based on a set of endogenous and exogenous criteria.

Criteria endogenous to the city:

- **Criterion A. Weight in Local Agenda.** Measures the weight of each challenge in the local agenda and is expressed as a percentage.

- **Criterion B. Metropolitan priority level.** Measures the importance of each of the challenges from the metropolitan perspective and is expressed in three levels of priority: high, medium and low.

Criteria exogenous to the city (national, European and international agenda):

- **Criterion C. Correlation with SUA goals.** Measures the correlation between the SUA goals and each of the challenges and is expressed as a percentage.
- **Criterion D. Correlation with the goals of the 2030 Agenda.** Measures the correlation between the 2030 Agenda goals and each of the challenges and is expressed as a percentage.
- **Criterion E. Correlation with the post-Covid-19 recovery package.** Measures the correlation between the priorities defined within the post-Covid 19 recovery package at the European and national level and each of the challenges and is expressed in three priority levels: high, medium and low.

Based on these criteria, five different scenarios were drawn up in which priority challenges were identified for each criterion. There was also a final scenario in which all five criteria were taken into account at the same time. This range of scenarios was useful to identify priority challenges based on different perspectives.

For example, the challenge of *combating inequality and ensuring social cohesion* was the highest scoring challenge in the first scenario, which takes into account the criterion of the weight of the challenge in the local agenda, while *reducing the environmental impact on the city and combating climate change* was the highest scoring challenge in the final scenario, which takes into account all criteria.

2.1.6   Step 6. City challenges

Finally, challenge sheets were drawn up, containing relevant information resulting from the analysis of documents, the prioritisation of challenges and the conclusions drawn from the interviews. The information has been structured as follows:

A. **Description**: a brief description of each challenge.
B. **Linked themes**: list of sub-themes present within the city strategies associated with each challenge.
C. **Fit with the local agenda**: in what percentage of the strategies analysed is each challenge mentioned and in how many of the reference strategies is it mentioned (Government Plan, Covid-19 Framework Agreement, València 2030 Missions and Special Plan for Urban Quality Guidelines).
D. **Starting point:** what are the strengths and weaknesses associated with each challenge, based on the València strategies and indicators developed.

E. **Observations:** observations made by those area managers in the City Council related to the challenges made during the interviews carried out.

2.2
Challenge 1. Reduce the city's environmental impact and combating climate change

2.2.1   A. Description of the challenge

The scientific community is arguing that **climate change is now a reality** around the world. In recent decades, this **phenomenon, caused by humans, has worsened exponentially**. In Spain it has resulted in longer summers, a reduction in average river flows, the spreading of the semi-arid climate and an increase in heat waves, along with their frequency, duration and intensity (Ministry for Ecological Transition and the Demographic Challenge).

Urban activity is a major cause of climate change, with cities producing more than **60% of greenhouse gas emissions**. To reverse this situation, **mitigation strategies** that reduce the drivers of climate change and **adaptation strategies** that limit climate change risks and increase the resilience of cities must be implemented in parallel.

2.2.2   B. Sub-themes linked to this challenge that recur in the strategies

2.2.2.1   Waste management
- Recycling
- Waste reduction
- Optimisation of water use and sanitation control

2.2.2.2   Climate change adaptation and mitigation
- Reduction of air and noise pollution
- Reduction of municipal ecological footprint
- Enhancing resilience in climate management
- Access to environmental information and education
- Training and raising of public awareness about climate change

- Climate-smart public procurement
- Institutional coordination to combat climate change
- Adapting urban planning to climate emergencies

2.2.2.3 Green and blue infrastructure on a metropolitan scale

- Integration and protection of the La Huerta area
- Boosting green and blue infrastructure in the metropolitan area

2.2.3 C. Fit with the local agenda

- This challenge appears in 11 of the 23 plans analysed (48%).
- It is further developed within the Environmental Action Plan for the Municipality of València, the Climate and Sustainable Energy Action Plan for the city of València and Plans for the improvement of the air quality of the conurbation ES1016: L'Horta (València and Metropolitan Area).
- Of the four benchmark strategies, this challenge is mentioned within the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement, València 2030 Missions.

2.2.4 D. Starting point

2.2.4.1 Strengths

- **Protected forest area**. After the Community of Madrid, the Valencian Community is the Autonomous Community with the highest percentage of forest area protected by the Natura 2000 Network. (IdenCity, 2020 Sustainable Development Goals Index)
- **Environmental budget**. Compared to other Spanish provincial capitals, València has one of the highest budgets for environmental protection and improvement: €7.70 per inhabitant. (IdenCity, 2020 Sustainable Development Goals Index)
- **Political commitment to climate change**. The city of València is a member of the world's largest movement of cities for local action on climate and energy, the European Commission's Covenant of Mayors for Climate and Energy, and has adopted its commitments. First, the city has committed to the 2020 and 2030 goals set. Second, it has formulated a Sustainable Energy and Climate Action Plan (Plan de Acción para el Clima y la Energía Sostenible - PACES) and performs regular progress monitoring. (IdenCity, 2020 Sustainable Development Goals Index)

2.2.4.2   Weaknesses

- **Flood risk**. According to studies by the European Commission, València is expected to have a high level of flood risk over the next 30 years. (IdenCity, 2020 Sustainable Development Goals Index)
- **Perception of political involvement in the fight against climate change.** On a scale of 0 to 3, València scores 0.75 on the level of involvement of politicians in the fight against climate change, as perceived by the public. (IdenCity, 2020 Sustainable Development Goals Index)
- **Vehicle pollution**. In the l'Horta area, which contains the municipal area of València, approximately 50% of nitrogen oxide emissions are caused by road traffic, while the other half are accounted for by agricultural and industrial activity and other mobile sources: ships and aircraft. (Plans for the improvement of air quality in the Conurbation ES1016: L'Horta València and Metropolitan Area).

2.2.5   E. Comments

Comments made by the area heads of the City Council:

- **Supra-municipal framework**. The work being done at the bioregional level is positive, as it addresses the whole ecological system and is not limited to a municipal vision.
- **The city's social ecosystem**. The social fabric is a facilitating element, since within València there is a public movement that is committed to environmental protection and there are associations that deal with and do research into the rural environment and food.
- **Polluting sectors**. Given that the main polluting sectors in the city are the mobility of people and goods, construction and retail, it is necessary to work hand in hand with the responsible parties to reduce emissions in the city.
- **L'Horta**. The environmental value of l'Horta has been mentioned more than once in the interview phase and work is being carried out in many areas. Currently, pedestrian routes to la Horta are being developed and pilot initiatives co-developed with farmers are being implemented to improve the area.

2.3
Challenge 2. Promote a sustainable, efficient and safe mobility model

2.3.1   A. Description of the challenge

Recognition of the **environmental, social, political and economic** impacts of mobility, both for people and goods, is leading cities to accelerate the transition towards **more efficient and sustainable models based on the use of new energies**.

To this end, the inverting of the mobility pyramid is being promoted, meaning a move towards a model in which walking, non-motorised vehicles and public transport are the main modes of transport. To this end, the city must align its efforts around policies that improve the city's **connectivity, safety of travel and pedestrian and cycling infrastructure**, all from a metropolitan perspective of sustainable, efficient and safe **urban planning**.

2.3.2   B. Sub-themes linked to this challenge that recur in the strategies

2.3.2.1   Connectivity and coverage
- Increased connectivity
- Public transport coverage
- Metropolitan mobility
- Reduced number of journeys

2.3.2.2   Urban cycling
- Promotion of cycling
- Expansion and improvement of the cycling infrastructure
- Coverage of cycleways

2.3.2.3   Accessible and pedestrian environment
- Pedestrianisation
- Urban quality of pedestrianised streets

- School routes
- Travel for people with disabilities

2.3.2.4 Parking and logistics
- Parking management
- Reduction in road parking
- Adaptation of loading and unloading areas

2.3.2.5 Road safety
- Road safety education
- School travel safety

2.3.3 C. Fit with the local agenda

- This challenge appears in 13 of the 23 plans analysed (57%).
- It is further developed within the Sustainable Mobility Plan (PMUS).
- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement, Special Plan for Urban Quality Guidelines.

2.3.4 D. Starting point

2.3.4.1 Strengths
- **Pedestrianised space**. València has 35.6 square metres of pedestrian area per hectare of urban land, ranking it sixth from the top in terms of the provincial capitals with the best results. (IdenCity, Health Index 2020)
- **Pricing structure**. València has implemented pricing systems for people with functional diversity, elderly people and young people. (IdenCity, Sustainable Mobility Index 2020)
- **Night bus service**. València has 12 night bus lines that operate every working day and at weekends. (IdenCity, Sustainable Mobility Index 2020)

2.3.4.2 Weaknesses
- **Sustainable vehicle fleet**. In 2016, 49% of vehicles used in València were diesel and 50% were petrol, while only 1% used other fuels. (Climate and Sustainable Energy Action Plan for the city of València).

- **Vehicle density**. In 2017, vehicle density in the province of València was 482 vehicles per m2, making it the province with the fourth highest vehicle density in Spain. (IdenCity, Sustainable Mobility Index 2020)
- **Length of cycleways**. The city of València has 168 km of cycleways, which translates into 21.23 kilometres per 10,000 inhabitants. These results place it slightly above the average across the 52 provincial capitals, below cities such as Barcelona and Seville but above Madrid. (IdenCity, 2020 Sustainable Development Goals Index)
- **Bicycle accidents**. In 2017, València was the provincial capital with the ninth highest level of bicycle accidents. (IdenCity, 2020 Sustainable Development Goals Index)
- **Accessibility in mobility**. Only 12 out of 100 traffic lights in the city issue acoustic warnings for use by visually impaired people. (IdenCity, Smart Index 2019)

2.3.5   E. Comments

- **Suitable geography**. The interviewees agree that one of the great advantages of València is that it has an ideal climate and terrain for cycling.
- **Metropolitan mobility**. Area managers indicate that mobility should be addressed at a metropolitan level and in cooperation with the neighbouring municipalities.
- **Inclusive pedestrianisation**. Pedestrianisation actions have been successfully carried out and could be replicated in other parts of the city. In these actions, the inclusive component has been highlighted as part of their success.
- **Noise and air pollution**. Mobility actions are intrinsically linked to air quality and urban noise, so it is necessary to act following criteria that include these elements.

2.4
Challenge 3. Achieve a sustainable and locally sourced agri-food system

2.4.1   A. Description of the challenge

In the last decade, the externalities of industrial agricultural production and the international food trade system have forced cities to **rethink their agri-food models and urban food policies**.

More and more cities are committed to **improving agricultural production practices in their peri-urban areas**, as well as the **sale and consumption of healthy, local food**. This challenge involves working on **shaping the agricultural world and its inhabitants**, and transforming **agri-food value chains** into a **fairer and more sustainable** process.

2.4.2   B. Sub-themes linked to this challenge that recur in the strategies

2.4.2.1   Sustainable agricultural trade and practice
- Local agriculture
- Improved connection with la Horta de València
- Short marketing and direct sales channels for food products
- Implementing sustainable agri-food practices
- Sharing agro-sustainable experiences with other cities

2.4.2.2   Sustainable food
- Improving food sovereignty
- Public procurement of healthy food
- Responsible food consumption
- Sustainable gastronomy

2.4.3   C. Fit with the local agenda
- This challenge appears in 5 of the 23 plans analysed (22%).
- It is further developed within the Municipal Agri-Food Strategy 2025 (Estrategia Agroalimentaria Municipal).
- Of the four benchmark strategies, this challenge is mentioned within the strategic objectives of two of them: Government Plan, Covid-19 Framework Agreement and València 2030 Missions.

2.4.4   D. Starting point

2.4.4.1   Strengths
- **Consumption of fruit and vegetables**. According to 2017 data, the Valencian Community is the autonomous community with the highest percentage of fruit and vegetable consumption. 61% of the population consumes these foods on a daily basis. (IdenCity, Health Index 2020)

- **Agricultural productivity**. After Jaén and Castellón de la Plana, València is the province with the highest agricultural productivity in Spain, producing 34.6 tonnes of agricultural output per thousand hectares. (IdenCity, 2020 Sustainable Development Goals Index)
- **Metropolitan strengths**. According to the Municipal Agri-Food Strategy 2025, the main agri-food strengths at the metropolitan level are the following:
  - progressive increase in green initiatives.
  - maintenance of a network of municipal markets and retail outlets.
  - survival of local sales outlets.
  - generation of new spaces for municipal governance and coordination in the agri-food field.
  - existence of training programmes on sustainable food in public schools. (Municipal Agri-Food Strategy 2025)

2.4.4.2   Weaknesses

- **Sustainable agricultural area**. Based on 2017 data, only 10.6% of the area dedicated to agricultural production in the province of València is cultivated following practices considered sustainable and/or ecological, a figure below the national average. (IdenCity, 2020 Sustainable Development Goals Index)
- **Deviation of food prices**. A difference of 0.68 percentage points has been identified between the growth in food prices over the last 3 years and the growth of prices in general. This deviation places València at the bottom of the provinces with the worst results in Spain. (IdenCity, 2020 Sustainable Development Goals Index)
- **Metropolitan weaknesses**. According to the Municipal Agri-Food Strategy 2025, the main weaknesses in agri-food at the metropolitan level are the following:
  - local food policies are still an emerging phenomenon.
  - the lack of intra-municipal coordination and communication when it comes to mainstreaming possible actions.
  - difficulties in coordinating the small-scale productive sector.
  - weak environment of support for small-scale agri-food innovation and entrepreneurship.
  - absence of secondary data for analysis at the municipal level.
  - difficulties in encouraging the conventional private sector to adopt more responsible practices. (Municipal Agri-Food Strategy 2025)

2.4.5   E. Comments

- **Importance in health**. The promotion of healthy eating in the context of reducing childhood obesity has been mentioned as one of the main challenges in the field of health.

- **A privileged environment**. Natural diversity is a clear advantage: València is surrounded by diverse water systems and natural ecosystems of great value, as well as having one of the most productive cultivation areas in the world.
- **Supra-municipal framework**. The work it has been doing with various parties outside the City Council on a bioregional scale is very positive, as it addresses the whole ecological system and is not limited to a municipal vision.
- **International consensus**. There is considered to be a strong international consensus on the importance of agri-food, which has resulted in networks and pacts at the international level that facilitate local work.
- **The city's social ecosystem**. In València there is a public movement committed to environmental protection and associations that deal with and research the rural environment and food.
- **Generational change**. One of the challenges in agricultural production is the ageing population; younger generations are not carrying on with the activity and family farms are being replaced by industrial agriculture.
- **Direct and fair sales channels**. There is a disconnect between peri-urban agriculture and food consumption in the city that can be corrected by shortening sales channels and promoting fairer prices for farmers.
- **Public procurement of food**. There is still a way to go to guide and promote municipal public food procurement following the principles of economic, environmental and social sustainability.

2.5
Challenge 4. Advance the energy transition

2.5.1   A. Description of the challenge

The energy transition is a **key strategy in the global climate change agenda**, strongly linked to economic and social goals such as **decarbonisation of the economy and mobility** and **energy democracy**.

Specifically, this process seeks to transform the **current energy model based on finite energy sources**, usually from fossil fuels, to an energy system that uses **renewable energy sources** aiming to achieve greater **energy efficiency** and better management of **energy demand** (European Union). It is the cities that can make great strides in this direction, as they account for **78% of the world's energy consumption**.

2.5.2   B. Sub-themes linked to this challenge that recur in the strategies

2.5.2.1   Energy sustainability
- Promotion of renewable energies
- Energy saving and efficiency
- Responsible consumption
- Solar energy installations

2.5.2.2   Energy equity
- Energy democracy
- Reducing energy poverty

2.5.2.3   Decarbonisation of mobility
- Decarbonisation of mobility of people and goods
- Electric mobility
- Low Emission Zones

2.5.3 C. Fit with the local agenda

- This challenge appears in 9 of the 23 plans analysed (43%).
- It is further developed within the Climate and Sustainable Energy Action Plan for the city of València (Plan de Acción para el Clima y la Energía Sostenible de la ciudad de València).
- Of the four benchmark strategies, this challenge is mentioned within the strategic objectives of all of them: Government Plan, Covid-19 Framework Agreement, València 2030 Missions and Special Plan for Urban Quality Guidelines.

2.5.4 D. Starting point

2.5.4.1 Strengths

- **Commitment to energy transition**. In 2015, València pledged to achieve a level of at least a 27% share for renewable energies and to achieve a 27% improvement in energy efficiency by 2030. (IdenCity, 2020 Sustainable Development Goals Index)
- **Reduction of energy consumption and emissions**. Between 2007 and 2016, energy consumption fell by 18.43%, while emissions fell by 28.72%, a value well above the target set by the city of València for 2020. (Climate and Sustainable Energy Action Plan for the city of València)

2.5.4.2 Weaknesses

- **Clean energy quota**. 15% of the energy produced in the province of València comes from renewable sources, far below that established by European Directive 2018/2001 (European Parliament, 2018), which set a minimum of 42% of clean energy generation out of the total. (IdenCity, Sustainable Mobility Index 2020)
- **Households without energy supply**. In 2016, 2.7% of the city's households had no energy supply, making València the provincial capital with the 6th worst results in this area. (IdenCity, 2020 Sustainable Development Goals Index)
- **Sustainable vehicle fleet**. Sustainable vehicle fleet. In 2016, 49% of vehicles in València were diesel and 50% were petrol (Climate and Sustainable Energy Action Plan for the city of València).
  In 2018, only 1% of the city's car fleet was classified as ECO (hybrid or entirely renewable energy-based) or ZERO (zero emissions), behind cities such as Barcelona (2%) and Madrid (3%). (IdenCity, Sustainable Mobility Index 2020)
- **Electric charging infrastructure**. Although València has one electric charging point for every 9 vehicles, meeting the target set by the European Union of one point for every 10 electric cars (European Federation for Transport and Environment, 2018), these

results are relative and highlight the low number of electric vehicles and poor charging infrastructure in the city.

2.5.5   E. Comments

- **Main points to work on**. Within the energy transition, the need to promote self-consumption of energy, transform the city's mobility model and encourage the production of renewable energy through procurement have been identified as the main challenges.
- **Increased transparency for the public**. During the interviews it was mentioned that information and transparency related to the energy issue must be increased in order to involve the public in this challenge.

2.6
Challenge 5. Ensure access to housing

2.6.1   A. Description of the challenge

Access to **adequate and decent housing** is internationally recognised as a fundamental part of the **right to an adequate standard of living** (United Nations, 1948, 1966). However, the inaccessibility of housing in Spain, in part due to house prices, forces many households to opt for housing in precarious conditions, with cramped spaces, little light and poor ventilation, which directly affects their health and opportunities for advancement.

To ensure access to housing, housing supply must be improved by providing a **decent, adequate, affordable, quality and sufficient housing stock** for the city's needs (Ministry of Transport, Mobility and Urban Agenda, 2019).

2.6.2   B. Sub-themes linked to this challenge that recur in the strategies

2.6.2.1   Access to housing
- Accessible housing allocation processes
- Alternative forms of access to housing

2.6.2.2   Quality housing
- Types of housing that enable social cohesion
- Housing stock with access to public and green spaces
- Reducing energy poverty

2.6.2.3   Substandard housing
- Reducing substandard housing
- Accommodation for homeless people
- Shelter plans

2.6.3   C. Fit with the local agenda

- This challenge appears in 9 of the 23 plans analysed (43%).
- It is further developed within the Strategic Housing Plan for the City of València 2017-2021.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of two of them: Government Plan and Covid-19 Framework Agreement.

2.6.4   D. Starting point

2.6.4.1   Strengths

- **Affordability of rental properties**. In the Valencian capital, the price of rented housing as a percentage of average household income is within the threshold recommended by the United Nations (IdenCity, Health Index 2020).
- **Condition of housing**. According to the 2011 census, 357,705 properties (88.0%) were located in buildings in good condition. (Pla Estratègic de Vivenda per a la Ciutat de València 2017-2021 - Strategic Housing Plan for the City of València 2017-2021)

2.6.4.2   Weaknesses

- **Exponential increase in the cadastral value of properties**. The total cadastral value of properties quadrupled between 1990 and 2016. (Pla Estratègic de Vivenda per a la Ciutat de València 2017-2021 - Strategic Housing Plan for the City of Valencia 2017-2021)
- **Evictions**. In 2018, València recorded 1,259 evictions, or 1.6 per 1,000 people. This result places it as the provincial capital with the eighth highest rate of evictions, above Barcelona and Madrid. (IdenCity, Health Index, 2020)
- **Protected housing supply.** According to data from the last 25 years, València has 17.2 homes for every 100 people at risk of poverty, a result that places it above the city of Barcelona (9.1 homes) but behind Madrid (23.4 homes). (IdenCity, Health Index, 2020)
- **Empty properties**. According to the 2011 census, 13.6% of homes in València were empty. (Strategic Housing Plan for the City of València 2017-2021).
- **Accessibility of housing**. According to the 2011 census, 61% of dwellings are not accessible. (Pla Estratègic de Vivenda per a la Ciutat de València 2017-2021 - Strategic Housing Plan for the City of Valencia 2017-2021)
- **Lack of housing for small households**. Only 9.0% of homes in València are small or very small (between 30 and 60 useable square metres). This is a challenge for single people, as they have to opt for larger homes, with the higher prices that this entails.

(Pla Estratègic de Vivenda per a la Ciutat de València 2017-2021 - Strategic Housing Plan for the City of Valencia 2017-2021)

2.6.5   E. Comments

- **Access to housing**. Access to housing is one of the most frequently mentioned challenges during the interviews with the area managers of the City Council.
- **Empty properties**. There is a serious problem with empty housing in València. Currently, 17% of the city's housing stock is empty (an increase since the 2011 census). This situation is mainly due to two factors: first, many homes that became empty as a result of the evictions generated by the financial crisis have not been reoccupied and, second, many elderly people have empty properties in València, but do not have the mechanisms to rent them out.

2.7
Challenge 6. Foster innovative and sustainable local economic development and promote entrepreneurship

2.7.1   A. Description of the challenge

In Spain, large urban areas account for around 60% of the population and employment and generate around 70% of national GDP (BBVA, 2018).

The urban economic development of each city is conditioned by factors such as its **labour market, dynamism and productivity, human capital, town planning and the physical and digital connectivity** of the region.

The challenge for cities is to be able to generate, attract and retain **talent, investment, entrepreneurship and productive enterprises, to engage internationally and to** be **resilient in a sustainable way**.

2.7.2   B. Sub-themes linked to this challenge that recur in the strategies

2.7.2.1   Economic competitiveness
- Diversification of the local economy
- Boosting the city's economic sectors
- València business friendly
- Reducing the illegal economy

2.7.2.2   Business digitalisation
- Subsidies and digitalisation for SMEs

- Boosting ecommerce
- Promoting telework

2.7.2.3 Entrepreneurship
- Social entrepreneurship
- Youth entrepreneurship

2.7.2.4 Tourism sector
- Sustainable tourism
- Subsidies for the hotel and catering sector
- Increase in the resilience of the tourism sector
- Reduction in the carbon footprint of the tourism sector
- Increased role of the business sector in the tourism sector
- Positioning of tourism products
- Promotion of the Fallas festival and cultural heritage

2.7.3 C. Fit with the local agenda
- This challenge appears in 12 of the 23 plans analysed (52%).
- It is further developed within the Strategic Plan for Employment, Entrepreneurship and Training for the city of València 2017-2020 and Tourist València, towards 2020.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement and Valencia 2030 Missions.

2.7.4 D. Starting point

2.7.4.1 Strengths
- **Evolution of the number of active companies**. Between 2012 and 2019, the average year-on-year change in the number of active companies in València was 1.1%, which is three times higher than the average for other Spanish provincial capitals (IdenCity, Competitiveness Index 2020).

2.7.4.2 Weaknesses
- **GDP growth**. Based on 2016 data, the province of València had 2% annual real GDP growth per capita, one of the lowest GDP growth rates in Spain (IdenCity, Competitiveness Index 2020).

2.7.5 E. Comments

- **Economic digitalisation**. The digitalisation of the economy is seen as an element that can increase the resilience of the city.
- **Improving the investment climate**. During the interviews, the importance of making València an attractive city for investment and entrepreneurship was discussed. In this sense, one of the areas for improvement is to reduce the bureaucracy involved in obtaining town planning and business licences.
- **Sustainable tourism**. Positioning València as a sustainable tourist destination is seen as an opportunity for economic growth.
- **Social economy**. Work is currently underway to promote start-ups, freelancers and SMEs working on social economy issues in the city.
- **Interest in collaboration within the private sector**. The City Council has identified the willingness of the business sector to work more closely with each other, encouraging collaboration and partnerships between companies.
- **Cross-sectoral support**. The collaboration of social and academic partners is seen as a key element in the economic development of the city.

2.8
Challenge 7. Ensure full employment for all

2.8.1   A. Description of the challenge

Full, productive and decent employment is one of the greatest tools for **social and economic integration** in society (International Labour Organization, 2016). According to recent data, the unemployment rate in Spain is around 15%, **the highest in Europe**. This lack of employment is a problem that mainly affects the **younger** population, with a youth unemployment rate of 45%. There are also large **gaps in the labour** market in areas such as gender equality and the inclusion of vulnerable groups.

To increase access to employment, work must be done on **equal access to job opportunities**, job creation and **training** in sectors with higher growth prospects.

2.8.2   B. Sub-themes linked to this challenge that recur in the strategies

2.8.2.1   Employment services
- Increased efficiency of VLC Activa
- Promotion of lifelong learning
- Retraining for the unemployed
- Occupational training
- Smart management of employment services

2.8.2.2   Labour integration
- Training of young people
- Increasing employment, entrepreneurship and youth emancipation
- Equal opportunities between genders
- Socio-occupational inclusion of immigrants (especially young people and women)

2.8.3   C. Fit with the local agenda
- This challenge appears in 9 of the 23 plans analysed (43%).

- It is further developed within the Strategic Plan for Employment, Entrepreneurship and Training for the city of València 2017-2020.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of two of them: Government Plan and Covid-19 Framework Agreement.

2.8.4   D. Starting point

2.8.4.1   Strengths
- **Average disposable income**. According to 2017 data, once the cost of rent has been paid in València, each member of the population has, on average, 65.2% of his or her salary left, which is considerably more than in cities such as Barcelona (39.7%), Madrid and Bilbao (52.2%). (IdenCity, 2020 Sustainable Development Goals Index)
- **Recruitment**. Between 2015 and 2016, recruitment in the city of València grew by 14.67%, 8 percentage points above the increase in the Valencian Community and Spain. (Strategic Plan for Employment, Entrepreneurship and Training for the city of València 2017-2020).

2.8.4.2   Weaknesses
- **Gender pay gap**. On average, women in the province of València earn 21.8% less than their male counterparts. While these results position it very close to the national average, there is room for improvement in wage parity (Idencity, 2020 Sustainable Development Goals Index)
- Long-term **unemployment**. According to 2018 data, 42.9% of unemployed people in the city have been unemployed for 12 months or more. (Idencity, Health Index 2020)

2.8.5   E. Comments

- **Youth employment**. Labour market integration has been identified as one of the major challenges related to the young population of València.
- **Strategic skills training**. There is a need to promote training in key skills for future employment.
- **Work-life balance and co-responsibility**. The balancing of work and personal life has been mentioned as a point to be worked on, based on men and women sharing responsibility for care.
- **Risk of exclusion**. Covid-19 has accelerated the trend for the digitalisation of the economy. There is a need to adapt the labour market to avoid social, economic and digital exclusion.
- **Women's leadership**. Initiatives are currently being implemented to enhance the role of women in business and entrepreneurship.

2.9
Challenge 8. Promote public health and well-being

2.9.1 A. Description of the challenge

According to the World Health Organisation (WHO), health is "**a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity**".

To improve the health of the population in cities, the issue of health must be addressed in **a cross-cutting manner**, working to improve the "**social determinants of health**", i.e., the circumstances in which people are born, grow up, live, work and age, as well as the quality of the health system (World Health Organisation).

2.9.2 B. Sub-themes linked to this challenge that recur in the strategies

2.9.2.1 Morbidity
- Fight against cancer
- Suicide prevention
- Control of epidemiological outbreaks
- Covid-19 Literacy

2.9.2.2 Healthy habits
- Promoting healthy cycles
- Healthy eating
- Reducing childhood obesity
- Promotion of sport and physical education
- Sexual health

2.9.2.3 Addictive disorders
- Prevention of drug use
- Addictive disorders education for young people

- Prevention of addictive disorders

2.9.2.4 Elderly people

- Active ageing
- Improving telecare
- Reduction of unwanted loneliness
- Improving care home management

2.9.3 C. Fit with the local agenda

- This challenge appears in 13 of the 23 plans analysed (56%).
- It is developed in greater depth within the València Healthy City Strategy.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement and Valencia 2030 Missions.

2.9.4 D. Starting point

2.9.4.1 Strengths

- **Mortality due to addictive substances**. The Valencian capital has a mortality rate due to addictive substances of 1.97 deaths per 100,000 inhabitants, below cities such as Barcelona (2.6) and Bilbao (3.3). (Idencity, Health Index 2020)
- **Body Mass Index (BMI)**. València is the provincial capital with the sixth highest percentage of the population with a Body Mass Index (BMI) within adequate ranges, a good indicator of the adoption of healthy behaviours. (Idencity, Health Index 2020)

2.9.4.2 Weaknesses

- **Municipal spending on health**. València spends EUR 0.76 per capita on health care, while the average expenditure of the city councils across the Spanish provincial capitals is around EUR 8. (Idencity, Health Index 2020)
- **Financial barriers to accessing health care.** According to 2016 data, 1.52% of the city's population does not use health care for financial reasons. This rate is considerably higher than in cities such as Barcelona (0.12%) and Bilbao (0.09%). (IdenCity, 2020 Sustainable Development Goals Index)

2.9.5 E. Comments

- **Lack of mainstreaming**. More than one interviewee highlighted the need to address health as a cross-cutting element in municipal policies.
- **Health inequalities**. Inequity is an important issue within health. Reducing existing inequalities (gender, regional) in the determinants of health has been identified as a challenge.
- **Healthy living**. Mention was made of the need to promote healthy living and, in particular, behaviours related to drug dependence, healthy eating and childhood obesity.
- **Local food sources**. The proximity to la Horta is considered a strength of the city in terms of the healthy food chain. Purchase and sales channels must be improved and shortened in order to integrate its production into the city's food system. One point for improvement in this area is public food procurement based on sustainability criteria.

2.10
Challenge 9. Advance the digitalisation of the administration and the city

2.10.1 A. Description of the challenge

Digital transformation is one of the major challenges at the top of the international agenda. For cities, this challenge has **two main components**.

First, cities increasingly need to work on the **provision and management of digital services**, the implementation of **smart infrastructure**, **data sovereignty and** the **reduction of digital divides** within the public.

Second, local governments face the serious challenge of **digitalising their own administrative system and** introducing **data systems** into the formulation, monitoring and evaluation of their policies and initiatives.

2.10.2 B. Sub-themes linked to this challenge that recur in the strategies

2.10.2.1 Smart city
- Local data strategy
- Smart City Projects
- Narrowing the digital divide
- Increase in ICT supply

2.10.2.2 e-Government
- Boosting e-Government
- Local digital agenda
- Smart management of employment services

2.10.3 C. Fit with the local agenda

- This challenge appears in 5 of the 22 plans analysed (26%).
- It is further developed within the València 2020 Strategy: València Smart City.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement and Valencia 2030 Missions.

2.10.4 D. Starting point

2.10.4.1 Strengths

- **Smart mobility**. València is one of the 15 provincial capitals in Spain that has complied with the recommendation of the Spanish Strategy for Sustainable Mobility and Local Governments (Estrategia Española de Movilidad Sostenible y los Gobiernos Locales) to install urban sensors "red light camera systems" and speed detectors, promoting the centralisation of traffic information. (Idencity, Smart Index 2019)
- **ICT students.** 16.74% of university students in València study ICT, above the national average and above the average in cities such as Bilbao, Madrid and Barcelona. (Idencity, Smart Index 2019)

2.10.4.2 Weaknesses

- **Business digitalisation**. According to 2018 data, 26.08% of companies in València use automatic information processing applications, a result below cities such as Pamplona, Bilbao, Madrid and Barcelona. (Idencity, Smart Index 2019)
- **Penetration of mobility applications**. The penetration of mobility apps in València is still very low (downloads represent only 6% of the municipal population), one of the lowest results among Spanish provincial capitals. (Idencity, Smart Index 2019)

2.10.5 E. Comments

- **Lack of digitalisation**. Respondents indicate that Covid-19 has accelerated the economic digitalisation that was already underway, increasing the risk of social, economic, gender and digital exclusion in València.
- **Digital platforms**. On more than one occasion, interviewees mentioned the success of digital platforms for public participation.
- **Use of indicators**. It is thought that the implementation of the 2030 Agenda and the evolution of the city in general should continue to be monitored through indicators.

- **Data infrastructure**. Respondents believe that more use should be made of the city's powerful data infrastructure, integrated management platforms, Smart applications and existing open data portals.
- **Lack of training in digital tools**. While digital tools have been developed to facilitate the management, implementation and monitoring of strategic initiatives within the administration, it has been mentioned that many civil servants have not received training.
- **ICT Unit**. One of the barriers mentioned is the lack of a single cross-cutting system in the administration. This fragmentation makes governance of the systems difficult.
- **Digital divide in participation**. There is a digital divide that affects public participation; neighbourhood associations made up of elderly people cannot access municipal grants and subsidies.
- **Digitalisation of vocational training**. It is felt that the city must adapt its vocational training to the needs of the future. Training options must also be transformed into hybrid formats that are both digital and presential.

2.11
Challenge 10. Combat inequalities and ensure social cohesion

2.11.1 A. Description of the challenge

The fight against inequality is currently one of the priorities at the international level. According to the United Nations, growing inequality in both developing and developed countries **exacerbates social divisions and slows down economic and social progress** *(United Nations, 2020).*

Recent studies also indicate that current issues such as globalisation, technological innovation, climate change, urbanisation and international migration are **worsening existing inequalities** in society. It is therefore vital to implement policies that **reduce the** current gaps and **enhance social inclusion and cohesion**.

2.11.2 B. Sub-themes linked to this challenge that recur in the strategies

2.11.2.1 Social services
- Promoting charity networks
- Minimum living wage
- People-centred social services
- Accessibility of public services
- Social services for vulnerable families
- Economic sustainability of the social services system
- Municipal education programmes in disadvantaged neighbourhoods
- Expansion of educational centres

2.11.2.2 Gender equality
- Gender-based and male violence
- Shared responsibility between men and women in the home
- Gender focus in public policies

2.11.2.3 Young people

- Social services for young people
- Inclusive leisure

2.11.2.4 Elderly people

- Active ageing
- Unwanted loneliness
- Management of residences
- Improving telecare services

2.11.2.5 Multicultural inclusion

- Reduction of all forms of discrimination
- Intercultural coexistence
- Socio-occupational inclusion of immigrants
- Human rights of migrants
- Sheltering and arranging of documentation for immigrants

2.11.3 C. Fit with the local agenda

- This challenge appears in 17 of the 23 plans analysed (74%).
- It is further developed within the Social Services Plan for the city of València, València 2030 Missions, Framework Plan for Equality between Women and Men, València Youth Plan 2019-2023 and the Municipal Framework Plan for Immigration and Interculturality 2019-2022.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement and Special Plan for Urban Quality Guidelines.

2.11.4 D. Starting point

2.11.4.1 Strengths

- **Victims of hate crimes based on sexual orientation or gender identity**. In València, 0.24 out of every 100,000 inhabitants have reported being victims of this type of crime, a figure below the average in Spain's provincial capitals and cities such as Madrid and Barcelona. (IdenCity, 2020 Sustainable Development Goals Index)
- **Pay gap for people with disabilities**. In the Valencian Community, people with disabilities are paid 6.1% less than people without disabilities, a result 4 percentage

points below the national average. (IdenCity, 2020 Sustainable Development Goals Index)

2.11.4.2 Weaknesses

- **Risk of poverty rate**. In 2017, 21.6% of the population of València was at risk of poverty, a rate eight points higher than cities such as Madrid and Barcelona. (Idencity, Health Index 2020)
- **People with disabilities**. According to 2018 data from IMSERSO (Institute for the Elderly and Social Services), only 0.56% of people with disabilities in València receive benefits. These results are about one third of the average for Spanish provincial capitals. (IdenCity, 2020 Sustainable Development Goals Index)

2.11.5 E. Comments

- **Risk of social exclusion**. The crisis generated by COVID-19 has worsened the precarious situation faced by a large section of the population, which had not yet recovered from the previous financial crisis. Currently, 25% of the population of the city of València is at risk of social exclusion.
- **Care for the dependent population**. Currently, care for dependent people is insufficient, given that services such as telecare are having to replace the care that until a few decades ago was provided by families.
- **Neighbourhood level**. Respondents agreed that work needs to be done at the neighbourhood level in the most disadvantaged areas of the city, working together with the public to better address the problems of inequality.
- **Female poverty**. Female poverty has been mentioned as a major challenge in the city.
- **Valencian Identity**. Unlike other cities that are more segmented into neighbourhoods, it was mentioned during the interviews that València is highly integrated. With the exception of the towns of València, the people feel that they belong to València, something that offers great potential for integration.

2.12
Challenge 11. Achieve a balanced city model based on proximity and a strong presence of quality public spaces and facilities

2.12.1 A. Description of the challenge

Much of 20th century planning has been designed around the private vehicle and long urban commutes, which has allowed the development of dispersed, single-function areas with low service density, eventually leading to large **disparities between areas**.

Today, the unsustainability of this model is driving cities to reverse this situation and instead prioritise **more compact living** in the city. To this end, the provision of **quality facilities, public spaces and green spaces** must be guaranteed in a **balanced** manner throughout the urban area.

2.12.2 B. Sub-themes linked to this challenge that recur in the strategies

2.12.2.1 A compact city
- Pedestrianisation
- Reduced number of journeys
- 15-minute city

2.12.2.2 Public and green spaces
- Provision of quality public spaces
- Improved accessibility of public space
- Rewilding of public space

- Urban allotments and gardens

2.12.2.3 Quality of the built environment

- Development of empty urban areas
- Regeneration of deprived areas
- Reducing gentrification
- Increasing the quality of buildings
- Improving the accessibility of buildings
- Reduction of visual and noise pollution

2.12.2.4 Provision

- Provision of facilities
- Promotion of quality facilities and spaces in neighbourhoods for young people (Municipal Youth Centres)

2.12.3 C. Fit with the local agenda

- This challenge appears in 11 of the 23 plans analysed (48%).
- This is further developed within the Special Plan for Urban Quality Guidelines, the Natzaret Integral Participatory Strategy, the Orriols Integral Participatory Strategy and the Benimaclet Integral Participatory Strategy.
- Of the four benchmark strategies, this challenge is mentioned in the strategic objectives of all of them: Government Plan, Covid-19 Framework Agreement, Valencia 2030 Missions and Special Plan for Urban Quality Guidelines.

2.12.4 D. Starting point

2.12.4.1 Strengths

- **Coverage of primary care centres**. After Barcelona, València is the Spanish provincial capital with the highest coverage of primary care centres, 98.2% of the municipal population has a primary care centre within 1 kilometre (Idencity, Health Index 2020)
- **Coverage of public transport stops**. 98% of the municipal population has a public transport stop within 300 metres. These results position València as the provincial capital with the fourth best public transport coverage. (Idencity, Health Index 2020)

2.12.4.2 Weaknesses

- **Green areas per capita**. The city has 10 square metres of green space per person, while the WHO recommends 15 square metres per person. (València City Council)

2.12.5 E. Comments

- **Geographical imbalance**. On more than one occasion, respondents referred to the imbalance in the provision of services in the city.
- **Improving public space**. Several public space improvement actions in the city have been listed as demonstration projects.
- **Pedestrianisation**. A recurring theme in the interviews on the city model has been the recovery of space for pedestrians and the reduction of private vehicle use. Pedestrianisation actions have been successfully carried out and could be replicated in other parts of the city. Within these, the participatory element of their design has been highlighted.

2.13
Challenge 12. Foster public participation and the associative fabric

2.13.1 A. Description of the challenge

Public participation is every citizen's right (Valencian Community, 2015) **and it promotes democracy and** the construction of a **society that is involved in decision-making**.

Likewise, **strong activity by associations** is very beneficial for the city. It is often associated with good democratic health and social cohesion and equality in a community (Putnam and Putnam, 2000), and is an indicator of its good institutional and economic functioning (Putnam et al, 1994).

In order to boost both public participation and associations, the **networks** that structure public life must be **organised** and mechanisms must be created that open up possibilities for dialogue and integration.

2.13.2 B. Sub-themes linked to this challenge that recur in the strategies

2.13.2.1 Public participation
- Promoting the local associative fabric
- Greater structuring of networks
- Direct communication with the public

2.13.2.2 Integration of minority groups
- Promoting the participation of immigrant neighbours
- Increasing women's participation and associations
- Encouraging the associative fabric for young people
- Involvement of young people in politics

2.13.3 C. Fit with the local agenda

- This challenge appears in 14 of the 23 plans analysed (61%).
- It is developed in greater depth in the Public Participation Model.
- Of the four benchmark strategies, this challenge is included in the strategic objectives of two of them: Government Plan, Covid-19 Framework Agreement.

2.13.4 D. Starting point

2.13.4.1 Strengths

- **Functionality of the public participation portal**. The València participation portal works well. It allows online participation and reports on recent offline participation. (IdenCity Smart Index 2019)
- **Budgets for public participation**. València has invested an average of EUR 7.01 per capita in public participation, which is one of the highest investments among the provincial capitals in Spain. (IdenCity, 2020 Sustainable Development Goals Index)

2.13.4.2 Weaknesses

- **Public participation portal not accessible**. The city's public participation portal does not meet the accessibility requirements of the Web Accessibility Initiative (W3C). (IdenCity Smart Index 2019)
- **Transparency Index**. In 2017, València scored 90 points out of 100 in Transparency International's City Council Transparency Index, which assesses the availability of and transparency of information in areas such as procurement, town planning, public works and the environment. This result places it behind Madrid, Barcelona and Bilbao. (IdenCity, 2020 Sustainable Development Goals Index)

2.13.5 E. Comments

- **Strong associative fabric**. The city's associative fabric has been mentioned by more than one respondent as one of the city's main strengths.
- **Generational disconnect**. However, there is a disconnect within the city's associative fabric: neighbourhood associations, often chaired by elderly people, do not see the causes that interest young people (e.g., gentrification) as a priority.
- **Digital divide in participation**. There is a digital divide that affects public participation: neighbourhood associations made up of elderly people do not have the knowledge to access grants and subsidies from the City Council. The City Council should act as a facilitator in these processes by providing technical support.

- **Lack of mainstreaming**. Although many strategies and initiatives are developed in a participatory manner in the city, there is room for improvement in the integration of public participation as a cross-cutting element in municipal action.
- **Opportunity spaces**. There are spaces in the city where the public participates in a very active way, such as the Clubs and the Youth Centres.
- **Digital platforms**. On more than one occasion, interviewees mentioned the success of digital platforms for public participation.

2.14
Challenge 13. Revitalise the cultural and heritage sector of the city

2.14.1 A. Description of the challenge

In Spain, **cultural and creative industries account for 2.4% of GDP** (Real Instituto Elcano, 2019), while many buildings and festivals have been classified as **Intangible Cultural Heritage** by UNESCO.

Faced with overcrowding and a deterioration in the culture and heritage of cities, **appreciating and revitalising these sectors in a sustainable** manner is emerging as a challenge for local governments, as a driving force in improving **social cohesion and** economic **development**.

2.14.2 B. Sub-themes linked to this challenge that recur in the strategies

2.14.2.1 Culture and heritage
- Diversification of cultural activity
- Appreciation of municipal assets
- València World Design Capital 2022

2.14.2.2 Festivities sector
- Promoting the Fallas and cultural festivities
- Adapting the culture of festivals to COVID-19
- Subsidies for the festivals sector
- Initiatives with craftspeople linked to local festivities culture

2.14.3 C. Fit with the local agenda
- This challenge appears in 6 of the 23 plans analysed (26%).
- It is further developed within the COVID Framework Agreement.

- Of the four benchmark strategies, this challenge is included in the strategic objectives of three of them: Government Plan, Covid-19 Framework Agreement and Special Plan for Urban Quality Guidelines.

2.14.4 D. Starting point

2.14.4.1 Strengths

- **Increase in spending on culture**. Between 2014 and 2018, València spent EUR 65.29 per capita on culture, an amount above the national average and that in cities such as Seville and Madrid, but below Barcelona and Bilbao. (IdenCity, 2020 Sustainable Development Goals Index)

2.14.4.2 Weaknesses

- **Expenditure on culture**. Despite the increase in spending on culture, it is a sector to which little budget and investment is allocated compared to other sectors. In the context of the Covid-19 pandemic, it is a sector particularly at risk.

2.14.5 E. Comments

- **Fallas Culture**. The Fallas are considered to be the backbone of life in the neighbourhoods. Beyond the festivals, the clubs are cultural associations found all over the city; they are underused neighbourhood spaces with great potential.
- **Cultural tourism**. Cultural resources can be integrated into the sustainable tourism sector. Some examples are gastronomy, handicrafts, quality "Made in València" products.
- **Intersectoral work in culture**. In the interviews, best practice for cultural projects carried out by companies from different sectors of the city was identified.
- **Natural heritage**. The natural environment of València has been mentioned more than once as a heritage element the city has.
- **Youth art**. The success of the art residencies in the Municipal Youth Centres has demonstrated interest among the youth population in art.

3 DIAGNOSIS BY STRATEGIC LINES

This revised version of the Diagnosis is organised around the 12 strategic lines that make up the revised Strategic Framework in 2022, thus maintaining its operational and action-oriented focus. In each of the 12 chapters, information is organised according to the following structure:

1. Description of the Strategic Line and its strategic objectives in accordance with the Strategic Framework.
2. Strategic and specific objectives of the Spanish Urban Agenda (SUA) and Sustainable Development Goals (SDGs) related to the Strategic Line.
3. Descriptive data on SUA and SDG indicators related to the Strategic Line.
4. Diagnostic findings and general goals of the plans and strategies that relate to each Strategic Line.
5. Analysis of the strengths, weaknesses, opportunities and threats, drawn from the consultation process.

The sources of information used to complete the last three sub-sections that make up the analysis and diagnosis of the 12 strategic lines are explained in greater detail below.

3.1
Sources of information for the strategic diagnosis

3.1.1   Indicators and Descriptive Data

Each chapter includes descriptive data on the SUA and the SDG indicators that are available for the city of València and that are related to each of the strategic lines. In this way, a quantitative evidence base is configured which, in some cases, will lead to monitoring indicators for the València 2030 Urban Strategy itself.

Important note: There may be discrepancies between the data provided by one source and another, due to one or more of the following circumstances:

- The data are obtained in different years.
- The methodology for obtaining a piece of data may vary from one source to another, leading to different results.

3.1.1.1   Descriptive data of the Spanish Urban Agenda (SUA)

The Spanish Urban Agenda offers a series of Descriptive Figures that aim to provide an estimate of the current position of Spanish cities and are presented within the Strategic Framework of the SUA as a tool for decision-making in cities. It is a database compiled by the Ministry of Transport, Mobility and Urban Agenda using official open-access sources, with information broken down to the municipal level and regularly updated.

The sources used in this database, as of the closing date of this Diagnosis, are:

- Population and Housing Census of the National Institute of Statistics (Censo de población y vivienda del Instituto Nacional de Estadística), INE.
- Municipal registers of the National Institute of Statistics (Padrones municipales del Instituto Nacional de Estadística), INE.
- Information from the Urban Information System (UIS) of the Ministry of Transport, Mobility and Urban Agenda, MITMA.
- European Corine Land Cover (CLC) project of the National Geographic Institute, NGI. MITMA

- Spanish Land Occupation Information System Project (Proyecto Sistema de Información Ocupación del Suelo de España - SIOSE) of the National Geographic Institute, IGN. MITMA
- Cadastral Information, of the General Directorate of Cadastre. Ministry of Finance.
- Data from the Directorate-General for Traffic. Ministry of the Interior.
- Data from the Treasury of the Social Security. Ministry of Inclusion, Social Security and Migration.
- Data from the State Public Employment Service, (Servicio Público de Empleo Estatal - SEPE). Ministry of Labour and Social Economy.

Occasionally, some descriptive data has been completed with information from València City Council, when there was no information in the database provided by MITMA.

The Descriptive Data of the SUA have been distributed according to the Strategic Lines that form the chapters of this Strategic Diagnosis. Annex I shows a table with the distribution of the Descriptive Data corresponding to each Strategic Line.

3.1.1.2   Report on the State of the City in relation to the Sustainable Development Goals (SDGs)

The Report on the State of the City of València in relation to the SDGs, presented in May 2022, analyses the range of statistical indicators available for València that make it possible to assess the meeting of the targets set out in the Sustainable Development Goals, in accordance with the United Nations Statistical Commission's Global Indicators Framework. This is a constantly evolving panel of indicators, so subsequent analysis may suggest the inclusion, modification or deletion of some of the indicators initially proposed. All the information available for the València municipality can be consulted at the following link:

https://ods-valencia.github.io/estadistica/es/.

This battery of indicators has been reorganised according to the 12 Strategic Lines. A full overview of these interrelationships can be found in Annex II.

3.1.2   Review of municipal and supra-municipal strategies and plans

In addition, a new analysis of the strategies, plans and other documents with relevant content for the construction of the València 2030 Urban Strategy has been carried out. This is an evolution of the methodology described for the identification of the City Challenges in order to identify diagnostic elements and strategic proposals. This information forms the essential foundation for this Strategic Diagnostic document.

The starting point was the documents analysed to identify the city challenges, although the 25 plans themselves were not reviewed. In the two years since the identification of the challenges, different municipal areas have continued to produce planning and/or strategic documents, some of which have even replaced the previous plans analysed in 2020.

As a result, of the documents initially analysed to obtain the city challenges, the following have been reviewed:

1. COVID Framework Agreement
2. València 2030 Missions
3. Special Plan for Urban Quality Guidelines
4. València Healthy City Strategy
5. Municipal Agri-Food Strategy 2025
6. Public participation model
7. Road Safety Master Plan for the city of València 2018-2023
8. Strategic Housing Plan 2017-2021
9. Social Services Plan 2019-2023
10. Environmental Action Plan for the València Municipality
11. Climate and Energy Action Plan 2030
12. Strategic plan for employment, entrepreneurship and training 2017-2020
13. Valencia Youth Plan 2019-2023
14. Municipal Framework Plan for Immigration and Interculturality 2019-2022
15. Plan to improve air quality in l'Horta
16. Municipal Plan on Addictive Disorders 2016-2021
17. Sustainable Urban Mobility Plan (PMUS)

In addition to the above list, 10 documents are new or replace some of those that were part of the revised list in 2020. In some cases, these are documents in preparation but that have diagnostic elements useful for the Urban Strategy. These are the new documents analysed:

18. Noise Pollution Action Plans
19. Framework Plan for Equality between women and men 2021-2024
20. València 2030 Early Demand Map - IPP
21. III Plan for Social Inclusion and Cohesion 2021-2025
22. Urban Agriculture Plan
23. VLCi strategy. Smart City Strategy (2022) (under development)
24. Public agreement for a more inclusive València
25. València Tourism Sustainability Plan, 2022-2024
26. Green and Biodiversity Plan (under development)
27. VLC Tech City. Strategic Plan 2021-2025.

Finally, 5 supra-municipal planning instruments have been analysed, which have also been considered important to include in the diagnosis:

28. València Metropolitan Spatial Action Plan (VALMTAPV)
29. Spatial Action Plan for the Development and Revitalisation of La Huerta de València (PATHorta)
30. Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (TAPCGIVAL)
31. 2011 Spatial Strategy of the Valencian Community (ETCV)
32. Metropolitan Mobility Plan for València (PMMV)

In this way, the total number of documents consulted has increased by 15, incorporating the most recent works by València City Council and other supra-municipal planning instruments that have an impact on the content of the Urban Strategy for València. Overall, taking into account the 25 documents studied to identify the city challenges, a total of 40 planning and strategic documents have been reviewed. Annex III shows the complete table listing the documents and the Strategic Lines they affect.

3.1.3   Consultation process

Finally, this review of the Strategic Diagnosis incorporates the results of the consultation process run from the end of 2021 to May 2022, during which the Urban Strategy was approached from 6 City Views:

- Shared City
- Healthy City
- Sustainable City
- Mediterranean City
- Prosperous and Enterprising City
- Creative City

In this Diagnosis, the strengths, weaknesses, opportunities and threats identified by the people who took part in the workshops and interviews have been gathered and allocated to the 12 Strategic Lines.

3.2
SL1 - Climate resilience, land use and city rewilding

3.2.1 1. Description in the Strategic Framework 2022

This strategic line combines the spatial integration of the city through the green infrastructure, the reduction of pollution and the circular economy as a model of production and consumption. With a view to preserving the green heart of our city, we urgently need to adopt all the necessary actions in terms of water purification and treatment (sanitation); guarantee the arrival of sufficient quality water supplies to the Albufera area; promote the development of public-private partnerships for its conservation and promote the declaration of Albufera as a Biosphere Reserve.

A number of strategic objectives are set out within this SL:

3.2.1.1 SO1. Spatially integrate the city through green and blue infrastructure at the metropolitan level.

Objective aimed at integrating the city into its territory with transitional spaces that are friendly to people, the environment and biodiversity. It aims to increase the resilience and adaptability of the green infrastructure of the agricultural land, the coast, the river Turia and the Dehesa-Albufera area. The city's green spaces should also be linked through rewilded connectors to jointly enhance their role in the fight against climate change and to support the quality of urban life, the natural landscape and the promotion of biodiversity.

3.2.1.2 SO2. Adaptation to climate change.

València as a coastal city needs a strong early response to the most serious effects of climate change on our region, such as the increase in average temperature, decrease in rainfall, extreme weather events and rising sea level. Adaptation to economic, social and environmental impacts must be addressed in a planned manner, taking into account both protection needs and landscape regeneration.

3.2.1.3 SO3. Reducing noise and air pollution

Objective that aims to reduce noise and air pollution levels throughout the city of València in accordance with the recommended limits for good physical and mental health.

3.2.1.4   SO4. Moving towards a circular economy model

Objective that aims to transform the city's consumption and production model in order to consolidate practices of reduction, reuse, repair and recycling.

3.2.1.5   SO5. Improving the efficient use and quality of water

Objective that aims to respond to the need to consider the entire water cycle, both in the part used for supply and sanitation in the city and in the part that corresponds to surface and groundwater areas and, especially, to the quality of coastal waters.

3.2.2   2. Alignment with the SDGs and the SUA

3.2.2.1   Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

3 SALUD Y BIENESTAR	3. Ensure healthy living and promote well-being for everyone regardless of age.
6 AGUA LIMPIA Y SANEAMIENTO	6. Ensure the availability of water, its sustainable management and sanitation for all.
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	12. Ensure sustainable consumption and production patterns.
13 ACCIÓN POR EL CLIMA	13. Take urgent action to combat climate change and its effects.
14 VIDA SUBMARINA	14. Conserve and sustainably use the oceans, seas and marine resources.
15 VIDA DE ECOSISTEMAS TERRESTRES	15. Sustainably manage forests, combat desertification, halt and reverse land degradation, halt the loss of biodiversity.
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	16. Promote fair, peaceful and inclusive societies.

3.2.2.2 Association and correlation with the Spanish Urban Agenda (SUA):

	1. Land management and rational land use, for its conservation and protection.	1.1. Manage land in a way that is compatible with its local environment. 1.2. Conserve and enhance natural and cultural heritage and protect the landscape. 1.3. Improve green and blue infrastructures and link them to the natural areas.
	3. Prevent and reduce the impact of climate change and improve resilience.	3.1. Adapt the spatial and urban model to effects of climate change and make progress in its prevention. 3.3. Improve resilience to climate change.
	4. Sustainable resource management and promotion of the circular economy.	4.3. Promote the cycle for materials. 4.4. Reduce waste and encourage recycling.

3.2.3   3. Descriptive data and indicators

3.2.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the València municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D02a	Artificial cover area by municipality (%)	41.33
D02b	Crop area by municipality (%)	27.88
D02c	Forest and pasture area by municipality (%)	6.84
D03a	Municipal area used for agriculture and forestry (%)	0.02
D03b	Area used for agricultural and forestry holdings as a proportion of urban land and land for development in the city (%)	0.05
D04	Municipal area of land not for development (%)	64.10
D05	Green area per 1,000 inhabitants (ha)	0.78
D07	Discontinuous mixed urban land area as a proportion of total mixed urban land (%)	9.21
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98

	Descriptive data	Result
D12a	Green areas per inhabitant (m2/inhabitant)	10.03
D12b	Green space density (%)	3.88
D15	Per capita water consumption (litres per person per day)	143.77
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69
D37	Urban Planning role present in the municipality	PG
D38	Date of Urban Planning first being present in the municipality	1989

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.2.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of València that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator		Unit of measurement	Most recent data	Date
2 HAMBRE CERO	SDG 2.3.1	Agricultural area of València		%	23.19	2020
3 SALUD Y BIENESTAR	SDG 3.4.2	Key diseases	Mortality attributed to respiratory diseases	x100000	95.79	2019
	SDG 3.4.3		Premature mortality	x100000	239.69	2019
	SDG 3.4.4		Mortality attributed to cancer	x100000	248.67	2019
	SDG 3.4.5		Mortality attributed to tumours in the respiratory system	x100000	56.65	2019
6 AGUA LIMPIA Y SANEAMIENTO	SDG 6.1.1	Water consumption	Water consumption per inhabitant per day	V.A.	143.77	2020
	SDG 6.1.2		Domestic water consumption per inhabitant per day	V.A.	106.07	2020
	SDG 6.3.1	Daily wastewater flow in litres		V.A.	248183	2020
9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	SDG 9.2.1	Companies in the industrial sector		%	3.19	2021.
	SDG 9.2.2	People employed in the industrial sector		%	11.03	2021.
	SDG 11.3.2	Built-up area per capita		m2	30.07	2020
	SDG 11.6.5	Air quality (micrograms x m3)	Annual average concentration NO2	V.A.	16.23	2021.

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.6.3	Annual average concentration PM10	V.A.	16.87	2021.
	SDG 11.6.2	Annual average concentration PM2.5	V.A.	10.54	2021.
	SDG 11.6.6	Annual average O3 concentration	V.A.	55.39	2021.
	SDG 11.6.7	Annual average SO2 concentration	V.A.	3.69	2021.
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	SDG 12.5.8	Waste recycling	%	26.5	2020
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO2 per 100 inhabitants	x100	184.2	2020
	SDG 13.1.1	Area at risk of flooding	%	42.78	2015
	SDG 13.3.2	Members of the public who think they are affected by global warming	%	63.2	2015

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.2.4   4. Analysis of plans and strategies

The strategies, plans, programmes and other documents already developed or under development that relate to Strategic Line 1 have been studied. In particular, the following documents have been taken into account:

Municipal strategic planning	
Green and Biodiversity Plan	VLCi strategy. Smart City Strategy (2022)
COVID Framework Agreement	Noise Pollution Action Plans
Valencia 2030 Missions	València 2030 Early Demand Map - IPP
Environmental Action Plan for the Municipality of Valencia	
Climate and Energy Action Plan 2030	

Supra-municipal strategic planning
Valencia Metropolitan Spatial Action Plan (VALMTAPV)
Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (PATIVEL)
Spatial Action Plan for the Development and Revitalisation of La Huerta de València (PATHorta)
2011 Spatial Strategy of the Valencian Community (ETCV)

The content of these documents that has been relevant to the definition of this strategic line is reproduced or summarised below, as appropriate. Both its diagnostic content and its action-orientated nature have been taken into account in terms of defining lines of action and goals.

3.2.4.1   Green and Biodiversity Plan

The Green and Biodiversity Plan was still in the drafting phase at the closing date of this Strategic Diagnosis, but it already includes an analysis and diagnosis document of great relevance for this strategic line 1. The following is a summary of the SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) which forms part of the conclusions of this first phase of the Green Plan. The SWOT analysis is structured around the 3 main areas of work of the Plan: (1) regulatory and strategic framework; (2) green infrastructure and biodiversity; and (3) green spaces and ecosystem services.

3.2.4.1.1   Weaknesses.

Regulatory and strategic framework

- The lack of regulatory power of the València Green and Biodiversity Plan.

- Dependence and subordination with respect to local planning instruments (current or future General Urban Development Plan), which, as they do have regulatory effectiveness, always take precedence over the Green Plan.
- The existing range of regulations affecting the subject matter of the Green and Biodiversity Plan of València, both at local level and the regional and national level, which makes exhaustive and systematic regulatory solutions difficult.
- The existing divergence between the green spaces considered in the General Urban Development Plan in force and those actually implemented is very notable. In addition, the standards by which some of the green spaces that have been developed do not meet the minimums necessary to be considered as truly contributing to improving the resilience of the local green infrastructure and the urban ecosystem.
- The potential for significantly expanding green spaces over those currently provided for in existing municipal planning is limited.

Green infrastructure and biodiversity

- The deterioration of water quality in the Albufera Natural Park, as well as the high anthropic pressure, which affects vulnerable species of flora and fauna and the danger of extinction present in this protected area.
- The low natural biodiversity of the La Huerta area, in general terms.
- The degradation and neglect suffered by the La Huerta area in the southern part.
- The damage suffered by the beaches of Les Arenes-Cabanyal and Malva-Rosa due to the construction of the infrastructure of the Port of València and its Marina.
- The precariousness and uncertainty suffered by a significant part of the transition zone between the urban and rural ecosystems.
- The lack of connection between the old riverbed and the new riverbed of the River Turia and the abandonment of the area occupied by the bifurcation, the surface area of which lies in four different municipalities and which should be the real starting point for the Jardín del Turia park, therefore resulting in an unjustified discontinuity.
- The presence of large roads surrounding the city: Ronda Norte, Ronda Sur and V30, which, in addition to being a major source of pollution, hinder connectivity between the natural spaces and the peri-urban part of La Huerta and the city.
- The lack of pedestrian and ecological connection with the large areas of the protected La Huerta and neighbouring municipalities.
- The large amount of empty spaces, many of which are planned as green areas, where no development projects have been carried out and where there is no active management in terms of landscaping.
- The uneven distribution of the available green space per inhabitant among the city's neighbourhoods, with up to fourteen of them (in the consolidated city) showing critical values below 2.5m^2 per inhabitant.
- The poor network of connections between green spaces in the historic centre, and the lack of biodiversity and permeability of the soil in the few open spaces in the overcrowded historic part.
- The total lack of green connections between the city and its waterfront.

- The current inability of the old riverbed of the Turia to flow into the sea, prevented by the significant land occupation of the Port of València.
- The high traffic flow and proximity of the main roads to the centre and residential neighbourhoods, which is a major source of pollution, as well as a frequent obstacle in the design of the urban green network.
- The low ratio of inhabitants with access to green spaces within 15 minutes in the northern and southern neighbourhoods of the city.
- The strong presence of the railway line in the south of the city, which together with the V-30 prevents the connectivity of the riverbed with its own banks, as well as the stoppage of the works to take them underground and the execution of the Parc Central, which would be one of the measures to remedy this marked presence of tracks.
- The low permeability of the land on which the city sits, with the result that the water supply to groundwater bodies is low and the impact of surface runoff is high.
- The incipient implementation phase of the Sustainable Urban Drainage Systems, as a mechanism for managing rainwater and improving water infiltration to groundwater levels, with very few having been implemented.
- The current municipal sanitation ordinance, which establishes that the sewerage and drainage network should preferably be designed as a single network, which limits the advantages that a separate network could offer, such as the efficiency of water treatment in wastewater treatment plants.
- There is no single body within València City Council with responsibility for urban biodiversity and, consequently, there is no standardised urban biodiversity monitoring protocol.
- An increase in invasive alien fauna species, especially parrots, has been detected in recent years.
- The lack of use of reclaimed water for gardening in the city of València.

Green areas and ecosystem services

- Low levels of permeability in neighbourhood parks and, to a lesser extent, in large city parks and gardens. On average, only 35% of the surface area of neighbourhood parks could be considered as permeable.
- Insufficient control of water consumption of green areas and irrigation systems.
- The limited percentage of functionally active land in green areas.
- The lack of consideration given to the biological dimension of the soil in current land management.
- The limited shrub and tree diversity present.
- The unsuitability of a high percentage of the tree species present. Around 50% of the trees in parks and gardens and on urban roads are not suitable.
- The low presence of indigenous plant species.
- The stressful situation experienced by vegetation on boulevards, major roads, promenades and landscaped avenues.
- The general difficulty roadside trees have to grow in optimal conditions.

- The existence of conflicts with buildings due to the planting of unsuitable species on the road.
- The scarcity of naturalised water bodies, which allow for the proliferation of species, in the current design of urban green spaces.

3.2.4.1.2   Strengths

Regulatory and strategic framework

- The non-binding nature of the València Green and Biodiversity Plan. This is both a weakness and a strength of the Plan, as it allows for a more ambitious focus that is flexible in its approach to the changing reality of the city and, at the same time, provides a strategy for the adaptation of local regulations in the short, medium and long term.
- The precedent of the 1994 Green Plan which, as a pioneering and innovative project at that time, symbolises the city's commitment to Green Infrastructure and lays the foundations for the new Plan.
- The existence of a large number of strategic plans and participatory bodies at municipal level that work in a cross-cutting manner in the area of green infrastructure and biodiversity.
- The definition of elements or units, such as Green Infrastructure, which can be incorporated into new municipal planning documents or revisions of these, such as the General Plan.

Green infrastructure and biodiversity

- The system of green spaces on a spatial scale in the municipality of València, which still conserves great environmental and cultural value and which have a direct positive impact on the city, improving the quality of life of its residents.
- The available green area per inhabitant, although unevenly distributed among the different parts of the city, exceeds $10m^2$ in as many as twenty-four neighbourhoods.
- The existence of numerous buffer zones between the urban and rural landscape or the coastline which have not been irreversibly transformed and which still allow for integration between green infrastructures on a territorial and local scale.
- The proliferation of certain uses and activities in these buffer zones with great value for the strengthening of the green fabric, such as informal urban allotments.
- The progressive pedestrianisation that is taking place, mainly in the historic centre, which in addition to reducing pollution levels, can adopt measures to make the soil more permeable and plant vegetation in the spaces previously occupied by roads.
- The existence of considerable urban water bodies, such as the one in Cabecera park, which in addition to offering numerous ecosystem services, represent an important benefit for the biodiversity present in the city; as well as the possibility of potential water bodies such as the recovery of a minimum percentage of flow in Jardín del Turia park or the naturalisation of existing water bodies.

- The Jardín del Turia park, which arose in a very particular socio-political context that had its downsides in other parts of the territory, is currently a great asset in environmental and social terms for the city of València.
- The benefit of the width of the section with the old outline of the Christian wall, capable of being converted into a green corridor, forming a belt connecting the historic entrances to the city.
- The large green areas and unpaved open spaces associated with private and public facilities, such as the city's cemeteries and the Universitat Politécnica de València.
- The layouts of the road infrastructure that form a boundary for much of the municipal area, whose section width and almost circular route mean that they could be converted into green corridors connected to each other, generating a large green ring connecting the main peripheral green areas (Av. tres cruces - Carrer Antonio Ferrandis - Carrer Dr. Manuel Candela - Bulevar Periférico norte - Av. dels germans Machado - Av. Pío Baroja - Calle la Safor - Av. Levante Ud).
- The distant location from the city centre of areas of high natural and rural ecological value such as the Albufera and the marshes, whose distance offers greater possibilities for protection and recovery.
- The availability of a large city park or neighbourhood park within 15 minutes' walk (or one kilometre) of their place of residence for those registered as living in the city, at least in its most consolidated urban core. What's more, around 90% of the population have this within 250 metres of their home. In the specific case of large city parks and gardens, where the ecosystem services offered by green areas are most abundant, around 82% of the population registered in the València census has this within a distance of 1 km.
- The existence of a low-pressure water network for secondary uses, which artificially reproduces the water cycle by returning the water extracted to the aquifer through infiltration after the irrigation of green areas.
- The existence of heritage linked to the use of water, with architectural and ethnological elements of great value, grouped around a historical irrigation network, as well as an ancestral agriculture linked to the traditional La Huerta de València, which has a wealth of knowledge about soil management and the handling of pests and diseases.
- València has one of the highest rates of urban biodiversity according to a report drawn up using data from the Biodiversity Data Bank of the Regional Ministry of Agriculture, Rural Development, Climate Emergency and Ecological Transition. It is the municipality with the highest number of protected species in the Valencian Community.
- The recent publication of the Basic Guide for the Design of Sustainable Urban Drainage Systems in the City of València by València City Council's Integrated Water Cycle Service (June 2021), which aims to present the SUDS as an innovative solution to the challenges posed by urban drainage in València.
- The naturalisation initiatives promoted by València City Council show a change of trend towards a more holistic and ecologically balanced approach to gardening.

Green areas and ecosystem services

- The presence of water in many of the city's large parks and gardens. Twelve of the twenty-eight large city parks and gardens have a functional water feature with aquatic vegetation, nine have lots of treated and paved water points, five have some water features and only two have no water features at all within them.
- The adequate level of equipment available, in general terms, in the different green areas of the city of València.
- The diversity of landscapes that can be seen in the large city parks and gardens and the great diversity of uses they accommodate.
- The strong presence of neighbourhood parks in the different urban areas.
- The predominance of a tree species in the different neighbourhoods generates an attractive identity that favours the emotional identification of these urban areas.
- The general tendency to increase the presence of native tree species in the most recent urban areas.
- The good average rating obtained by the vast majority of large city parks and gardens for the provision of socio-environmental services.
- The satisfactory level of average socio-environmental services, reaching 27% of the total number of green areas analysed.
- The high percentage of green areas analysed that provide an adequate level of regulating and supporting ecosystem services: carbon regulation (93%), temperature regulation (85%), air quality improvement (70%), biological control (80%), water cycle regulation (90%), noise pollution regulation (77%), regulation of extreme events (74%), ecological functionality of the urban ecosystem (44%) and soil formation (83%).

3.2.4.1.3   Threats

Regulatory and strategic framework

- Dependence and subordination with respect to planning instruments or the execution of strategic infrastructures that do not depend on the municipal administration but on the Generalitat Valenciana or the State.
- Existence of regulatory limitations at state level for the reuse and use of rainwater and reclaimed water in parks and gardens.
- The Albufera Natural Park does not have a Management Plan, nor does it have a sufficiently updated Natural Resources Management Plan or Master Plan for Use and Management. Likewise, the Rafalell and Vistabella wetland lacks a protection body, except for its inclusion in the Catalogue of Wetlands of the Valencian Community, and, therefore, has no management plan.

Green infrastructure and biodiversity

- The risks associated with effects of climate change on the coastline, in particular the dangers of flooding in urban and natural environments, beach erosion and saline intrusion.

- The alteration of coastal dynamics as a consequence of a possible extension of the Port of València, with expected results of destabilisation along the entire municipal seafront and, in particular, on the beaches to the south of it.
- The tendency for irrigation managers to abandon the management, maintenance and upkeep of extraction wells to supply the low-pressure municipal network, causing an alteration in their flow rates (overflow) and an overload in demand in this network.
- Climate polarisation due to the effects of global warming resulting in eventual higher water demand due to droughts and a greater need for drainage in periods of extreme rainfall.
- The risk of flooding, due to the effects of climate change, throughout the Albufera Natural Park and in the neighbourhoods of Quatre Carreres, Natzaret, la Malva-rosa and el Cabanyal.

Green areas and ecosystem services

- The scenario of uncertainty generated by climate change in the management of pests and diseases, with the appearance of new pathologies that did not exist before and the increase of others due to new meteorological conditions.
- The modification of climatic conditions that can affect the development of many plant species that suffer in high temperatures.
- The development of new urban growth in some of the currently vacant plots and land for development, which would mean a loss of scarce land with ecological functionality.

3.2.4.1.4   Opportunities

Regulatory and strategic framework

- The benchmarking of green infrastructure strategies at different scales.
- The existence of approved Spatial Action Plans, such as the Spatial Action Plan for the development and revitalisation of La Huerta de València and the sectoral Spatial Action Plan on Flood Risk Prevention in the Valencian Community.
- The regulatory framework at the national level, with the 2030 Agenda and the Spanish Urban Agenda as a framework for improving green and blue infrastructures and linking them to the natural environment; and at the European level, with a great profusion of regulations on protecting nature and adapting to the effects of climate change.
- The Spanish Urban Agenda includes, within the specific objective to "manage land in a way that is compatible with its local environment", a specific line of action to improve green and blue infrastructures and link them to the natural environment (line of action 1.3). In this context, financing through the European NextGenerationEU funds can provide a boost for the implementation of the policies and measures envisaged by the València Green and Biodiversity Plan.
- The potential of involving civil society in the design of the city's green strategy, taking advantage of the neighbourhood and collective drive that led to successes such as

the protection of the coastline and Saler in the 1970s and the old riverbed in the 1980s.

Green infrastructure and biodiversity

- The abandonment of cropland in some areas of the peri-urban La Huerta provides an opportunity to rewild these plots to generate areas of agricultural-natural patchwork.
- Extension of the limits protected by the Turia Natural Park towards the old and the new riverbed of the river located in the municipality of València.
- Abundance of initiatives from organised members of the public with proposals developed to improve the connectivity and biodiversity of specific environments in the city of València.
- The recent initiative of the Generalitat Valenciana to create a green corridor between Turia Natural Park and Albufera by means of a metropolitan forest and a green axis through the Logistics Activities Zone of the Port of València.
- The strong involvement of civil society in biodiversity monitoring projects through citizen science, environmental awareness and urban rewilding proposals.

Green areas and ecosystem services

- Climate change allows the introduction of non-native plant species better adapted to this new subtropical climate.
- The advancement of scientific research that sheds light on the ecological processes that take place in the ecosystems of urban green spaces and allows the implementation of changes that improve their functioning.
- Greater social acceptance of new ways of understanding urban green areas derived from a better public awareness of the environmental crisis we are experiencing and the need to reverse the current trend.

3.2.4.2   Climate and Energy Action Plan 2030 (PACES)

The Climate and Energy Action Plan addresses the issue of Adaptation to Climate Change, which is one of the goals of this first strategic line. In particular, it analyses the expected consequences of Climate Change for the city of València with respect to three factors:

- **Extreme events**: The results of the analysis of historical and current temperature extremes point to an increase in the number of days of heatwaves and cold snaps. Calibrated local forecasts show a progressive decrease in the number of frost days per year, almost disappearing by the end of the century, as well as an increase in the number of tropical nights and warm days, which is more pronounced in the pessimistic scenario. Specifically, 5-6 fewer days of frost in winter, 69-81 more days of tropical nights and 23-51 more days of warm summer days are forecast by the end of the century, depending on the scenario.

- **Evolution of temperatures**: Based on the increase in temperatures observed between 1984 and 2013 in the València municipality, there is a trend towards an increase in the average and maximum temperature of 0.03º per year, or 3.1ºC per century.

Global climate models forecast, for the pessimistic and optimistic scenarios, a generalised increase in annual temperature regimes in the short-, medium- and long-term future compared to the present. In general, maximum temperatures will increase more than minimum temperatures, thus increasing the daytime temperature range. Seasonally, summers and autumns will experience higher minimum temperatures between now and the end of the century. Especially important is the increasing trends in average temperatures for spring and summer.

- **Evolution of rainfall**: Historically and currently there is an annual reduction of 5.5% in the precipitation rate, i.e., 5.5 mm of accumulated precipitation per year. Forecasts point to a drastic decrease in annual precipitation during this century. This decrease in precipitation is generalised in all scenarios and in all seasons, although accentuated in summer and autumn. Specifically, the annual decrease in precipitation ranges from -22.3 to -35.0% (between 103 and 162 mm) depending on the time period and scenario, while seasonal decreases of -2.22, -1.32 and -3.53 mm are expected in winter, summer and autumn, respectively. In spring, cumulative rainfall is forecast to experience an upward trend of +2.01 mm per year.

3.2.4.3   COVID Framework Agreement

The Framework Agreement for the recovery and reconstruction of the city of València in the post-COVID-19 context included a series of measures directly related to this strategic line:

- In addition to capturing CO_2, **nature and trees** in the city are a factor in health, psychological well-being, temperature control and the quality of urban life. In the post-COVID-19 context, local green spaces need to be accessible to everyone. In addition to meeting the standards for green space per inhabitant, progress must be made in the city's vegetation cover (roofs, façades, courtyards, etc.) and the networks of climate-controlled connections (such as Trànsits, Avinguda del Port, the green link between the northern beaches and Albufera, etc.). Overall, shrub and herbaceous planting should be increased with more Mediterranean and sustainable landscaping to increase plant and wildlife biodiversity. The rules for the use of green areas must also be defined. Urban allotments need to be promoted and there must be work on soil permeabilisation. The quality of lost ecosystem services must be restored, with special attention to the coastline and beaches.
- Increase the number of **air** quality monitoring stations in the city. Establish Low Emission Urban Zones, as foreseen in the Climate Change Law for cities with more than 50,000 inhabitants.
- Develop an adaptation plan for obtaining or renewing the certifications and awards won by the **beaches** in València in order to restore them after the possible effects of the climate conditions in the last few months, as well as the constant guarantee of the quality of the water on the beaches in order to provide safety.

3.2.4.4 València 2030 Early Demand Map - IPP

This document sets out a series of challenges related to this strategic line:

- **Urban planning as a tool to promote sustainability - Promotion of green and blue infrastructures:** Green and blue infrastructure also plays an important role in combating climate change by protecting us against flooding and other negative effects of climate change. Investment in green and blue infrastructure also has an economic rationale. The search for human solutions to replace the services that nature provides for free is not only technologically challenging, but also very costly.
  In this context, València is a city with great green and blue assets (the Turia River, the Mediterranean Sea itself, Albufera, etc.) that should be promoted.

- **Efficient management of water and other resources in Albufera**: In recent decades, urban development, industrial growth and the establishment of an intensive agricultural model have had a significant impact on this wetland of more than 21,000 hectares. In 2004, the State identified the problem of pollution for the first time and, since then, measures to reduce the inflow of industrial waste have been developed and the network of sewage treatment plants and storm tanks has been expanded.
  But the problem of Albufera de València is not only one of the quality of the water, but also of its quantity. In the 1950s and 1960s, the Júcar's inflow was 700 cubic hectometres, compared to the figure that scarcely reaches 200 in the lagoon today. This has been due, among other factors, to a reduction in water supply from rivers as other uses have developed in the basin.

- **Optimisation of the MSW collection system**: The Valencian Community is the fourth largest autonomous community in Spain in terms of waste generation. In the city of València, the fraction of domestic packaging waste is the most worrying. Despite intense work to raise awareness among the public and economic operators about the value and importance of recycling and the correct classification of products to avoid mixing different types of waste, there is still much room for improvement in recycling outcomes, especially in the case of electronic devices, plastics, batteries and oils.

- **Waste treatment and conversion**: The growth in the amount of waste, coupled with increased social awareness about the scarcity of resources, has led to the need to change the framework approach to waste management and put waste prevention first and foremost and at the heart of the matter, followed by the maximum recovery of waste once it has been generated. Although municipal waste represents less than 10% of the total waste generated in the EU, it is one of the most polluting waste streams. It is therefore necessary to make progress in improving the treatment of the waste that is collected, with a particular focus on being able to reintroduce it into the economy as value-added products or sources of energy.

- **Resilience to adverse natural phenomena**: This challenge aims to find effective answers to increasingly complex and variable risks, especially those linked to adverse natural phenomena as a result of climate change.

3.2.4.5   Valencia 2030 Missions

This document proposed possible missions to address major city challenges. Regardless of whether or not it is developed as a mission, a proposal was made in relation to this strategic line 1:

Enhancing green and blue infrastructure and weaving it into the city

Ecosystems, which are enriched by the diversity of life that inhabits them, provide society with a range of valuable and economically important goods and services, such as water purification, soil fertilisation and carbon storage. They also play an important role in combating climate change by protecting us against floods and other negative effects of climate change. Investment in green and blue infrastructure also has an economic rationale. The search for human solutions to replace the services that nature provides for free is not only technologically challenging, but also very costly.

The purpose of a mission in this field is to move towards an urban model of the city where green and blue infrastructure play an important role in all areas (building, urban planning, mobility, energy provision, resilience to climate effects, etc.), and at all levels (building, street, neighbourhood, city, metropolitan connection, etc.).

3.2.4.6   Environmental Action Plan for the Municipality of Valencia

This Plan analysed the city's main environmental challenges, including the following:

- **Noise pollution** is a widespread feature of all urban areas and constitutes a major environmental problem, especially in our region due to the specific climate and culture conditions. The main sources of noise in the city of València are road traffic, public and private building work and nightlife in certain areas of the city. The conclusions of the Noise Map for the municipality of València indicate that existing noise levels are almost entirely due to vehicle traffic, with minimal and localised influence from rail traffic and industrial sources.

- València City Council has devoted extensive resources to renewing and improving both the supply and sanitation networks and is currently working on reducing consumption and reusing resources, as well as reducing losses in the distribution network and fraudulent connections. The people of València are aware of the problems of **water** scarcity and the repeated episodes of drought, which is why the collective awareness about saving water has marked an evolutionary tendency to reduce consumption, leading to a rational use of this resource, which is much lower than the average for Spain.

- València has a **green surface** area of 13,056,463 m2 throughout the municipality, including urban parks and gardens and the protected areas of Albufera, the Marjal de Rafalell i Vistabella and the Turia river. L'Albufera Natural Park is included in the list of wetlands of international importance for birds, constitutes an SPA (Special Protection Area) for birds and is also considered a Site of Community Interest (SCI). Marjal de Rafalell i Vistabella is a wetland area of special value since it is surrounded by a residential area. It should be noted that these environments also suffer from aggressions such as the pollution of their waters by industrial and agricultural pollutants, as well as organic matter and the threat of the invasion of exotic species of flora and fauna that manage to diminish their natural biological diversity. In urban areas, open spaces, parks and gardens have increased over the years as the city has grown.

- **Air pollution** has harmful effects on human health and causes the deterioration of buildings and vegetation. In the municipality of València, the most important source of emissions is road transport, followed by other modes of transport and residential, commercial and institutional combustion plants. All these sources largely emit CO_2.

Based on this, the Environmental Action Plan proposed a series of strategic action lines to address their improvement from a triple perspective: environmental (protection and respect for the environment), social (equity and social justice) and economic. Specifically, the proposals that have served as the basis for the València Urban Strategy are:

- Strategic line 1: Improve air quality and reduce pollution
- Strategic line 2: improve noise management
- Strategic line 3: optimise water management and efficient use of water
- Strategic line 7: optimise the sustainable management of biodiversity and natural systems.

3.2.4.7   VLCi strategy. Smart city strategy

This strategy has a cross-cutting approach of applying smart solutions to different city challenges, including some of the goals of Strategic Line 1. It proposes to enhance the future of the city through the use of technology to foster sustainable growth by promoting the circular economy and local production. It will also manage the resources at its disposal ever more intelligently and efficiently, for example by harnessing the potential of data to optimise the consumption of energy and public services.

In concrete terms, the proposal is to address, inter alia, these three goals:

1. Advance and help boost local production and local markets, moving towards a **circular economy** model, through a quality digitalisation and information system to connect producers, communities and citizens in a streamlined and structured way.

2. Harness and leverage city data to **optimise energy consumption and the use and management of resources** in buildings, infrastructure and public services: waste, water and energy.

3. **Reduce polluting emissions**, with innovative and sustainable solutions.

3.2.4.8   Noise Pollution Action Plans

The general goals to be achieved by drawing up these noise action plans are as follows:

- Act continuously to reduce noise pollution in the municipality of València, improving the quality of life of all its citizens, at all times respecting the applicable legislation in force.
- Implement global actions concerning noise pollution that allow for the overall management of the problem of urban noise.
- Identify the key priority actions and the most conflictive areas of the municipality, so that the appropriate preventive and corrective measures can be established in the event of non-compliance with the acoustic quality goals.
- Protect quiet areas from increased noise pollution.

To reach these goals, the action plans propose a number of projects and measures aimed at achieving the following strategic objectives:

- Progressively reduce traffic in València city centre by providing alternative routes, improving living conditions for residents.
- Promote the benefits of using urban transport when travelling around the city, thus helping the environmental, atmospheric and acoustic quality of the municipality.
- Promote the more limited use of private vehicles through awareness-raising campaigns and the granting of various incentives.
- Improve mobility in the city by reducing the use of private vehicles and optimising mobility by public transport, cycling or walking, in order to reduce the noise impact generated.
- Integrate urban and spatial development policies with mobility policies to minimise travel and ensure accessibility to housing, workplaces and leisure and educational facilities with the least possible noise impact.
- Establish preventive and corrective measures, such as the use of sound-absorbing asphalt, actions in tunnels or the use of acoustic screens, to reduce the noise impact in those areas of the municipality with excessive noise levels.
- Promote respect for the environment, encouraging the use of technologies that minimise acoustic emissions and polluting noise.
- Promote the improvement of the quality of facilities and infrastructures, as well as the noise insulation of the facades of public and private buildings.
- Establish the administrative control and management actions necessary to guarantee compliance with the provisions of the environmental regulations and legislation, and

in particular with the Municipal Ordinance for protection against noise pollution in València.

The proposed measures are related to other strategic lines in this Diagnosis, especially mobility, but all with the fundamental objective of reducing noise pollution, in relation to strategic objective 3 of the València 2030 Urban Strategy.

3.2.4.9   València Metropolitan Spatial Action Plan

The draft of this supra-municipal Spatial Action Plan began its strategic environmental processing in 2017, without any subsequent steps having been taken towards its final approval. However, it contains a series of goals related to strategic line 1 that are worth reproducing here, as they demonstrate the alignment of municipal policies with spatial planning:

- Design a **system of open spaces** whose main structuring elements are the Mediterranean Sea, Albufera, the green corridor of the River Túria and La Huerta de València, guaranteeing its ecological and spatial connectivity with the rest of the València Functional Area.
- Guarantee the **preservation of the natural, landscape and cultural heritage** of the València Functional Area, the conservation of its ecological processes and the maintenance and improvement of environmental goods and services such as: the adaptation to and fight against climate change, the protection against risks and the improvement of the quality of the environment.
- **Avoid excessive fragmentation of the territory** by favouring its spatial and visual continuity, as well as the maintenance of agricultural areas (green belts) around urban centres to improve their landscape integration and maintain their urban personality.
- Develop a system of preferences regarding the **implementation of uses** and activities in the area, directing new developments towards areas of lesser environmental value and with a lesser impact of natural and induced risks.
- Define a set of connections and routes to promote the **sustainable public use of metropolitan open spaces**, both rural and urban, and to allow access by non-motorised mobility systems to the most valuable landscape resources.

3.2.4.10 Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (PATIVEL)

This regional Plan sets out a series of goals and criteria that have also been taken into account for the conceptual and propositional basis of the València 2030 Urban Strategy. In particular, the following PATIVEL proposals relate to this strategic line 1:

- Define and organise the **supra-municipal Green Infrastructure** of the coastline, protecting its environmental, territorial, landscape, cultural, educational and

protection values against natural and induced risks. The meeting of this goal involves applying the following criteria:

- o Identify and organise the coastal areas of greatest environmental, territorial, cultural and landscape value from a supra-municipal perspective.
- o Organise green infrastructure according to the environmental and territorial services it provides for society as a whole.
- o Establish a regime of uses and activities that make the active conservation of the green infrastructure and the sustainable development of the coastal strip compatible.
- o Maintain the identity of the coastline while preserving its landscape values.

- Ensure **ecological and functional connectivity** between coastal and inland areas and avoid fragmentation of the green infrastructure. The meeting of this goal involves applying the following criteria:
  - o Promote biodiversity through the continuance of coastal areas towards the inland areas.
  - o Maintain visual connectivity from the coast towards the inland areas.
  - o Strengthen the protection of other environmental and spatial instruments

- Promote the **maintenance of open spaces** on the coastal strip, avoiding the consolidation of built-up areas and urban barriers that affect coastal areas of interest. The meeting of this goal involves applying the following criteria:
  - o Avoid the consolidation of new urban barriers between the inland area and the coast.
  - o Avoid sprawling growth and conurbations along the coastline and promote a compact urban model.
  - o Promote the landscape and spatial identity of the urban centres along the coast.

- Ensure the effectiveness of the protection of rights of way in the **maritime-land public domain**. The meeting of this goal involves applying the following criteria:
  - o Maintenance of the rural status of the land affected by these rights of way.
  - o Enable their incorporation of urban green areas or the green infrastructure into the primary network.
  - o Reinforce spatial continuity with the areas that make up the public maritime-land domain.

3.2.4.11 Spatial Action Plan for the Development and Revitalisation of La Huerta de València (PATHorta)

This supra-municipal Plan contains a series of goals related to this first strategic line of the EUVLC2030, and also to strategic line 4, as will be shown below. Specifically, the goals of interest now are:

Goal 1. Modify the current development model along sustainable lines

The conservation of La Huerta, along with many other valuable spaces, requires a change in land use trends. In recent years, the intense socio-economic development experienced in the Valencian Community and, in particular, in the metropolitan area of València, has encouraged a planning model in which physical growth has been a long way ahead of land planning.

In the absence of a metropolitan vision, an additive and disjointed development model has become widespread, the result of the mere juxtaposition of the forecasts of the municipal plans and the multiple proposals formulated by private initiative outside these plans. Nor has the implementation of infrastructures followed guidelines agreed in supra-municipal planning instruments. Decisions have been taken on the basis of local initiatives and sectoral approaches. The result is that La Huerta is being developed in a permanent and uncoordinated manner, through the interconnected action of many different agents.

In this context of strong competition between the different uses for space, the less profitable uses have always lost out, especially the agricultural ones, when it is precisely these uses that shape the landscape and the territorial character of La Huerta. In the future, the maintenance of environmental, landscape and cultural resources must be balanced with sustainable economic growth and improved quality of life. Therefore, urban growth in La Huerta, which will be limited and adapted to real needs, will have to be carried out in an orderly manner.

Goal 4. Protect and highlight the value of La Huerta's resources

One of the goals of the Spatial Action Plan is revitalising the existing landscape and cultural heritage. It is a cultural heritage of remarkable importance and uniqueness, combining historical, architectural and ethnological values.

The recovery and enhancement of elements such as the network of historical pathways, the hydraulic heritage (irrigation channels, weirs, splitters, aqueducts, etc.) and the architectural heritage (farmhouses, traditional houses, hermitages, mills, etc.) is an obligation derived from Valencian cultural regulations. But it will also be of great help in making the implementation of new activities in La Huerta viable.

The Spatial Action Plan also includes strategies that further elaborate on how to achieve the desired goals:

Strategy 1. Define the Green Infrastructure of La Huerta of València

The LOTUP establishes that the Green Infrastructure or System of Open Spaces is an integrated and continuous set of spaces free of buildings, of environmental, cultural, visual or recreational interest, together with their ecological and functional connections.

In the case of La Huerta, the Green Infrastructure constitutes a mesh or network of landscapes that will connect the most valuable spaces in La Huerta with each other and with other high value landscapes in the metropolitan area: Albufera Natural Park, the coastline; Turia Natural Park, which serves as a connecting corridor with the inland reliefs; and the main parks and gardens. Green Infrastructure has, among others, the following functions:

- Structure the future growth of the metropolitan area; while preserving the rural landscape of La Huerta and specifically protecting certain highly significant spaces or elements.
- Establish the spatial framework on which to lay the planning foundations for the implementation of the other strategies, where these lack specific spatial expression.
- Constitute a first-rate resource for public enjoyment and a guarantee of the quality of life of the people of the metropolitan area of València by avoiding urban sprawl and the fragmentation of agricultural areas.
- Contribute to mitigating natural hazards, especially flooding, and also offering benefits as a climate change adaptation measure. La Huerta de València forms the peri urban environment of the municipalities that make up the metropolitan area.

In fact, it constitutes its green belt, even if it is not perceived as such by a large part of the population living and working in the urban centres. A large part of the population still perceives La Huerta as an exclusively agricultural and residual space, without a future, which has been swallowed up by urban growth. The inhabitants of the metropolitan area must go back to seeing La Huerta as relevant to their daily lives; they must become aware of the privilege they have of having a peri-urban space that constitutes a landscape, cultural and recreational resource of the first order. The city must recover La Huerta. The necessary synergies between La Huerta and the city will emerge from the implementation of all the strategies in the Spatial Action Plan (PAT). In particular:

- The Green Infrastructure and the integration of infrastructures and urban fringes, as well as safeguarding the most valuable spaces, should promote the adaptation of a series of "gateways" between the city and La Huerta that can channel and organise the flows of public use.
- The enhancement of the cultural heritage for public enjoyment and the promotion of La Huerta as a leisure space are two valuable tools for raising awareness about La Huerta and, ultimately, for generating synergies between La Huerta and the city.

- A continuous programme of public participation must be implemented in the application of both the projects and actions that make the PAT more dynamic, as well as in those issues related to La Huerta that fall within the competence of the local government.
- A continuous public awareness programme should be implemented in the city of València and other urban centres through activities to disseminate information about La Huerta, in general, and about PATHorta's own actions, in particular.

The regulation of land use and the orientation of development models are land-use planning and management tools that must be carefully applied in the fragile and valuable area that is La Huerta. Green Infrastructure constitutes the spatial pattern to which a new model of urban development must conform, which must be orderly, sustainable and consensual. In a space as complex as the metropolitan area of València, in which multiple public and private agents operate, taking important planning decisions from very different points of view, it is necessary to establish guidelines to avoid conflicts of interest and contradictions:

- Scrupulous respect by all for the Green Infrastructure as a reference framework for future development.
- Preference given to locating new growth next to already urbanised land (as a way of "widening" towns) as opposed to isolated developments disconnected from the urban fabric.
- Prioritise compact urban development models over extensive models, which consume more open space resources.

Strategy 2. Landscape integration of infrastructures and urban fringes

Infrastructures and urban fringes are determining elements in the configuration and perception of La Huerta. Some communication and transport infrastructures have technical requirements with a strong spatial and landscape impact in areas like La Huerta. This is the case of roads and railways which fragment the space and sometimes run along banks. The power lines, in addition, require tall towers in a landscape that is predominantly flat.

On many occasions, the absence of prior planning that would have created an adequate layout of these infrastructures has meant excessive fragmentation of the space and the consequent loss of quality.

It is also necessary to protect the image of the urban centres surrounded by the La Huerta landscape, integrating the associated surrounding infrastructures so that they do not create a visual barrier. At the same time, the design of these infrastructures

must ensure an adequate transition between La Huerta and the city, while at the same time allowing visual enjoyment of La Huerta.

The following guidelines are proposed for the correct landscape integration of new urban growth and infrastructures:

- The effective coordination of the guidelines and regulations of PATHorta with spatial and urban planning - both municipal and supra-municipal - and other sectoral planning with an impact on La Huerta must be ensured for the correct implementation of infrastructures.
- Urban planning conditions should be established for all developments involving land that can be built on, in order to ensure their integration into the landscape. Particular attention will be paid to those developments that form the urban fringes.
- There should be a study of the advisability of grouping certain infrastructures in lines or corridors to avoid the multiplication of the "barrier" effect and the consequent fragmentation of the space, as well as the mortgages in the territory derived from their legal conditions.

3.2.4.12 Spatial Strategy of the Valencian Community

This strategy, drawn up in 2011 by the Generalitat Valenciana, established a series of general goals for the autonomous community that have served as a reference for the process of drawing up the València 2030 Urban Strategy.

In relation to the issues addressed by strategic line 1 of the EUVLC2030, the Spatial Strategy proposed a series of goals and criteria that are still fully valid, which are reproduced below:

Goal. Integrated and creative management of the environmental heritage, which includes, among others, the following criteria:

- Spatial planning will define a continuous green fabric of natural areas protected for their environmental and/or landscape interest, and agricultural land with economic (high capacity of use, areas with designation of origin, etc.) or landscape or values or valuable for the functional and visual connectivity of this fabric.
- The green fabric of each municipality must be connected with those of the surrounding municipalities and with urban open spaces.
- The definition of the biological and spatial corridors connecting these areas will consider in each case their characteristics in terms of connecting elements, their width and their management.
- The fragmentation of the territory by linear infrastructures and urban development activity should be avoided as much as possible.

- Tourist or recreational activities that place greater pressure on natural areas will be carried out within the protection perimeters of these areas.
- A network of soft infrastructures must be defined to allow widespread access to the sustainable public use of natural areas.
- In order to mitigate the effects of forest fires, a patchwork of uses is preferable to compact forest use in areas highly sensitive to this risk.
- Agricultural areas adjacent to protected areas should be managed according to the flows and processes occurring in the whole.
- Biodiversity criteria will be introduced in the design of urban open spaces and, in general, in the treatment of urban vegetation.
- Critical points in relation to the permeability of the land will be detected and the necessary preventive measures will be put in place.
- Legal easement zones will be enhanced as areas of biological connectivity of the whole territory, where possible and feasible.

Goal. Minimise the effects of natural and induced hazards.

- Urban and spatial planning should direct future development towards risk-free areas or, if this is not possible, towards areas of lower risk, provided that development is permitted.
- Urban and spatial planning will review the treatment of risks in light of the potential effects of climate change.
- Infrastructure works to reduce or eliminate an existing risk will avoid generating new risks induced in the same place or in other parts of the area.
- Where advisable, the establishment of "risk sacrifice zones" will be preferred to structural actions with high economic, social and environmental impacts.
- In high-risk areas, the precautionary principle will always be applied preferentially to any action.
- Promoting public awareness is a priority since it is a key factor in a successful risk management process.
- Protected areas should be managed in such a way as to maximise their ability to protect against risks.
- It is useful to superimpose the different risks on the land in order to consider the relationships and interactions between them and the possible cumulative effects.
- It should be borne in mind that nature and biodiversity benefit from the phenomenon of risk, which is a cultural concept, so it is advisable to live with an acceptable degree of risk.
- Structural and non-structural actions should support natural processes to the extent that they are economically, socially and environmentally feasible.

Goal. Integrated coastal planning and management.

- It is advisable to integrate the new tourist and residential offers on the coast into the pre-existing urban areas, avoiding excessive sprawl from the new developments.
- Coastal urban development models with lower land, water and energy consumption and higher added value generation should be favoured.
- It is recommended to avoid undesirable phenomena of conurbations between neighbouring coastal municipalities.
- The supply and use of the coastline must be sized according to its capacity in terms of its suitability/vulnerability.
- Tourist facilities for leisure, sport and open spaces should be considered separately from property development.
- Urban development should be limited in line with projected rise in the sea level, as recommended by the Panel of Experts on Climate Change.
- It is advisable to consider the great weight of the tourist population when deciding on the size of infrastructures and services.
- Developments and infrastructures perpendicular to the sea should be favoured in general, and those parallel to the coast should be progressively deactivated.
- The space around protected areas should be kept free of buildings for environmental or landscape reasons, promoting biological corridors with the rest of the region.
- Coastal marshes should be managed for their protective role against risks such as sea storms, saline intrusion or flooding.
- The functionality of the coastline must be promoted from a physical and natural point of view, allowing the movement of people and sediment along the coast.
- Priority is given to port facilities that are extensions or off-shore, rather than to the construction of new ports or nautical facilities.
- Promenades will be located preferably behind the coastal dune fronts.
- The urban development management mechanisms contained in current legislation should be used to obtain land on the coastal strip and allocate it for public use.

Goal. Apply spatial management to obtain the areas of greatest environmental and cultural value

- From the point of view of environmental values, priority can be given to land within protected areas, of very high scientific value, the management of which may conflict with the development of human activities.
- Sandbars or coastal strips located inside protected areas, which are not public maritime-land domain, should be prioritised due to their scarcity and proximity to built-up areas.

- Natural Parks located in metropolitan areas with strong pressure from urban development are suitable areas for obtaining them through spatial management procedures.
- These projects can also include areas with landscape-related protection status, especially if they are located in metropolitan areas.
- Protected land subject to natural risks or whose proper management could lead to a reduction of natural risks in the territory as a whole may also be prioritised.
- Also important are areas which, being protected land, play a key spatial and environmental role as connectors, filtering elements or preventing fragmentation of the territory.

Goal. Preparing the territory for adaptation to climate change and combating this.

- All spatial and urban planning should take into account effects of climate change in the alternatives and scenarios they propose.
- New urban and development land should not be positioned in low lying coastal areas that are likely to be affected by a rise in the sea level.
- On land already classified as urban and suitable for development, it is advisable to leave areas that could be affected by the foreseeable rise in sea level as open spaces and green areas.
- Coastal wetlands should be managed as a means of preventing and combating the foreseeable increase in risks due to effects of climate change.
- Water planning has to ensure, under any climate change scenario, the necessary resources for wetland ecosystems to fully realise their environmental and social functions.
- Forest management must prioritise firefighting and the reforestation of abandoned agricultural areas, or marginal land with plant formations adapted to the effects of climate change.

3.2.5   5. SWOT analysis of the consultation process.

Finally, the conclusions of the consultation workshops based on the 6 city visions related to this Strategic Line 1 are reproduced in the form of a SWOT analysis:

3.2.5.1   Weaknesses
- High waste production.
- Problems of water purification and discharges into the sea.

3.2.5.2   Threats

- Failure to take drastic measures against climate change increasing the associated environmental and socio-economic problems, thus reducing quality of life.
- Failure to protect the natural areas surrounding the territory in a decisive manner.

3.2.5.3   Strengths

- The old Turia riverbed is potentially a central healthy area for the city that allows the connection between different neighbourhoods, offers areas where people can play sport and provides a large green area.
- A great environment, climate and urban structure that allows comfortable travel on foot or by bicycle and very close contact with nature.
- Strong water and cultivation culture.
- Natural spaces of the first order such as La Huerta, Albufera and the Natural Park of Túria.

3.2.5.4   Opportunities

- Increase green areas to avoid the heat island effect.
- Increase the metabolism based on the circular economy, implementing policies to reduce consumerism, waste and energy expenditure and make more responsible use of resources.
- Policies to facilitate circular product-cycle design.
- Accelerate the design and implementation of nature-based solutions, encourage rewilding and improve biodiversity, taking advantage of increased capture of CO_2. Link to urban models such as the slow city or pedestrianised city (superilla).
- Revitalise local and organic food production with a focus on the market garden and with special attention paid to Albufera.
- Give prominence to the l'Horta Council (Consejo de l'Horta) and the Environment Council (Consejo de Medioambiente) as central elements of environmental governance.
- Achieve a fair ecological transition.

3.3
SL2 - Fair and inclusive energy transition

3.3.1   1. Description in the Strategic Framework 2022

This strategic line is aimed at developing a sustainable and fair energy model that exceeds the expectations set by the European Union for 2030, based on the decentralised and autonomous production of renewable energy and on efficiency and responsibility in its use.

The strategic objectives are as follows:

3.3.1.1   SO6. Increase the production of renewable energies

Objective aimed at increasing the production of renewable energies in the city and promoting the proliferation of the local business sector in this field.

3.3.1.2   SO7. Change the energy culture: increase self-consumption, responsible energy consumption and energy efficiency in buildings

Objective aimed at moving towards a decentralised energy model, which supplies energy to the whole city, where the consuming agents produce their own energy and in which it is possible to optimise and reduce excess energy consumption in homes and buildings in the city.

3.3.1.3   SO8. Right to energy

Objective aimed at enshrining the right to energy as a fundamental right for all people in the city of València, as a key element for a dignified and independent life and as an instrumental right for the exercising of other rights relating to health, education, food, etc. Ultimately, it is about ensuring a fair energy transition and fighting energy poverty.

3.3.2   2. Alignment with the SDGs and the SUA

3.3.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	3. Prevent and reduce the impact of climate change and improve resilience.	3.2. Reduce greenhouse gas emissions.
	4. Sustainable resource management and promotion of the circular economy.	4.1. Be more energy efficient and save energy.
	5. Promote proximity and sustainable mobility.	5.2. Promote sustainable modes of transport.

3.3.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE	7. Ensure access to affordable, safe, sustainable and modern energy
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	8. Promote inclusive and sustainable economic growth, employment and decent work for all
9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	9. Build resilient infrastructures, promote sustainable industrialisation and foster innovation
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	12. Ensure sustainable consumption and production patterns.
13 ACCIÓN POR EL CLIMA	13. Take urgent action to combat climate change and its effects.

3.3.3   3. Descriptive data and indicators

3.3.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D04	Municipal area of land not for development (%)	64.10
D05	Green area per 1,000 inhabitants (ha)	0.78
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)	168.34
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D14	Percentage of building stock by municipality built prior to 2000 (%)	80.85
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.3.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE	SDG7.2.	Total electricity consumption per inhabitant per day (kWh)	V.A.	7.59	2020
	SDG7.3.	Domestic electricity consumption per inhabitant per day (kWh)	V.A.	3.53	2020
	SDG7.4.	Gas consumption per inhabitant per day (kWh)	V.A.	2.43	2020
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	SDG 12.B.1	Tourists (travellers) per capita	x100000	164721	2021.
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO_2 per 100 inhabitants	x100	184.2	2020

Updated methodology and data available at https://ods-valencia.github.io/estadistica/es/

3.3.4   4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Climate and Energy Action Plan 2030
Valencia 2030 Missions	València 2030 Early Demand Map - IPP
Environmental Action Plan for the Municipality of Valencia	

Supra-municipal strategic planning	
2011 Spatial Strategy of the Valencian Community (ETCV)	

The content of these documents that has been relevant to the definition of this strategic line 2 of the EUVLC2030 is reproduced or summarised below, as appropriate. Both its diagnostic content and its action-orientated nature have been taken into account in terms of defining lines of action and goals.

3.3.4.1   COVID Framework Agreement

In relation to this strategic line, the Framework Agreement proposed the following initiatives:

- In a participatory manner, develop a roadmap for the city's **energy transition** that takes into consideration the perspective of the different stakeholders. This is a key area for economic revival and employment generation.
- **Update** municipal regulations to remove barriers to self-consumption and facilitate photovoltaic installations on the roofs of buildings, both individually and in energy communities.
- Subsidy scheme for the **energy renovation of buildings** with the GVA. Renovation and new building with mandatory energy efficiency, renewable energies and bioclimatic criteria.
- Further develop and expand the 50/50 project for participatory and sustainable management of school buildings. Develop a public-private partnership for energy renovation and make a real investment in energy refurbishment in homes, offices and residences.

3.3.4.2   Valencia 2030 Missions

At the closing date of this Diagnosis, the València 2030 Climate Mission had been approved and was in the development phase. Its implementation is closely related to the València 2030 Urban Strategy, as can be seen in the Strategic Framework document. So, it is not only related to this strategic line 2, but to a large part of the EUVLC2030 as a whole.

This climate mission, in any event, is strongly linked to the fair and inclusive energy transition, as its purpose shows:

> European cities occupy 4% of the EU's surface area, but are home to 75% of EU citizens. Globally, cities account for more than 65% of energy consumption, more than 70% of CO2 emissions. And by 2050, they will account for around 80% of the world's population.

> In this context of climate emergency, cities have a crucial role to play in the fight against climate change and they are key to the solution.

> The ultimate aim is to make València a climate-neutral city by 2030, and to do so with the help of (and on behalf of) the public, within the context of the European mission of 100 climate-neutral European cities by 2030. The València 2030 Climate Mission is València's contribution to help the EU reduce climate emissions by 55% between now and 2030 and becoming climate neutral by 2050. The benefits associated with the decarbonisation of València are obvious and form part of our aspirations: better public health, less congestion and noise, less pollution, more available natural spaces, better habits, more innovation, etc. We aspire to make València a healthier, more sustainable, more shared, more prosperous and, in short, more liveable and desirable city for people.

3.3.4.3 València 2030 Early Demand Map - IPP

Several challenges were set in relation to this strategic line:

- **C02 emissions reductions**: Cities cover 3% of the land, yet they are responsible for 72% of global greenhouse gas emissions.
  Taking this context into account, the city of València signed up to the Covenant of Mayors in 2009, which meant acquiring international commitments to reduce its C02 emissions by at least 40% by 2030. In 2016, València had managed to reduce emissions by 28%, which was considered an insufficient rate. For this reason, and within the framework of the València 2030 Missions Strategy, the first of the innovation missions approved was, precisely, the "València Neutral City" Mission.
  In line with this mission, this challenge aims to enhance the creation of innovative solutions to achieve the commitments made in terms of emissions reductions, with a special focus on the systemic transformation of its neighbourhoods from this perspective of mitigating climate change.
- **Increasing renewable energy production in the city:** Within the framework of the aforementioned Covenant of Mayors, the city of València also committed to increasing renewable energy production by 27% by 2030. However, by the mid-term measurement in 2016, it had only managed to increase its renewable energy production by 0.1%.

In the electricity sector, mature renewable technologies, mainly solar PV and wind, are already economically competitive. However, they still require a clear and stable framework that, in addition to providing predictability and facilitating the financing of investment in renewable energies, directly passes on to consumers the reduction in production costs that renewable technologies have experienced in recent years. In this context, this challenge aims to increase the capacity of the city of València for the production of renewable energy.

- **Digital and fair energy transition.**
  The aspiration to significantly increase the share of renewable energy goes hand in hand with the need to develop a more flexible, multi-directional and smart energy system capable of efficiently and safely absorbing the new renewable energy generation. This means, therefore, the transformation of the electricity system from a technological perspective, including the deployment of new storage technologies, the technological updating of energy distribution networks and the development of new real-time energy monitoring systems, among others.

  All of this is within the acceleration of technical innovation processes from a digital perspective, establishing elements such as regulatory sandboxes.

  This challenge is also justified by the need to shape an energy transition that leaves no one behind. In this way, as well as trying to identify and develop new mechanisms to combat energy poverty, the aim is also to increase the technological options in the energy sector from the demand side, developing new collaborative energy models based on self-consumption.

3.3.4.4 Environmental Action Plan for the Municipality of Valencia

Strategic line 5 of this plan was devoted to **promoting the use of renewable energies, energy saving and energy efficiency:**

> One of the most relevant and worrying environmental problems at a local level is urban energy consumption. València has shown its concern and in 2009 joined the Covenant of Mayors by which it commits to fight against climate change, acting to contribute to the reduction of energy consumption in all applicable areas such as mobility, electricity supply, etc., as well as joining forces in the implementation of new sources of energy that are more environmentally friendly. València has optimal conditions in terms of temperature and solar radiation rates to develop renewable energy production systems based on solar energy (thermal and photovoltaic), which would help to reduce the strong dependence on external energy and CO_2 emissions.

3.3.4.5 Climate and Energy Action Plan 2030 (PACES)

PACES sets out the strategic objectives in terms of climate justice and energy democracy, under the premise of having strategies aimed at the transition towards an energy model that is not only sustainable, but also fair, equitable, democratic and civic:

- Combat energy poverty.
- Promote energy saving and efficiency.
- Support for local renewable energy production and self-consumption.
- Education for a new energy model.

3.3.4.6 Spatial Strategy of the Valencian Community

Two goals set by the spatial strategy establish several criteria related to the energy transition proposed in this second strategic line of the EUVLC2030:

Goal. Preparing the territory for adaptation to climate change and combating this.

- It is advisable to consider the issue of CO_2 emissions in all transport planning, promoting collective and low-emission modes.
- It is advisable to promote new logistics technologies as a way of avoiding CO_2 emissions in the distribution sector.
- The areas with the greatest suitability and least vulnerability should be studied for CO_2 storage.
- CO_2 emissions per inhabitant must decrease by the end horizon of any planning process compared to the baseline situation.
- One of the basic goals of spatial planning must be to increase local energy production from renewable sources, whatever the spatial scope of reference.

Goal. Promote the development of the new energy potential of the territory

- Installations need to be avoided in areas of proven environmental, economic and landscape value.
- Preferably, the connection lines from the production areas to the general network should be put under ground to avoid affecting the habitats and fauna included in the European Birds and Habitats Directives.
- When building new solar power plants, priority will be given to landscape and environmental criteria when determining their final location, preferably choosing anthropized areas and industrial urban land.
- Where wind farms are installed in the marine environment, they must not affect coastal ecosystems and must not harm tourism or fishing activities.
- The development of these facilities may involve compensation for the environment they are affecting, spending part of the expected income on investments in environmental and landscape regeneration in the area.
- Biofuels will not come from deforested land, protected areas, wetlands or grasslands and will not compete with food crops.
- In the Valencian Community, preference should be given to plants manufacturing biofuels from waste and by-products from other production processes.
- It is recommended that biofuel conversion plants source their feedstock from an inland area no more than 200 kilometres away.

3.3.5   5. SWOT analysis of the consultation process

The conclusions of the consultation workshops based on the 6 city visions related to this Strategic Line 2 are shown below in the form of a SWOT analysis:

3.3.5.1   Weaknesses

- High dependence on the private car, especially at the metropolitan level.

3.3.5.2   Threats

- The strategy does not involve a resolute change of mindset on mobility and energy accompanied by innovative practices.
- The poor are left out of the energy transition possibilities proposed in the strategy.
- Maintaining sustainability as an isolated element of public policy debate, not integrated in a cross-cutting manner in the defining of public policies.
- Failure to take drastic measures against climate change increasing the associated environmental and socio-economic problems, thus reducing quality of life.

3.3.5.3   Strengths

- Existence of an organised social network that has historically been involved in the struggle for the environment.

3.3.5.4   Opportunities

- Establish health and care as a defining element of urban policies, promoting coexistence and improving the physical components of urban health such as thermal comfort, acoustic comfort and air quality.
- Integrate the different types of personal mobility and public transport from an ecological and metropolitan perspective, generating infrastructures so as not to depend on private vehicles. Seek a transport-neutral impact.
- Achieve a fair ecological transition.
- Promote self-generation and self-consumption tools such as energy communities.
- Increase the metabolism based on the circular economy, implementing policies to reduce consumerism, waste and energy expenditure and make more responsible use of resources.
- Accelerate the design and implementation of nature-based solutions, encourage rewilding and improve biodiversity, taking advantage of increased capture of CO_2. Link to urban models such as the "slow city" or the superblock (supermanzana).

3.4
SL3 - Sustainable, Inclusive and Efficient Urban and Metropolitan Mobility

3.4.1   1. Description in the Strategic Framework 2022

This strategic line is aimed at continuing to make progress in the sustainable urban mobility model and to incorporate the metropolitan question as a key element in the transformation of the city's mobility, specifically taking into account the challenge of urban logistics.

The strategic objectives are as follows:

3.4.1.1   SO9. Establish a non-polluting model based on active mobility and the use of public transport

Objective aimed at establishing an urban mobility model based on walking, cycling and public transport. This model will have to pay special attention to young and elderly people.

3.4.1.2   SO10. Promoting safe and autonomous mobility for all ages

Objective aimed at guaranteeing a pedestrian-friendly public space, to ensure safety and autonomy when moving around and to turn the city into an accessible and friendly space for children, women and elderly people. The recovery of public space for pedestrians must involve consultation, dialogue and consensus with the main parties involved and be accompanied by the consolidation and continuous improvement of collective public transport services.

3.4.1.3   SO11. Improving connectivity at the metropolitan level

Objective aimed at increasing connectivity between urban, suburban and rural areas and between clusters of economic activity in the metropolitan area, to ensure efficient and comfortable travel through a powerful public transport network as well as a wide range of sustainable means of transport with fare integration and appropriate regulation of new modes of sustainable mobility.

3.4.1.4   SO12. Accelerate the decarbonisation of mobility

Objective to decarbonise the current transport and mobility system, both public and private, through electrification to significantly reduce greenhouse gas emissions. It will include the promotion of electric personal mobility vehicles.

3.4.1.5   SO13. Increase the efficiency of the logistics system

Objective aimed at increasing the efficiency and sustainability of urban logistics systems and the management of surface parking space, so that people's mobility coexists perfectly with the mobility of goods.

3.4.1.6   SO14. Boost strategic infrastructures

Promotion of decent infrastructures for València by the regional and state governments to improve mobility, commercial exchanges and the sustainability of our city. The Mediterranean Corridor, access channel, through tunnel, central station, extension of the Serrería tunnel, railway accesses and intermodal system of the Port of València, a modern, sustainable, efficient and competitive port, and the remodelling of the Bus Station must be fundamental objectives to be achieved by 2030.

3.4.2   2. Alignment with the SDGs and the SUA

3.4.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	3. Prevent and reduce the impact of climate change and improve resilience.	3.2. Reduce greenhouse gas emissions.
	4. Sustainable resource management and promotion of the circular economy.	4.1. Be more energy efficient and save energy.
	5. Promote proximity and sustainable mobility.	5.1. Promote a compact city. 5.2. Promote sustainable modes of transport.

3.4.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

3 SALUD Y BIENESTAR	3. Ensure healthy living and promote well-being for everyone regardless of age.
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.
13 ACCIÓN POR EL CLIMA	13. Take urgent action to combat climate change and its effects.

3.4.3   3. Descriptive data and indicators

3.4.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D01	Population change 2007 - 2017 (%)	-1.88
D02a	Artificial cover area by municipality (%)	41.33
D05	Green area per 1,000 inhabitants (ha)	0.78
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)	168.34
D09	Urban compactness. Buildable gross area (m2 roof /m2 floor)	1.52
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69
D18a	Registered vehicles per 1000 inhabitants	533.63
D18b	Percentage of passenger cars (%)	73.77

	Descriptive data	Result
D18c	Percentage of motorbikes (%)	13.37
D21	Density of urban cycleways (m/1000 inhab)	0.20

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.4.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator		Unit of measurement	Most recent data	Date
2 HAMBRE CERO	SDG 2.2.4	Obese or overweight adult population		%	47.12	2019
	SDG 2.2.3	Childhood obesity		%	7.35	2016
3 SALUD Y BIENESTAR	SDG 3.4.7	Life expectancy		Years	83.09	2020
	SDG 3.4.1	Key diseases	Mortality rate attributed to cardiovascular diseases	x100000	263.07	2019
	SDG 3.6.1	Traffic accidents		x100000	4.63	2019
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.3.2	Built-up area per capita		m2	30.07	2020
	SDG 11.2.5	MetroValencia journeys per inhabitant		x person	29.61	2020
	SDG 11.2.6	EMT (Empresa Municipal de Transportes) journeys per inhabitant		x person	64.74	2020
	SDG 11.6.5		Annual average concentration NO2	V.A.	16.23	2021.
	SDG 11.6.3		Annual average concentration PM10	V.A.	16.87	2021.
	SDG 11.6.2	Air quality (micrograms x m3)	Annual average concentration PM2.5	V.A.	10.54	2021.
	SDG 11.6.6		Annual average O3 concentration	V.A.	55.39	2021.
	SDG 11.6.7		Annual average SO2 concentration	V.A.	3.69	2021.

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	SDG 12.B.1	Tourists (travellers) per capita	x100000	164721	2021.
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO_2 per 100 inhabitants	x100	184.2	2020

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.4.4   4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with Strategic Line 3:

Municipal strategic planning	
COVID Framework Agreement	Environmental Action Plan for the Municipality of Valencia
Road Safety Master Plan for the city of Valencia 2018-2023	Plan to improve air quality in l'Horta
Framework Plan for Equality between women and men 2021-2024	Sustainable Mobility Plan (Plan de Movilidad Sostenible - PMUS)
Special Plan for Urban Quality Guidelines	València 2030 Early Demand Map - IPP
VLCi strategy. Smart City Strategy (2022)	

Supra-municipal strategic planning	
Valencia Metropolitan Spatial Action Plan (VALMTAPV)	
Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (PATIVEL)	
2011 Spatial Strategy of the Valencian Community (ETCV)	
Metropolitan Mobility Plan for Valencia (PMMV)	

Below is an extract of the content of the documents that have been relevant for the definition of this strategic line 3, taking into account both their diagnostic content and their proactive nature.

3.4.4.1   Sustainable Urban Mobility Plan (PMUS)

In this strategic line 3, the Sustainable Urban Mobility Plan is of decisive importance, which is why it is addressed first in the analysis of objectives and proposals. However, it should be remembered that it is relatively old, from December 2013, which means that some of its measures have now been superseded by the significant progress made in actions to promote sustainable mobility deployed in the city of València.

PMUS is organised around the following basic goals:

- Ensure and promote **pedestrians** continuing to be the main priority for mobility in the city, recovering the available public space from an environmental and functional point of view, improving connections between different pedestrian areas, accessibility, safety and comfort of pedestrian areas.
- Establish and encourage the growth of **cycling** as a general and daily mode of transport for the public, providing the necessary infrastructure in the city.
- Boost **public transport** so that it accounts for a greater share of urban travel, prioritising and guaranteeing the circulation of the surface transport system in optimal conditions, adapting services to the new demands and needs of the public

and promoting intermodality between all available modes: EMT, metro, tram and intercity buses.

- Revise and redefine a **road hierarchy** in the city that allows for the better planning of traffic flows through the city, so that the city centre ceases to be a transit route and recovers its character as an essential meeting point for the city and its inhabitants.
- Organise surface **parking** space, setting an appropriate pricing policy for regulated parking and coordinating this with underground parking, especially in the city centre and the inner urban ring road between the main thoroughfares.
- Further improve **mobility management** to ensure that travel is carried out in the most efficient way.

And for the achievement of the above objectives, it establishes a series of strategies. Those directly related to Strategic Line 3 of EUVLC2030 are summarised below:

- 1. Promote pedestrian travel.

  A network of pedestrian routes is required to ensure that journeys can be made in appropriate conditions, linking all urban areas, guaranteeing adequate connectivity in a similar way to the networks for road traffic. The main pedestrian intervention strategy should be the creation of a network of pedestrian routes linking the city's main mobility-inducing hubs and supporting the main pedestrian flows, both within and between neighbourhoods. The actions framed within this strategic line will be aimed at guaranteeing the coherence and continuity of the pedestrian network, with multiple actions including: widening of pavements, pedestrianisation of certain sections of streets, design of pedestrian crossings where deemed necessary, modification of pedestrian routes to avoid detours, improvement of pedestrian traffic light phases, enhancement of pedestrian routes around schools for all ages, etc.

- 3. Ensure unobstructed and safe pedestrian mobility.

  Pedestrians are the main protagonist of the public space and, at the same time, the most fragile element in relation to the different means of transport with which they have to coexist; in other words, the most vulnerable in the event of a traffic accident.

  In the context of urban road safety, the term vulnerable refers to all those members of the public who, because of the means of travel they use (as well as, in some cases, the physical characteristics of the age group to which they belong), are at a higher risk of injury in the event of a road accident. The concept includes pedestrians (in general, and children, elderly people and people with reduced mobility in particular) and cyclists.

  The vulnerability of these groups is mainly related to their interaction in the urban space with motorised modes of transport (private vehicles, public transport vehicles and goods vehicles), as well as to various factors linked to road design and mobility management.

In addition, there are a number of areas in the city where there is a particular concentration of accidents and road safety problems.

- **4. Ensure an adequate cycling infrastructure by maintaining, improving and consolidating the city's network of cycleways.**

The city of València has an extensive network of cycle routes (cycleways and bicycle boulevards) that has been in place for years. To maintain a good level of supply it is necessary to implement network maintenance measures (appropriate horizontal and vertical signage and surface improvement) as well as improvements in the design of certain points, to adapt the network to current design criteria (elimination of conflict points with pedestrians, simplification of the network, traffic light management, traffic calming measures, etc.).

It is also necessary to complete the network of cycleways for its full consolidation, with the aim of improving spatial coverage at those points with the greatest demand for cycling and the greatest conflict with other modes of transport.

With the dual objective of consolidating the Valenbisi system and increasing demand for private bicycles, there is a need to plan a continuous and safe network of routes, guaranteeing the connectivity of the existing network and designing the city by sharing public space to coexist with other modes of transport.

- **5. Facilitate and normalise the use of bicycles as a daily and habitual mode of transport for the people of València.**

Promoting travel by bicycle does not only mean providing sufficient and adequate infrastructure for cycling. There are elements related to the day-to-day management of mobility which, due to the special characteristics of this mode of transport, cause additional problems in terms of making it an effective means of transport widely used by the public.

Indeed, the vulnerability of bicycles to theft and the insecurity of parking them on public roads, for example, is an important factor preventing a more general and widespread use by the population.

- **6. Improve the competitiveness of EMT València's urban transport service.**

The role that EMT must play in the sustainable mobility strategy of the city of València is fundamental, as the Empresa Municipal de Transportes (Municipal Transport Company) is clearly designed to be a basic provider of mobility services, placing itself at the same level as the providers of health services, education, etc. In addition, EMT guarantees levels of accessibility and mobility to a large segment of the population in a balanced way in the different neighbourhoods of the city.

Therefore, any action taken to improve the competitiveness of EMT's transport will have a clear impact on improving the sustainability of mobility in the city, as this service is one of the most sustainable and energy-efficient modes of transport in the city.

Thus, this strategic line should lead to actions that involve the implementation of measures to improve the speed of bus traffic, guaranteeing that services run on time and ensuring minimum transfer times.

In addition, measures must be put in place to prioritise bus traffic in the city centre, by far the main destination of journeys and the main difficulty in terms of traffic flow.

- 7. Adapt the EMT network to the new mobility needs and demands of the public.

  The EMT bus network is a mature, consolidated transport network with exceptional spatial coverage and accessibility. However, today this network is facing a conflict, trying to reconcile and meet, on the one hand, the new mobility needs of the population and EMT's role as a basic public service with, on the other hand, operating efficiency and the economic situation.

  The current EMT network has hardly changed its essential configuration since the 1980s when the last major restructuring of lines took place. Since then, the city has evolved enormously, new high-capacity transport systems have appeared (metro and tram) and the needs of the population have changed. The city is no longer the same place.

  It is therefore essential to rethink the design and configuration of the EMT València bus network, in order to achieve a clear increase in the share of this system in the city's mobility, which is already essential today, complementing the public transport offers and taking advantage of the previous strategy of strengthening the conditions for surface transport in the city.

- 8. Promote the intermodality, coordination and integration of urban and interurban public transport.

  A large number of mechanised journeys that take place in València have a start or end point in one of the municipalities of the Metropolitan Area. And, unfortunately, most journeys are taken in private vehicles.

  Interurban public transport is not the responsibility of València City Council, but the mobility of people does not follow the pattern of responsibilities between governmental bodies.

  It is therefore essential to establish strategies and, consequently, actions that help, from the point of view of municipal responsibilities, to bring about an effective modal

shift in metropolitan travel, so that public transport gains a greater share in the modal split and the number of vehicles entering the city each day is reduced.

Multiple levels of integration are contemplated in the strategy, in keeping with the complexity of the mobility relationships that exist in the Metropolitan Area, and include:

- o Promote coordination with the Conselleria de Infraestructures de la Generalitat (Ministry of Infrastructures of the Generalitat) and with FGV.
- o Better integrate inter-city transport services within the city.
- o Coordinate timetables and offers between different modes (metro, tram, intercity bus and city bus) so that they complement rather than compete with each other.
- o Promote private vehicle - public transport and public - public transport intermodality through the implementation of Park&Ride and surface transport interchanges.
- o Integration of transport information and services.

- **9. Prioritise the city's roads according to criteria of more sustainable mobility.**

There is a need to establish a proposal to review and consolidate the road hierarchy in the city, and to reorganise traffic in order to make the city's road network more efficient while promoting other uses (public transport).

València has an important road infrastructure, with several high-capacity roads that are capable of bringing traffic in and out of the city, as well as the main flows within it. The capacity of these roads is high, allowing flowing circulation (which benefits not only private vehicles but also public transport) but sometimes discouraging the use of other, more sustainable modes of transport.

In addition, there are currently several traffic routes, mainly in the centre, which constitute the main routes for pedestrians and bicycles, making it difficult to recover urban space for pedestrians and bicycles. These routes should be channelled through other roads with a greater capacity and allow for the freeing up of roads to provide more space for pedestrians and bicycles.

This road hierarchy would also allow for an adequate buffering of traffic from the outer areas of the city towards the city centre.

- **10. Traffic calming.**

To try to solve the problem of traffic speed in the urban area, it is important to take measures and actions to reduce traffic speed, sometimes as part of public policies, with planned actions and urban designs that allow the coexistence of pedestrians and vehicles, such as the 30 zones in cities.

Actions will be aimed at reducing traffic speeds in those urban areas that are predominantly residential or commercial and have a high pedestrian flow through the creation or extension of 30 zones in the different neighbourhoods of the city, giving priority to pedestrian mobility over that of drivers.

- **11. Reorganise parking space.**

On-street parking affects all types of people who use the public space. While apparently the more direct impact is on car drivers and goods distributors who need a place to park or load and unload, in reality pedestrians and public transport are the main victims of a parking policy that is not aligned with the objectives of sustainable mobility.

It is therefore essential to establish strategies for the proper regulation of on-street parking, to discourage the indiscriminate use of private vehicles, especially on access roads to the centre, to reduce congestion levels on the roads (partly caused by cars searching for a parking space) and to promote public transport and pedestrian mobility.

A good parking strategy helps to minimise the economic, social, and environmental costs related to inefficient energy consumption and the emission of polluting gases, resulting from excessive car use for travel and the consequent search for free on-street parking spaces when arriving at the destination.

In this sense, this strategy proposes measures for the extension of the Orange Zone in the city (to allow parking for residents, but not for those visiting the destination), and the integrated management of parking for visits by means of a system of rates by belts, which would allow the flow of private vehicles entering the city centre to be laminated.

- **12. Improve loading and unloading in the city.**

The PMUS strategy in this area aims to achieve an agile, fast and clean urban distribution of goods, providing the city with a greater number of reserved areas, spatially balanced and close to commercial areas, so as to reduce the number of journeys, the distance to be travelled to stores and the duration of operations.

To this end, loading and unloading areas should be expanded at those points where deficits have been detected and management models in central areas should be considered. Measures should also be put in place to impose greater discipline and monitoring of the licenced areas, implement the use of new information and communication technologies and promote cooperation between operators to establish a possible and realistic framework for agreement.

- **13. To look in more depth at the aspects of mobility management with the help of new information technologies.**

  Management is one of the main actions for the Smart City, due to its impact on increasing the city's productivity, reducing both energy consumption and its associated costs, controlling greenhouse gas emissions and the general quality of life in the city, bearing in mind that road traffic is the main cause of atmospheric pollution and noise pollution.

- **16. Decarbonise the transport system**

  The PMUS must ensure sustainability in mobility and an important part of this is to reduce damage to the environment.

- **17. Link spatial and urban planning with mobility infrastructures.**

  Spatial planning and mobility are "two sides of the same coin", intimately intertwined. Spatial planning and transport and mobility policies need to be coordinated at the metropolitan level to ensure sustainable urban development with a future.

3.4.4.2 Road Safety Master Plan for the city of València

Also relevant in this section are the strategies proposed by the Road Safety Plan, which build on the previous PMUS:

- **Strategic line 1: improving safety conditions for pedestrian mobility**

  València City Council's current road safety policies are aimed at increasing road safety for pedestrians as a vulnerable group, as part of the "zero vision" objective.

  Among the most important actions included in the 2013 València PMUS, with which the PDSVV is aligned, are the expansion of pedestrian zones in the city centre and the pedestrianisation of strategic streets.

- **Strategic line 2: Improving safety conditions for cycling**

  Cycling is the fastest growing mode of transport in the city. In general, the city of València has a cycling network that runs through all the districts, mostly along the main roads, and connects the different neighbourhoods to a greater or lesser extent. The different options range from cycle paths on pavements, on roads or along the old Turia riverbed; bicycle boulevards; shared streets; one-way cycleways with opposite directions, etc.

- **Strategic line 3: Improve the urban road network and calm traffic in the city**

  One of the most influential factors in road safety is the state of the infrastructure, which refers not only to the conservation and maintenance of the existing road

network, but also to other aspects such as the degree of adequacy of the design and equipment given the role that this network has to perform.

One of the main road safety problems in the city of València is speeding or inappropriate speed. That is why in recent years a series of actions have been carried out by València City Council to calm traffic, such as the implementation of new traffic light patterns and speed limit zones of 20 and 30 km/h, changes in traffic light regulations to increase pedestrian safety, removal of traffic lights that hinder circulation without contributing to the improvement of traffic flow and safety, etc.

In terms of the road network planned and under construction, the application of road safety management tools is being considered to identify preventively those deficiencies in road safety that may entail a risk of causing accidents.

- **Strategic line 4: improve road discipline monitoring and enforcement**

Experience has shown that operations relating to the control and monitoring of road discipline in terms of road users' behaviour have a significant impact on reducing accident rates.

In this area, the Local Police are a key factor in the implementation of this strategic line of intervention, especially in relation to offences that are directly related to traffic accidents.

- **Strategic line 5: Improve road safety management mechanisms at the municipal level**

The improvement of municipal road safety management is key to guaranteeing the success of the Plan and, in general, of the work related to road safety carried out by the different departments in the City Council.

Of particular importance in this strategy is the processing of accident data as a method for diagnosing the city's accident rate problems.

- **Strategic line 8: Encourage the use of sustainable modes of transport**

The main objective of this strategic line is to raise public awareness about the importance of creating and promoting a city committed to the environment around it, promoting sustainable mobility and therefore improving environmental health and quality of life.

3.4.4.3   COVID Framework Agreement

The mobility-related initiatives set out in the Framework Agreement are also important:

- Improve the **cycling infrastructure** in urban areas to facilitate a modal shift from private motor vehicles to cycling or PMVs, incorporating a tactical urban-planning perspective. Increase parking spaces for both bicycles and PMVs. Adopt hygiene rules

in Valenbisi. There will be cooperation with the Generalitat on subsidies for the purchase of bicycles and PMVs.

- Study the creation of new areas for the exclusive use of **logistics** (loading and unloading bays) and develop a mobile app for the self-management of loading and unloading bays. Measures will be considered to make loading and unloading operations more flexible, with a particular focus on silent unloading at night.

- Implement residents' **parking** zones to ensure parking for residents and restrict private motor vehicle journeys in urban areas to those that are necessary. Limit the use of plots of land for non-residential parking for motor vehicles by converting them into publicly managed and self-financed public car parks. Increase the network of electric charging points for bicycles and cars. Allow people to reserve parking spaces in public car parks.

- Work with GVA to develop a plan for **metropolitan mobility** that emphasises the development of intermodal forms of transport. Adapt the regulation and conditions for the provision of shared mobility services to the new reality. Likewise, promote the remodelling of the bus station in coordination with the Generalitat and within the framework of its competences.

- Teleworking and flexible working hours will be promoted as far as possible in order to **reduce commuting** and avoid concentrations and congestion, as well as to smooth out peak mobility at rush hour. Measures to reduce travel will be promoted.

3.4.4.4 València 2030 Early Demand Map - IPP

The Early Demand Map points to a number of challenges that relate to mobility, setting out the city's interest in finding ways to drive solutions. In particular, the following are raised:

- **Multimodality:** Currently, metropolitan mobility in València is significantly conditioned by the use of private vehicles, and it is therefore necessary to make progress with new mobility solutions that, based on this concept of multimodality, allow this phenomenon to be reduced. In addition, the Mediterranean climate, together with the city's flat terrain, is a very favourable factor for promoting multimodality through modes of transport such as cycling and other modes of active mobility.

- **Optimisation of the public transport network:** In the city of València, 98% of the municipal population has a public transport stop less than 300 metres away. This figure makes it the provincial capital with the fourth best public transport coverage. This, in addition to highlighting the city's commitment to sustainability, is an opportunity to improve and optimise its use, thus improving the service and satisfaction of both residents and tourists.

  To this end, it is necessary to continue promoting the digital and sustainable transformation of the public transport sector as a real alternative to the use of private vehicles, in addition to encouraging active mobility. Thus, this challenge aims to achieve advances in aspects such as autonomous vehicles, the development of digital

management and information tools linked to the public transport network and the smart management of lanes in terms of their use, among others.

- **Promote safe and autonomous mobility:** This is a challenge in which València has already taken the first steps, for example, thanks to the fact that 12 out of every 100 traffic lights in the city emit acoustic warnings for the use of visually impaired people. However, there is still a long way to go, as evidenced by its position as the provincial capital with the ninth highest bicycle accident rate.

- **Decarbonisation of mobility:** València, within the framework of the Covenant of Mayors, has already made progress in the decarbonisation of mobility, although there is still a long way to go, as shown by the fact that only 1% of the city's car fleet in 2018 was classified as ECO. In contrast, the city already has one electric charging point for every 9 electric vehicles, according to municipal estimates.

- **Optimisation of goods distribution in urban areas:** Urban logistics has a very significant impact on the city of València, it being the third largest logistics market in Spain and with growth rates that are twice the size of those seen in relatively recent times, namely in 2016. Therefore, this challenge aims to increase the efficiency and sustainability of the urban logistics systems, so that the mobility of people coexists perfectly with the mobility of goods.

- **Progress on a smart mobility management model:** This concept of smart mobility management is associated with a commitment to the development of a connected traffic management model that contributes to a smarter, more sustainable and safer management infrastructure, which is capable of autonomously (without human intervention) improving road environments and increasing public safety. Likewise, this smart traffic management also impacts on other aspects such as smart parking systems, digital speed reduction solutions and public and pedestrian/cyclist transport prioritisation systems. All of this while taking advantage of the opportunities of technologies such as IoT and Big Data.

- **Mobility as a service:** The use of public transport and shared mobility must be encouraged by providing users with complete mobility solutions that facilitate their journeys from start to finish, simplifying the choice of transport mode, integrating payment, etc.

- **Mobility management of visitor flows to the city - tourism mobility**: The cruise sector has a very significant economic impact on the city of València. According to a study carried out by the Polytechnic University of València (Universidad Politécnica de València) and directed by the Valenciaport Foundation, this activity generates an impact of around EUR 56 million, derived from an average expenditure of EUR 146.5 for each cruise passenger who disembarks in the port of València. Of this impact, some EUR 25 million is directly linked to cruise activity and the remaining EUR 31 million to other economic sectors in València, such as retail and transport, which

benefited from the arrival of more than 400,000 cruise passengers per year in the years prior to COVID-19.

According to the figures provided by Valenciaport, of the 435,616 cruise passengers who arrived at the port in 2019, 366,484, or 84%, were cruise passengers in transit, that is to say, they made stopovers in the city which amounted to 4.1 hours for cruise passengers with a contracted excursion and 4.7 hours for those who disembarked without a guided tour. In short, this means we have a phenomenon characterised by the possible simultaneous, sometimes unexpected (cruise ships stopping over due to rough seas) and mass arrival of tourists (11,000 on five cruise ships in November 2019) which have a very significant impact on the daily functioning of the city.

3.4.4.5   Plan for the improvement of air quality in l'Horta

This plan also contains a range of actions related to mobility, as motor vehicle traffic is a major source of air pollution in the city, although due to its date of approval (2013), some of its conclusions are obsolete today. However, it emphasises a series of policies to promote sustainable and clean mobility, which continues to form a valid conceptual basis for the development of this third strategic line of the EUVLC2030. The plan is structured into "municipal action plans", some of which are summarised below:

- **Municipal Action Plan 13.1. Action plan consisting of pedestrianisation and redevelopment of streets**

  It has been amply demonstrated that pedestrianisation of roads is one of the most effective solutions to reduce the levels of air pollutants in the atmosphere caused by road traffic. However, an action of this type must be accompanied by mobility studies that allow for the appropriate reorganisation of traffic in the area involved without penalising other areas that have not been involved in the initiative.

- **Municipal Action Plan 13.3. Action plan for the promotion of non-motorised transport**

  The promotion of sustainable mobility generates an outstanding environmental benefit, not only from the point of view of improving air quality in the city of València, but also from the point of view of minimising noise pollution.

  The aim of this measure is to promote, in the municipality of València, the use of bicycles for urban journeys as the preferred means of transport, with the use of private vehicles taking second place.

  The main advantages of cycling as a means of transport for urban journeys are as follows:

o Cost reduction: The cost of purchasing and maintaining a bicycle is significantly lower than the cost of a car. At the collective level, the main advantage is energy savings from cycling.

o Conservation of the environment: The bicycle is always a more environmentally friendly mode of transport than any motorised vehicle.

o Increased mobility and speed: The absence of physical impediments to cycling makes it a versatile mode of transport, capable of reaching any point in the city quickly and comfortably.

o Less dangerous: Despite what some may think, cycling is a very safe form of transport in the city. This is due to the versatility it offers, its ease of use and the increasing number of spaces reserved for this mode of transport.

o Health improvement: There is also a huge potential for health benefits, both for the individual user (cyclist) and for general public health.

o Occupation of space: Compared to the space occupied by car traffic, this is obviously much smaller for bicycle traffic.

- **Municipal Action Plan 13.4. Action plan for the promotion of bus transport**

Every year, EMT València buses travel more than 22 million kilometres. Thanks to the conversion, in 2009, of 100% of the transport company's fleet into 100% environmentally friendly buses, through the use of biodiesel and Compressed Natural Gas (CNG), 54,498 tonnes of CO_2 has not been emitted into the atmosphere, which is equivalent to more than 67 million journeys in private vehicles.

In this respect, it is noteworthy that a full bus means 58 fewer private vehicles on the road. Therefore, swapping private transport for public transport is essential to improve the quality of life of the people of València: traffic jams are prevented, air quality is improved, more space is gained in the streets for the public, etc.

In addition to this important contribution to preserving the environment of the city of València, the use of public transport also leads to significant financial savings, which are so necessary at this time. The costs associated with regular car use, such as the cost of insurance, mechanical servicing, fuel, taxes, parking, tolls, etc., exceed EUR 2,500 per year, while the use of public transport is around EUR 350 per year for a regular user of EMT València services.

- **Municipal Action Plan 13.5. Action plan for the promotion of rail transport.**

One of the most important projects in the city is the future "Parque Central" (Central Park), the result of an agreement signed between the Ministry of Public Works, Generalitat Valenciana, València City Council, ADIF and RENFE for the redevelopment of València's arterial railway network.

At the railway level, the project will enable the new high-speed line to be incorporated into the arterial railway network of the València metropolitan area, improve passenger services while maintaining the central position of the station and transforming it into a large multimodal node, and improve freight services by concentrating facilities and promoting intermodality. The integration of the railway into the city provides a series of benefits at the town planning level, such as the permeabilisation of the current railway route together with an urban improvement that allows for the enhancement of the area with civic spaces, green areas and facilities.

- **Municipal Action Plan 13.7. Action plan for the extension of the public car park network**

  In order to improve mobility and reduce the number of vehicles that circulate in search of parking, with the consequent reduction in atmospheric pollution, a proposal as a general measure is to increase the number of public car parks in the city.

- **Municipal Action Plan 13.8. Regulated parking on the road network**

  València's on-street parking management and regulation service was introduced in 1990 and since then has been a fundamental part of the municipal services that help to improve mobility in the city of València. The service is used in those streets of the city where the need to share the use of the available scarce and limited spaces among drivers is greater. This measure is an urban mobility solution aimed at facilitating the better circulation of vehicles in the city and sharing the limited parking spaces available among as many residents and visitors to València as possible. The correct use of this public service has as a main consequence an improvement in the quality of the city's environment.

  In València there are two main types of parking zones, the blue zone where a high turnover of vehicles parked on the street is necessary due to the commercial or administrative nature of the area (with a maximum parking time of 2 hours) and the orange zone where the lack of parking alternatives makes it necessary to regulate parking space on the street to provide preferential use for residents of the area.

  A good idea for drivers in València is the Park&Ride scheme, as areas on the outskirts of the city offer good places to park, with excellent public transport to and around the city centre.

3.4.4.6 Special Plan for Urban Quality Guidelines

The seventh objective of the Special Plan for Urban Quality Guidelines relates to mobility:

7. Mobility. Achieve a city structure at the pedestrian level, by establishing a hierarchy for road traffic, arranging each functional area on the basis of pedestrian accessibility to facilities

and open spaces, with parking spaces set aside to reduce the space occupied on public roads and connecting the neighbourhood with the cycle path and public transport networks.

With the aim of implementing a sustainable mobility model that allows accessibility to public transport networks and services, it establishes the following guidelines:

- Establish a hierarchical order for motorised traffic.
- Increase the area of public space for pedestrian use
- Encourage pedestrian and bicycle journeys.
- Provision of loading and unloading areas
- Provision of public transport stops and bicycle parking facilities in the vicinity of the amenities.
- Reduction of on-street parking spaces.

3.4.4.7   Environmental Action Plan for the Municipality of Valencia

This Plan includes strategic line 6 to **promote sustainable mobility**:

- The Environmental Action Plan will ensure a move towards sustainable mobility, which will promote measures to reduce road traffic and encourage alternatives to private transport, leading to an improvement in air and noise quality, less energy dependence and the recovery of space for pedestrians and cyclists.

3.4.4.8   VLCi strategy. Smart city strategy

Also, from the smart city point of view, it is proposed to offer increasingly digital, clean, smart and intermodal mobility services, thanks to the use of new technologies and data analytics. Integrated mobility systems, operating as a public-centred service, will make it possible to move around faster, safer, cheaper and cleaner. In addition, providing up-to-date and real-time information on services will continue to create a smart and connected mobility network.

Mobility objectives:

- Provide **digital and smart support** for sustainable, smart, efficient, inclusive, on-demand and intermodal mobility services that are public-centric.
- Make available, and offer in real-time, **mobility and transport data** in the city, to inform the public and also for strategic decision-making by the different public bodies.
- Help to develop **new mobility services** for people and freight transport, achieving a smart, fast, safe and connected infrastructure network.

3.4.4.9   Framework Plan for Equality between women and men

The gender perspective in mobility is an issue addressed in the Equality Framework Plan, which includes the following specific objectives and measures:

6.2 Introduce a gender perspective into municipal mobility and public transport policies

- 6.2.1. Adapt public transport to the needs of women, who are the most frequent users.
- 6.2.2. Facilitate better use of the time women spend on the move.
- 6.2.3. Help the habit of using public transport, now mostly adopted by women, to be widened to include men.

3.4.4.10 València Metropolitan Mobility Plan

The València Metropolitan Mobility Plan, approved in June 2022, shortly before the completion of this Diagnosis, defines a series of action objectives that are particularly relevant to the content of Strategic Line 3 of the EUVLC2030:

- Action Objective 1

  Consolidate, on the basis of its status as a mature metropolitan area, a polycentric urban region that facilitates the streamlined movement of people and goods essential to guarantee the development and well-being of the population. It is essential to promote a spatial system that minimises the need for journeys while at the same time promoting short-distance journeys. For those journeys that must necessarily be made by mechanised modes, priority will be given to those that are more sustainable.

- Action Objective 2

  Promote **public transport**. Improve service coverage, quality, safety and accessibility. Promote intermodality and encourage users to swap from the private vehicle to the public transport system. Establish a standard of public transport service throughout the Metropolitan Area, based on the needs of the population, expected flows and profit maximisation. A service plan will be prepared for both bus and rail modes to achieve network coverage rates that make public transport a real option for longer distance journeys.

- Action Objective 4

  Improve **travel safety**, reduce accidents and focus actions, paying particular attention to the most vulnerable users. Generalise the implementation of 30 zones and shared-use streets, in a homogeneous and coordinated manner across the municipalities in the area, in order to achieve an effective reduction in traffic speed in short-distance origin-destination connections.

- Action Objective 6

  Effectively manage **the traffic and parking system** in line with policies to promote public transport and non-mechanised modes of travel. Establish a coordinated pricing policy for access to the centre of València and for circulation in the Metropolitan Area in private vehicles, as well as for parking at the destination in the main areas of attraction.

- Action Objective 7

  Improve the loading, distribution and unloading of **goods** to allow for the performance of their essential work with the least possible detriment to other users of the public space. Establish a homogeneous circulatory framework in all the municipalities of the Area, with a metropolitan parking, loading and unloading network.

- Action Objective 8

  Reduce polluting emissions and noise and ensure more efficient energy consumption in the field of mobility. Commit to the **decarbonisation** of the transport system, in mechanised modes, and promote non-motorised modes, with minimal energy consumption.

- Action Objective 9

  Gradually introduce **new technologies** applied to mobility to facilitate fare coordination, modal interchange, improved accessibility, accident reduction, real-time information and user comfort. Establish a common regulatory framework for new Mobility as a Service services, as well as a public transport policy in which public transport companies continue to have responsibility for the management of mobility, in coordination with new parties that may emerge. Promote active management of traffic lanes and curbside pick up and drop off areas, in a scenario of progressive vehicle automation. Ensure the availability of and access to mobility data that the new technologies make available to mobility management bodies.

- Action Objective 11

  Facilitate sustainable mobility criteria for an urban and spatial policy that is committed to the compact Mediterranean city, with neighbourhoods and districts that are balanced in terms of residence, employment, services and facilities. Review parking availability ratios, minimum population densities and accessibility levels within urban planning

- Action Objective 13

  Inform and educate the population, especially young people, on the advantages of developing more sustainable mobility habits.

3.4.4.11 Valencia Metropolitan Spatial Action Plan

The draft of this Spatial Action Plan, although not yet approved, contains a number of objectives relevant to strategic line 3:

- Encourage a change in the current mobility structure in favour of **more sustainable modes of transport**, with special emphasis on public transport and non-motorised mobility.
- Ensure optimal conditions of connectivity and intermodality for the metropolitan area and the functional area as a whole to improve the **overall efficiency** of this territory with respect to mobility demands.
- Link accessibility in high-capacity public transport systems to new uses of the land, promoting **compact urban models** with an adequate balance in terms of residential space, employment and facilities.
- Effectively manage mobility and the **park-and-ride** system in keeping with public transport policies and non-mechanised modes of travel.
- Facilitate **metropolitan governance** mechanisms in terms of fares, modal interchange, improved accessibility and accident reduction.
- Design **mobility infrastructures** in a way that minimises their barrier effects, avoids duplications that lead to unnecessary land consumption and incorporates mobility alternatives by public transport or non-motorised means in their design.
- Ensure optimal conditions for external structuring and, in particular, the implementation of a **Mediterranean rail corridor** with high quality services for both passengers and freight.

3.4.4.12 Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community

This Plan includes an objective related to cycling mobility:

- **Facilitate accessibility and pedestrian and cyclist mobility along the coast and in its connections with the inland area of the region.**
  The meeting of this goal involves applying the following criteria:
    o Definition of the Via del Litoral (Coastal route) as a route suitable for sustainable mobility.
    o Connection of this route and its alternatives with green routes going inland.
    o Cooperation and coordination between coastal municipalities

3.4.4.13 Spatial Strategy of the Valencian Community

Finally, this 2011 Strategy also set out a number of objectives related to sustainable, inclusive and efficient urban and metropolitan mobility:

Goal. Ensure the right to sustainable mobility

- On a regional scale, the distribution of uses has to seek the best possible balance between journey generating centres and the population, with the aim of reducing travel distances.
- It is important to connect regional or suburban systems to local networks with intermodal platforms at nodes of activity and mix of uses.

- In transport planning, it is a priority to increase the proportion of space for public use and routes for pedestrians and non-motorised transport.
- Greenhouse gas emissions and other negative environmental impacts should be internalised in transport planning.
- Transport safety must be improved, not only for mechanised means of transport but also for walking and cycling.
- Accessibility to work and study centres must be ensured, avoiding social exclusion when entering the world of work or academia.
- Accessibility of public transport, walking and cycling needs to be included in the planning process of new urban developments and in built-up urban areas.
- The existence of lanes for the exclusive or priority use of high-performance public transport modes must be ensured.
- We need to maximise the use of existing infrastructure before building new infrastructure, doing so by promoting demand management criteria.
- Sustainable mobility plans should be produced, not only for the large cities but also for medium-sized cities and the heads of functional areas with respect to their spheres of influence.
- In metropolitan areas, effective public transport systems must be established to provide cross-country connections to complement the radial links provided by high-capacity means of transport.
- The new technologies must be applied to traffic management in order to optimise resources, infrastructures and public information.
- It is desirable to introduce the needs of the urban distribution of goods into spatial planning processes.
- The design of infrastructures and facilities must be adapted to the needs of people with reduced capacity and mobility and people with few resources.
- Reasonable universal accessibility must be guaranteed for all citizens and for every part of the region.
- Planning should not only take into account elements of infrastructure and land uses, but also social dimensions such as actual mobility, transport schedules and the quality of facilities.
- The centrality of stations integrated into the urban fabric must be strengthened in passenger traffic relations, both commuter and long-distance.
- Wherever possible, the tunnel effect of major transport infrastructures should be avoided by properly locating their access points, especially those facilitating information flows and exchanges.
- Where stations need to be located far from inhabited areas, connections by both public and private transport must be ensured.
- Land should be reserved for the location of new stations, especially high-speed stations, in order to avoid land mortgages on the uses induced by these access nodes.

3.4.5   5. SWOT analysis of the consultation process

Finally, the conclusions of the consultation workshops based on the 6 city visions related to mobility were reproduced in the form of a SWOT analysis:

3.4.5.1   Weaknesses

- High dependence on the private car, especially at the metropolitan level.

3.4.5.2   Threats

- The strategy does not involve a resolute change of mindset on mobility and energy accompanied by innovative practices.

3.4.5.3   Strengths

- Factors such as the climate and orography make healthy living possible.
- The size and infrastructures of the city allow a large number of journeys to be made on foot or by bicycle.
- A great environment, climate and urban structure that allows comfortable travel on foot or by bicycle and very close contact with nature.

3.4.5.4   Opportunities

- Integrate the different types of personal mobility and public transport from an ecological and metropolitan perspective, generating infrastructures so as not to depend on private vehicles. Seek a transport-neutral impact.
- Develop last-mile delivery with a sustainable vision and special attention to the local retail distribution system.

3.5
SL4 - Sustainable and local food

3.5.1   1. Description in the Strategic Framework 2022

This strategic line is aimed at ensuring that València continues to be recognised for its agri-food policies and for having a fair, sustainable and local agri-food system that reinforces La Huerta as an identifying, cultural and productive space.

The strategic objectives are as follows:

3.5.1.1   SO15. Promote the agro-ecological transition and revitalise the agricultural system of the city of València to strengthen local trade

Objective aimed at promoting changes in the agri-food culture towards more socially and environmentally responsible models and promoting the agro-ecological transition in agricultural, livestock and fishing production systems. Relocation of the food economy to generate fairer value chains and improve the profitability of farms by shortening marketing channels and guaranteeing the economic sustainability of farmers, thus enabling the revitalisation and modernisation of the system and the continuity of agricultural activity around València, with a special focus on municipal markets and agri-food markets. Efforts must be focused on enhancing the profitability of agriculture and giving farmers the chance to make their work profitable in line with the current realities of our society.

3.5.1.2   SO16. Strengthen the physical, ecological and cultural links between La Huerta and the city

Objective aimed at turning La Huerta into an identifying and accessible space for the public that forms part of the city's natural ecosystem, as an example of small-scale and innovative peri-urban agriculture, integrated with the city of València, through a powerful physical, commercial and identity connection. Develop spatial planning that incorporates the agri-food perspective and consolidate local, participatory and transparent food governance.

3.5.1.3   SO17. Guarantee the right to sustainable and healthy food

Objective aimed at guaranteeing the right to sustainable and healthy food through the actions of governmental bodies and civil society, prioritising groups at risk of social exclusion.

3.5.2   2. Alignment with the SDGs and the SUA

3.5.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	1. Land management and rational land use, for its conservation and protection.	1.1. Manage land in a way that is compatible with its local environment. 1.2. Conserve and enhance natural and cultural heritage and protect the landscape. 1.3. Improve green and blue infrastructures and link them to the natural areas.
	4. Sustainable resource management and promotion of the circular economy.	4.2. Optimise and reduce water consumption. 4.3. Promote the cycle for materials.

3.5.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

	2. End hunger
	4. Ensure inclusive, equitable and quality education and promote lifelong learning opportunities for all
	8. Promote inclusive and sustainable economic growth, employment and decent work for all
	10. Reduce inequality within and between countries
	12. Ensure sustainable consumption and production patterns
	13. Take urgent action to combat climate change and its effects.
	15. Sustainably manage forests, combat desertification, halt and reverse land degradation, halt the loss of biodiversity

3.5.3   3. Descriptive data and indicators

3.5.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D01	Population change 2007 - 2017 (%)	-1.88
D02a	Artificial cover area by municipality (%)	41.33
D02b	Crop area by municipality (%)	27.88
D02c	Forest and pasture area by municipality (%)	6.84
D03a	Municipal area used for agriculture and forestry (%)	0.02
D03b	Area used for agricultural and forestry holdings as a proportion of urban land and land for development in the city (%)	0.05
D04	Municipal area of land not for development (%)	64.10
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.5.3.2   SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator		Unit of measurement	Most recent data	Date
2 HAMBRE CERO	SDG 2.1.1	Evolution of food expenditure		%	14.16	2019
	SDG 2.2.4	Obese or overweight adult population		%	47.12	2019
	SDG 2.2.3	Childhood obesity		%	7.35	2016
	SDG 2.3.1	Agricultural area of Valencia	Agricultural area of Valencia	%	23.19	2020
	SDG 2.3.2		Population employed in agriculture	%	0.83	2020
3 SALUD Y BIENESTAR	SDG 3.4.1	Key diseases	Mortality rate attributed to cardiovascular diseases	x100000	263.07	2019
	SDG 3.4.6		Mortality rate attributed to diabetes	x100000	25.67	2019

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.5.4   4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Valencia Healthy City Strategy
Valencia 2030 Missions	València 2030 Early Demand Map - IPP
Municipal Agri-Food Strategy 2025	Urban Agriculture Plan

Supra-municipal strategic planning
Spatial Action Plan for the Development and Revitalisation of La Huerta de València (PATHorta)

The content of the documents that have been relevant to the definition of this strategic line 4 of the EUVLC2030 is reproduced below or summarised, as appropriate. Both its diagnostic content and its action-orientated nature have been taken into account.

3.5.4.1   València 2025 Agri-Food Strategy

This Strategy, approved in 2018, includes a summary SWOT analysis that establishes a diagnosis of the situation at the time of drafting:

Weaknesses.

- Local food policies as an emerging phenomenon.
- Lack of intra-municipal coordination and communication when it comes to mainstreaming possible actions.
- Difficulties in coordinating the small-scale productive sector.
- Weak environment of support for small-scale agri-food innovation and entrepreneurship.
- Absence of secondary data for analysis at the municipal level.
- Difficulties in encouraging the conventional private sector to adopt more responsible practices.

Threats.

- Loss of agricultural land in the metropolitan area.
- Land abandonment.
- Decrease in the number of farms.
- Difficulties in the generational handover.
- Lack of agricultural diversity.
- Difficulties of viability for small agricultural initiatives.

- Limited professionalisation of agricultural activity.
- Precariousness of agri-food infrastructures.
- Ordinances hindering the opening of local marketing channels.
- Shortage of strategies for the recognition of local products in municipal markets and retailers.
- Lack of logistics systems adapted to short food supply chains.
- Producers being undervalued.
- Loss of eating patterns based on the Mediterranean diet.
- Threat of new infrastructures and facilities on agricultural land.

Strengths.

- Progressive increase in green initiatives.
- Maintenance of a network of municipal markets and retail outlets.
- Survival of local marketing spaces.
- Generation of new options for municipal governance and coordination in the agri-food field.
- Existence of training programmes on sustainable eating in public schools.

Opportunities.

- Growing public awareness of the need for more responsible and sustainable consumption.
- Existence of innovative alternative food networks; quantitatively small but qualitatively significant.
- Favourable supra-municipal regulatory frameworks and strategic plans.
- Adoption of institutional commitments by the City Council.

3.5.4.2 València 2025 Agri-Food Strategy

The proactive part of this Strategy is, logically, important for this Strategic Line number 4. The following is an overview of the strategy:

> Promote a fair and sustainable local food system, in a balanced relationship with the land, capable of providing food that is good for both people and the environment. All of this by fostering an environment of collaboration, support and rapprochement between producers, fishermen, processors, consumers, social organisations and governmental bodies.

In order to promote this vision, a series of strategic lines and programmes have been established. These strategies are summarised below and, in some cases, are related to other EUVLC2030 strategic lines:

1. Responsible agri-food culture. Promote changes in the agri-food culture towards more socially and environmentally responsible models.

- Programme 1.1. Promote and raise awareness of socially and environmentally responsible agri-food practices.
- Programme 1.2. Encourage responsible gastronomy linked to the land and its products.
- Programme 1.3. Encourage healthy lifestyles by promoting sustainable diets.

2. Agro-ecological transition. Drive the agro-ecological transition in agricultural, livestock and fisheries production systems.

- Programme 2.1. Promote socially and environmentally responsible agri-food production.
- Programme 2.2. Improve the viability of agricultural, livestock and fishing activities.

3. Local food economy. Relocate the food economy to generate fairer value chains.

- Programme 3.1. Increase, diversify and consolidate short food supply chains.
- Programme 3.2. Support the creation of social, physical and digital infrastructure adapted to short food supply chains that improve distribution and logistics.
- Programme 3.3. Promote strategies for differentiation and recognition of quality and local food products.
- Programme 3.4. Regulate and increase public procurement of sustainable food by governmental bodies.

4. Local food governance. Consolidate local, participatory and transparent food governance.

- Programme 4.1. Foster a participatory culture that enhances collaboration and coordination between governmental bodies, the private sector and civil society.
- Programme 4.2. Generate and improve multi-sectoral information systems related to local agri-food policies.
- Programme 4.3. Promote networks with other cities, government bodies and regions for the exchange of knowledge and experiences in the field of sustainable agri-food policies.
- Programme 4.4. Support self-management initiatives developed by civil society.

5. Right to food. Guarantee the right to sustainable food through the actions of government bodies and civil society, prioritising groups at risk of social exclusion.

- Programme 5.1. Incorporate sustainable food as a work area in municipal social welfare programmes.
- Programme 5.2. Draw up a comprehensive diagnosis to detect problems in terms of access to healthy and sustainable food for groups at risk of social exclusion.

- Programme 5.3. Programme and implement a set of actions derived from the results of the comprehensive diagnosis in collaboration with Social Services.

6. Spatial food planning. Develop spatial planning that incorporates the agri-food perspective.

- Programme 6.1. Collaborate and influence the construction of supra-municipal strategies, from a bio-regional point of view, for the inclusion of an agro-food perspective.
- Programme 6.2. Study the introduction of agri-food quality standards in municipal town planning strategies and documents.
- Programme 6.3. Develop regulatory instruments to define a municipal green infrastructure with food sovereignty criteria.

3.5.4.3 València Urban Agriculture Plan

This Plan is also important in this strategic line. Its aim is to establish the roadmap of the actions needed to promote urban agriculture in the city of València.

The Plan fits into the strategic vision of València as a clean, healthy, green, natural, supportive and inclusive city. Tailor-made for people, in the conservation and enhancement of their ecosystem and socio-environmental assets, in their idiosyncrasies and in their key characteristics.

Its strategic objectives are:

01. Recover links with l'Horta and promote the agro-ecological model.

Urban agriculture has to contribute to the recovery, reinvention and creation of old and new links between l'Horta and the City, generating synergies between the two and balancing the different areas such as production, the environment and society, as well as increasing the opportunities for agro-ecological production.

02. Recognise the environmental services provided by urban agriculture.

Urban agriculture provides environmental benefits such as protection of biodiversity and agricultural land, adaptation and resilience to climate change. It does so by contributing to combating the heat island effect, preventing flooding, enhancing urban biodiversity and other ecosystem services, or as a piece of green infrastructure for improving urban sustainability.

03. Define criteria for implementation or development.

Urban agriculture represents a way to contribute to the balance of cities, where sustainable planning is imperative. This will only be possible if there is an interest

among decision-makers in taking existing initiatives and incorporating them into city planning.

04. Enhancing social benefits, governance and coordination.

Among other socio-environmental services, urban agriculture promotes participation and social cohesion, knowledge sharing and intergenerational relations and both physical and psychological health. As a leisure activity, urban agriculture brings multiple benefits to those who practice it and has therapeutic effects.

It will be a challenge to develop mechanisms to promote the local revitalisation of urban agriculture and to do so also as an educational and awareness-raising tool, as well as to enhance the value of the consultation process and collective construction.

3.5.4.4   Valencia Healthy City Strategy

This Strategy offers elements of information (analysis) and assessment (diagnosis), which are reproduced in this section because of their relationship to sustainable and local food:

- The **Mediterranean diet** is unanimously identified as a healthy factor for the Valencian population. It is highly desirable to have a typically healthy diet, a paradigm of healthy eating, involving lots of fresh fruit and vegetables and local products. This heritage of Valencian, Mediterranean and human culture is a strength linked to the climatic situation and the city's relationship with La Huerta. In the reflection on the Mediterranean diet, we go beyond the concept itself and talk about the Mediterranean lifestyle, where we find, on the one hand, food and, on the other, festivities, lifestyle and street life, socialisation and coexistence as a model of life.

- Weaknesses include **difficulties of access and awareness of healthy eating** among groups at risk of social exclusion. The existence of a large amount of unhealthy food is also denounced, as this prevents or hinders the consumption of quality products and the achievement of a healthy diet.

- Among the aspects to be changed are the shortcomings in Valencian legislation to eliminate "**agrotoxins**" in agriculture, which are chemical compounds that can cause various toxicities, both in the environment and in people's health.

- The food served in Valencian **educational centres** and hospitals needs to be improved. It is also proposed to include food as a curricular element, linking it to the subject of physical education. On this point, the aim is for this to have a more holistic nature, focusing on body awareness and health improvement.

- Among the strengths for the healthy city is the presence of **municipal markets**, given that they supply and offer healthy food from La Huerta, bring people together and provide greater control of food, more participation in the neighbourhood and savings

in packaging. Also directly linked to València and the Mediterranean model are all the local products, especially from La Huerta, Albufera and the sea, which are high quality and healthy.

3.5.4.5 COVID Framework Agreement

The Agreement also included measures related to sustainable and local food:

- **Responsible and local consumption** must be supported. Promote the creation of agro-ecological and local markets. Develop clear and flexible protocols on access to and use of allotments, direct sales systems and short food supply chains, as well as municipal services such as canteens, social centres, etc. Manage food waste and redirect it to community food infrastructures (community kitchens, school canteens, shared bakeries, etc.).

- Give a decisive boost to the effective establishment of the **l'Horta Council**, as well as collaboration with other entities in the revitalisation and management of the Municipal Food Council (Consejo Alimentario Municipal). Draw up a programme to promote employment in the agri-food sector and business support for sustainable agri-food initiatives and introduce the agri-food perspective into municipal employment promotion programmes. Promote direct subsidies for the agricultural sector and improved sales channels to create new spaces where local agricultural products are available.

- Mapping of **resources for the local agri-food system**. The La Huerta brand will be created to identify the products produced within that area and through a quality process. Conscience-raising, awareness-raising and information campaigns will be run for La Huerta as a production area.

- Support **logistics platforms that are collaborative** and cooperative to connect local agri-food production with local consumption. Resources will be made available from municipal agricultural funds to finance proposals arising from COVID-19.

- Progress will be made in the recovery of **underused agricultural areas** and traditional fishing activities will be promoted, linking them to tourist products from Albufera or La Huerta. The agri-food perspective will be introduced into municipal employment promotion programmes.

- Develop a plan to encourage **local and proximity trade**, as well as the purchase of seasonal products, Valencian crafts and products from the Valencian La Huerta area, through both municipal markets and small businesses in the city. Commercial promotion of local purchasing (km 0) and product of origin. Specifically, the launch of local markets will be promoted, for example in Castellar-l'Oliveral, el mercat de Colon, Benimaclet and Malilla.

3.5.4.6 València 2030 Early Demand Map - IPP

The challenges set out in this document include:

- **Promote a sustainable and local agri-food sector**: In the Valencian Community, primary economic activities account for 2.2% of its GDP and the agri-food industry 1.8%.

  The externalities of industrial agricultural production and the international food trade system have forced cities to rethink their agri-food models and urban food policies. As a result, more and more cities are committed to improving agricultural production practices in their peri-urban areas, as well as the retailing and consumption of healthy, local food. This challenge involves working to transform agri-food value chains into a fairer process with a lower environmental impact through decarbonisation.

3.5.4.7 Spatial Action Plan for the Development and Revitalisation of La Huerta de València

This supra-municipal plan has already been discussed when dealing with strategic line 1 of the EUVLC2030, where some of its goals and strategies have been included. The rest of the goals and strategies of PATHorta correspond to this strategic line 4:

Goal 2. Maintain the agricultural activity and landscape of La Huerta

The cultural, historical and landscape values of La Huerta de València are directly linked to the maintenance of agricultural activity. Without it, La Huerta could continue to exist as an open space, but it would no longer have the values mentioned above.

La Huerta is an agricultural space of remarkable capacity. Its current position of gradual abandonment is not due to a lack of suitability for cultivation, but rather in many cases to the expectations generated by a possible change of land use to another supposedly more profitable one. If we add other factors such as the ageing of the people who work in agriculture, smallholdings, the lack of planning around generational replacement and the low social appeal of agricultural work compared to other sectors, the final diagnosis is a rather uncertain future for La Huerta. But without agricultural activity there is no La Huerta. It is therefore essential to adopt measures, both directly related to the agricultural sector and to other spatial aspects, if its abandonment is to be halted in the short term. Among the first is the need to ensure the competitiveness of agricultural activity and improve the economic efficiency of production.

To this end, we need to recover the agricultural market for the area's products (through mechanisms such as designations of origin, quality marks, direct sale of production, etc.), improve distribution channels, save on operating costs and encourage entrepreneurial initiatives, among others.

There is also a need to improve agriculture, which is linked to an external market that competes with other areas.

Agricultural measures are necessary, but they are not enough on their own. They should be complemented with non-agricultural measures to mitigate the effects of possible urban-planning expectations. It is therefore essential to recover the added value of La Huerta and to ensure the internalisation of the environmental costs by the urban areas that benefit from it.

In short, agricultural activity must be made the centre of the spatial model in order to be able to establish compensation for the environmental and territorial services provided by La Huerta. This is the only way to ensure its long-term survival.

Objective 3. Revitalise La Huerta by introducing new economic activities.

At the same time as maintaining agricultural activity, formulas must be sought to revitalise and complement the agricultural sector, through new activities and services that contribute to increasing agricultural incomes without disrupting day-to-day agricultural activity.

These activities will promote actions aimed at reducing inequality between women and men in the area of La Huerta, as well as making the presence of women visible, from an employment and economic perspective, but also from a social and cultural perspective.

The introduction of economic activities linked to tourism, education, leisure and recreation, as well as to certain private facilities, is an opportunity to supplement primary incomes with income from these tertiary sectors.

But the so-called tertiarization of agriculture (enhancement of the landscape, agro-tourism, agro-education, recreational opportunities) must be done without harming the rural essence of La Huerta. Any activity that is to be introduced must be in accordance with the environmental, landscape and cultural conditions that make La Huerta a unique and different space.

La Huerta should not become a mere container for various activities, but rather remain an area that offers a balance between essential agricultural production and the potential offered by tertiarization, respecting the values that characterise it and have led to its protection.

Goal 5. Promoting public use and enjoyment of La Huerta

La Huerta de València is an age-old cultural landscape, a product of history and part of the identity of the city of València and its region. The main added value it provides to the metropolitan area is its nature as a high-quality peri-urban space endowed with a series of almost inimitable landscape, natural, historical and cultural values.

For centuries, La Huerta has played an important role in the municipalities of the region; its inhabitants worked in it or it had a constant presence in their daily lives. The transformations resulting from industrialisation and tertiarization weakened this harmonious coexistence. At present, a large part of the population perceives La Huerta as an agricultural area in decline, unprofitable and in a gradual state of abandonment. Another part has already become aware of its valuable character as an agricultural, landscape and recreational resource; but this attitude needs to be further extended.

The future of La Huerta lies in it being known, appreciated and enjoyed by all members of the public. There is a need to create La Huerta-city synergies. La Huerta is not a problem, it is an opportunity within the reach of very few regions, which cannot be wasted. It is therefore necessary to promote the public use and enjoyment of La Huerta.

But the global reality also creates a more important role for this space; on the one hand, because of its importance in a strategy of food sovereignty and, on the other, from the point of view of the classification of the metropolitan area of València as a singular space.

The Spatial Action Plan also includes strategies that further elaborate on how to achieve the desired goals. The strategies related to this strategic line are listed below and complement those that have been incorporated into the diagnosis of strategic line 1:

Strategy 3. Improve the competitiveness and profitability of agricultural holdings

The survival of La Huerta depends on maintaining the agricultural activity that has shaped it and constitutes its main feature. In addition to planning to ensure sufficient and attractive incomes for agricultural activity. This requires an improvement in the competitiveness of agricultural activity and the adoption of measures to increase the profitability of the sector. This strategy, without prejudice to its consideration in PATHorta, will be developed through an Agricultural Development Plan (Plan de Desarrollo Agrario) which is being processed by the competent body for agriculture and rural development.

The following are therefore proposed:

1. Improve the competitiveness of agricultural activity by encouraging the adaptation to appropriate surface areas and farm units; promote the professionalisation of farms in order to enable their business management; encourage the use of farming techniques that save operating costs and help maintain the quality of aquifers and soils, taking into account the cross-cutting objective of achieving equality between women and men.
2. Improve profitability by accessing new and better markets through mechanisms such as designations of origin, quality marks or direct sale of production); improve distribution channels; restore local varieties.
3. Design and apply new mechanisms for managing the activity, introducing new technologies, products, forms of organisation and knowledge of the markets.

The incorporation of new activities and complementary services in La Huerta will contribute to raising agricultural incomes and, in short, to its survival.

La Huerta offers excellent opportunities for the development of tertiary activities related to tourism (rural accommodation, restaurants); education (classrooms and workshops such as the "barraca didáctica" (educational traditional house) or school-gardens); culture (museums and interpretation centres about the heritage of La Huerta) and recreation (recreational areas, urban or leisure gardens, viewpoints and scenic routes).

It also contemplates the exceptional possibility of locating equipment and facilities in certain areas that should not be positioned in urban centres, are compatible with the environment and contribute to the maintenance and protection of the surrounding landscape of La Huerta.

Strategy 4. Establish compensatory measures for agricultural activity.

As a complement to the previous strategy, any action that benefits from La Huerta must internalise some of the environmental costs derived from its maintenance. In this line, the establishment of compensatory measures, such as payment for environmental services for landscape conservation, is one of the alternatives to be assessed.

Furthermore, although the aim of the Spatial Action Plan is not to create a grants or subsidies culture, it does examine the potential financing mechanisms that could be used, from public subsidies under the Community Agricultural Policy, from other governmental bodies, from private non-profit foundations, or from funds from the exploitation of tertiary activities to be implemented in La Huerta.

Finally, farm incomes can also be complemented by other management formulas based on the people who work in agriculture: management contracts that could benefit from economic subsidies and tax exemptions; assignment agreements

through custody to conservation bodies; renting or temporary assignment of land to the administration for direct management.

However, mechanisms, instruments and policies must be put in place to improve agricultural producer prices and the position of farmers in the agri-food value chain.

Strategy 5. Enhance the heritage value of La Huerta for public enjoyment.

Over centuries of operation, La Huerta has generated a substantial cultural heritage that is both a reflection of its history and a guarantee of its future. The hydraulic irrigation structures, road network, settlement pattern and traditional parcelling are, on the one hand, key parts of La Huerta itself and, on the other, heritage elements that Valencian society as a whole has the obligation to conserve and the privilege of enjoying.

Cultural values have played an important role in the initiatives of the citizens and public policies related to La Huerta. It is home to a wealth of tangible and intangible heritage of historical, ethnological and architectural nature. Valencian cultural regulations already require its proper management, but the PAT for La Huerta understands that cultural heritage is an important asset as it is related to various strategies: the introduction of new tertiary uses; the introduction of synergies between the city and La Huerta; and the promotion of La Huerta as a leisure space.

The enhancement of the heritage of La Huerta will be carried out through guidelines and actions such as the following:

1. Increase understanding of the cultural heritage of La Huerta by promoting inventory, cataloguing and interpretation studies through collaboration with the local government, the university, museums, regional institutes and study centres and other cultural associations, irrigation communities, etc.
2. Cooperate, through the Consell de l'Horta, with those administrative bodies that have jurisdiction over cultural heritage: the town councils, the Regional Ministry with responsibility for culture and the Ministry of Culture. The greatest possible number of heritage elements should be listed in the heritage inventories of the Regional Ministry of Culture (Conselleria de Cultura) and, if appropriate, these should be declared as Assets of Local Interest or Assets of Local Relevance.
3. Undertake the improvement and enhancement of particularly significant heritage elements.
4. Draw up a catalogue of best practice and acknowledgements of the cultural heritage for the use of the various sectors of activity present in La Huerta: agriculture, tertiary uses, construction and public works, etc.

Strategy 6. Promote La Huerta as a leisure area.

Quality of life has emerged in recent decades as a key factor in competitiveness between regions. Nowadays, business and employment opportunities are linked to the quality of life in the area: the higher the quality of life, the better the chances of attracting investment and qualified people. The population also increasingly values leisure activities to enjoy in their free time. The conservation of La Huerta is essential to maintain the quality of life of the metropolitan area of València, as it constitutes the large open space in the district.

La Huerta is an area that, due to its own agricultural character, allows for leisure activities that contribute to its maintenance and provide added value. Recreational uses are also linked to complementary tertiary activities and to the enhancement of cultural heritage. These help to generate synergies between the city and La Huerta.

La Huerta has many possibilities from the point of view of recreational leisure. There are plans to create a network of green routes based on the network of traditional paths, connected to the "gateways" that connect the city and La Huerta and included in the Green Infrastructure. This network must connect the urban centres and the areas of greatest environmental and cultural interest and will include rest areas and recreational areas. Another of PATHorta's proposals is the creation of urban or leisure gardens on the outskirts of the cities for use by educational centres, associations and citizens' groups.

3.5.5   5. SWOT analysis of the consultation process

To end the chapter, the conclusions of the consultation workshops based on the 6 city visions related to this Strategic Line 4 are reproduced in the form of a SWOT analysis:

3.5.5.1   Weaknesses
- Progressive degradation of La Huerta.

3.5.5.2   Threats
- Failure to promote l'Horta as vital for urban health.

3.5.5.3   Strengths
- Gastronomy and the Mediterranean diet, as well as the proximity of La Huerta, as factors that promote a healthy city.
- The Mediterranean is well known for its gastronomy, which can be a tool when it comes to culture.
- Strong water and cultivation culture.

- An environment that allows for a certain level of food sovereignty, linked to distribution structures such as markets and local trade, and to the Mediterranean diet.
- Natural spaces of the first order such as La Huerta, Albufera and the Natural Park of Túria.

3.5.5.4 Opportunities

- Policies to facilitate circular product-cycle design.
- Revitalise local and organic food production with a focus on the market garden and with special attention paid to Albufera.
- Give prominence to the l'Horta Council (Consejo de l'Horta) and the Environment Council (Consejo de Medioambiente) as central elements of environmental governance.
- Create networks that connect local producers and suppliers.

3.6
SL5 - Inclusive and local city

3.6.1 1. Description in the Strategic Framework 2022

This strategic line is aimed at turning València into a city that is recognised for its inclusive and proximity city model, based on dynamic and cohesive neighbourhoods. Thus, all its neighbourhoods have the necessary facilities, services, public and green spaces to guarantee quality of life. It also aims to consolidate a polycentric structure, where neighbourhoods are places of meeting and coexistence, and where everything necessary for daily life is located within a 15-minute radius on foot or by bicycle.

The strategic objectives are as follows:

3.6.1.1 SO18. Achieve a territorial balance in the distribution of the city's public facilities

This objective is aimed at increasing the provision of quality facilities in all the city's neighbourhoods, especially in those that are less well-off.

3.6.1.2 SO19. Improve the provision of public and green spaces in neighbourhoods to encourage rewilding

This objective is aimed at consolidating the networks of public and green spaces, to improve the distribution of these spaces throughout the city's neighbourhoods and to promote the rewilding and development of interconnected green networks, taking into account, in particular, native vegetation.

3.6.1.3 SO20. Consolidating urban multi-centrality in a 15-minute city model

This objective is aimed at promoting a decentralised, mixed-use city model where everything necessary for daily life (public facilities, supplies, commerce, food, culture, leisure, sport, employment opportunities, innovation, creativity, etc.) is located within a 15-minute radius on foot or by bicycle.

3.6.2 2. Alignment with the SDGs and the SUA

3.6.2.1 Association and correlation with the Spanish Urban Agenda (SUA):

	2. Avoid urban sprawl and revitalise the existing city.	2.1. Define an urban model that promotes compactness, urban balance and the provision of basic services.
		2.2. Ensure functional complexity and diversity of uses.
		2.3. Ensure the quality and universal accessibility of public spaces.
		2.4. Improve the urban environment and reduce pollution.
	5. Promote proximity and sustainable mobility.	5.1. Promote a compact city.

| | 6. Promote social cohesion and seek equity. | 6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments. |

3.6.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

10. Reduce inequality within and between countries

11. Make cities more inclusive, safe, resilient and sustainable.

16. Promoting just, peaceful and inclusive societies

3.6.3 3. Descriptive data and indicators

3.6.3.1 Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D02a	Artificial cover area by municipality (%)	41.33
D04	Municipal area of land not for development (%)	64.10
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)	168.34
D07	Discontinuous mixed urban land area as a proportion of total mixed urban land (%)	9.21
D08	Housing density by urban land area (dwellings/ha)	88.36
D09	Urban compactness. Buildable gross area (m2 roof /m2 floor)	1.52
D10a	Built-up area for residential use by floor area (m2t/m2s)	0.96
D10b	Built-up area for residential use as a percentage of total (%)	63.20
DST01	Planned housing density in development land areas (Dwellings/ha)	68.61
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D12a	Green areas per inhabitant (m2/inhabitant)	10.03

	Descriptive data	Result
D12b	Green space density (%)	3.88
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69
DST06	Percentage of planned dwellings in development areas compared to existing housing stock (%)	2.82
DST07	No. of planned dwellings in development areas per 1,000 inhabitants	14.81
D37	Urban Planning role present in the municipality	PG
D38	Date of Urban Planning first being present in the municipality	1989

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.6.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
4 EDUCACIÓN DE CALIDAD	SDG 4.2.1	Pre-school education	%	69.3	2021.
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	SDG 8.9.1	Tourist bed places	V.A.	20468	2021.
	SDG 8.10.1	Bank branches	V.A.	375	2021.
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.1.6	Average price per m² of rented housing	V.A.	9.63	2020
	SDG 11.3.2	Built-up area per capita	m2	30.07	2020
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	SDG 16.1.1	Crime rate	x1000	66.68	2021.
	SDG 16.1.2	Security assessment	Scale 1-10	6.56	2018

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.6.4   4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Sustainable Mobility Plan (Plan de Movilidad Sostenible - PMUS)
Special Plan for Urban Quality Guidelines	València 2030 Early Demand Map - IPP

Supra-municipal strategic planning
Valencia Metropolitan Spatial Action Plan (VALMTAPV)
2011 Spatial Strategy of the Valencian Community (ETCV)

Below is an extract of the content of these documents that has helped define this strategic line 5, taking into account both its diagnostic content and proactive nature for EUVLC2030.

3.6.4.1   COVID Framework Agreement

The Framework Agreement included a number of proposals related to this strategic line, which are listed below.

- Continue with the application of the "**15-minute city**" model, which is already applied in the detailed revision of the PGOU in all functional areas. Inception of the compact city with multiple urban centres and a balanced share of facilities and services, in order to take all necessary measures to promote and prioritise pedestrian mobility.
- **Public facilities** and services need to be designed in a way that minimises commuting from neighbourhoods. Recovery of urban voids (plots of land, interior courtyards, unused ground floors, etc.).
- Optimisation of the use of land for public use in order to **recover public spaces** for people. The land could be turned into green spaces, used for sports and cultural event or as provisional car parks managed and used by the public and self-financed, in those neighbourhoods with the greatest congestion of parked vehicles, in order to gain public and green spaces for people.

3.6.4.2   València 2030 Early Demand Map - IPP

Among the challenges to be solved foreseen in this document, there are several related to this strategic line:

- **Landscape and design of spaces for healthy living and social cohesion:** in a context such as the current one, characterised by the agglomeration of inhabitants in urban centres, the capacity to design friendly public spaces that maximise the well-being (in

relation to health, from the perspective of mobility, etc.) of citizens is an unavoidable challenge.

Therefore, land planning or development should seek to produce compact and multifunctional urban structures, prioritising the recycling processes of the existing urban fabric, the recovery of unused land located within urban areas and the re-densification of scattered developable land, all under the approach that the urban landscape is a "living" element that facilitates the promotion of healthy lifestyles or social cohesion.

- **Public spaces by and for citizens - Diverse, inclusive, safe and innovative public facilities and infrastructures** Since 2015, the city of València has gained 155,000 square metres of public space that was previously dedicated to private traffic and is now pedestrianised. Measures to recover public spaces have also increased as a result of the COVID-19 pandemic, which has made it a priority for citizens to be able to count on varied, open and safe public spaces for walking, sport, games, etc.

   However, this process has not been easy as the city was far behind other large cities as far as recovering pedestrian spaces as these had, for example, pedestrianised their old quarters decades ago.

   The aim of this challenge is to develop innovative solutions that allow public spaces to become key structural elements, as well as to advance the concept of a city focused on proximity, reducing the distance between uses, public spaces, facilities and other activities.

- **New management spaces and infrastructures as urban commons:** it is proposed that this challenge will serve to promote diverse urban commons experiences and innovations, which allow for a process of evaluation and learning that will, in turn, make possible a municipal public policy in this regard. This new philosophy should have an impact both on disused spaces and on spaces and infrastructures that are currently in use.

- **Development of large-scale innovative urban districts:** the city of València aspires to build its own comprehensive innovative urban planning approach through the Vara de Quart and El Marítim Innova projects, creating polycentric spaces that go beyond the outdated model of leisure and services in urban centres and residential areas on the periphery, and that are committed to the development of innovative urban solutions available to residents. In this way, this challenge aims to use the IPP mechanism to find new innovative solutions to consolidate and grow these and other similar projects in the future in the city.

3.6.4.3 Special Plan for Urban Quality Guidelines

Four objectives of the special plan are related to this strategic line:

1. Land. To achieve a diverse compact city, a city without urban voids and with a balance between population and available services (efficient land use), a balance between the supply and demand of uses (efficient land use), and integrated with the natural and rural environment that surrounds it.

In order to achieve greater efficiency in the occupation and use of land, the following guidelines are proposed:

- Land use model of a compact and dense city.
- Balance between housing density and the urban grid.
- Management of land to be developed.
- Balance between tertiary and residential uses.
- Interaction and permeability of the city's private and public spaces.
- Increasing the safety of public spaces to allow people to interact properly.

3. Social and Cultural Identity. Enhancing the value of the elements that determine the identity and cultural heritage of the city.

In order to integrate administrative and functional divisions, the following guidelines have been established:

- Increase the degree of integration between neighbourhoods in the functional area.
- Assignment of public facilities to the scope of the functional area.
- Urban upgrading of traditional historic centres.
- Enhancement of identity elements of the neighbourhood within the functional area.

4. Equipment. The objective is to achieve a balance of facilities throughout the city, so that there are no differences between neighbourhoods, increasing accessibility to facilities as a method of improving their efficiency and guaranteeing their economic sustainability.

In order to achieve this objective, the plan proposes a series of guidelines related to different categories of facilities. In relation to improving the provision of educational facilities, the following is proposed:

- Adjust current ratios to the indicator's quality threshold values, especially in pre-primary and primary schools.
- Optimise the sustainable use of available qualified land.
- Management of unobtained land.
- Allocate surpluses (with respect to the threshold) of land classified as educational land to other uses.
- Resolve the economic viability of land classified as public land for private use.

- Adjust educational areas to sustainable accessibility criteria.
- Align the educational offer with the demand for accessible coverage.

With regard to public service facilities, the following guidelines have been established:

- In the case of surplus gardens, allocate part of them, in gardens larger than 10,000 m2, to the implementation of local facilities, integrated into the landscape of the open space, modifying the land use compatibility regime of open spaces with integrated facilities.
- Encourage provisioning actions in areas with equipment deficiencies.
- Optimise the use of the plots classified as public land.
- Versatility of the plots of land classified as public land with the aim of accommodating any type of development.
- Making municipal resources profitable by taking advantage of municipal assets as opposed to renting.

A distinction is also made between public facilities on independent plots of land, for which these guidelines have been established:

- Optimisation of the public facilities system so that no functional area is below the minimum value of the quality threshold or above the desirable one.
- Develop of local facilities in order to achieve the optimum ratio of land for public use.
- To allocate surpluses (with respect to the threshold) of open spaces, of low quality due to their location or size, to the creation of parking facilities to free up pedestrianised spaces.
- If there is a surplus of gardens, allocate part of these, in gardens larger than 10,000 m2, to the development of local facilities, integrated into the landscape of the open space.
- Optimise the use of public facilities.
- Opening of inner courtyards to the exterior, allowing the development of local facilities in areas that clearly lack them.

5. Public Spaces. To achieve the habitability of the system of public spaces by promoting the accessibility of all the citizens of a neighbourhood to both parks and nearby open spaces, and their integration into the green infrastructure, so that they have the environmental quality, comfort and safety that allow people to live together and interact.

In order to implement global and nearby open space ratios at the margins of the quality threshold, the following guidelines have been provided:

- Increase the surface area of nearby open spaces by pedestrianising the public road space, establishing a hierarchy of motorised traffic.
- Connection of the open spaces of the functional area to the structural green infrastructure.

- To allocate surpluses (with respect to the threshold) of open spaces, of low quality due to their location or size, to the creation of parking facilities to free up pedestrianised spaces.
- In the case of surplus gardens, allocate part of them, in gardens larger than 10,000 m2, to the development of local facilities, integrated into the landscape of the open space.
- Improve the environmental comfort of the road network.
- Increase the feeling of safety in public spaces.

3.6.4.4 Sustainable Urban Mobility Plan (PMUS)

Some of the strategies proposed by the PMUS fit better with this strategic line 5 than with the corresponding mobility strategy. These are:

- **2. Reclaiming and enhancing urban public spaces and small mobility hubs**

  Increasing the number of public spaces in the city centre and in other areas of particular interest can be a policy that favours the creation of attractive environments, revitalising commercial activity and providing new spaces for conviviality.

  The main objective is the integration of urban public spaces (pavements, boulevards, squares and other pedestrian spaces) into the network of itineraries and the improvement of their design to favour sustainable modes of transport (walking, cycling and public transport), so that they become clusters of activity generation and enhance their role as a small hub, managing to maintain a multiplicity of functions that turns the city into a city of proximity (polycentric city).

- **14. Integrating urban design with sustainable mobility criteria**

  Spaces and elements that are designed to favour some participants in the city's mobility can become obstacles for others, in some cases due to poor design and in others due to the existing limitations in public road space.

  The development of the city in recent years has made it possible to incorporate, especially in new neighbourhoods, elements that favour the achievement of more sustainable mobility: bicycle lanes, wide pavements, bus lanes. In the more consolidated areas, in turn, the need for repair work, maintenance, etc.; has been used to redevelop and at the same time provide elements that promote on foot or by bicycle mobility. The technical services of València City Council have a lot of experience in this field, and it is important to be able to collect and standardise the catalogue of typologies and solutions that have been applied, so that they can become a standard both in current areas that are being renovated and in new developments in the longer term.

3.6.4.5 Valencia Metropolitan Spatial Action Plan

The draft of this Spatial Action Plan shares two objectives related to this strategic line:

- Promote a polycentric metropolitan area, with **compact and mixed-use urban nodes**, and with sufficient critical mass to make high-performance public transport systems viable.
- To promote the **integration of growth and facilities**, to combat the risks of urban segregation and to guarantee the principle of equity in terms of access to the amenities of the welfare society.

3.6.4.6   Spatial Strategy of the Valencian Community

The 2011 Spatial Strategy also includes a series of indications related to this strategic line 5 of the EUVLC2030:

Goal. Defining rational and sustainable land use guidelines

- Urban development activity needs to adopt growth patterns that moderate land consumption.
- The definition of a system of open spaces for their environmental, landscape, economic and cultural values will not be a secondary consideration to the planning process but will be actually be the basis for it.
- New urban development will be based on the idea of continuity of the existing urban grid, with appropriate densities to facilitate a rational use of the territory.
- The coexistence of different land uses will be encouraged, provided that they are compatible, in order to reduce undesired displacements.
- Growth patterns that reinforce a polycentric model will be adopted to provide critical masses that facilitate public transport facilities.
- As a general recommendation, the generalised dispersion of uses and buildings in the territory should be avoided.
- The pace of growth will be adapted to the effective implementation of basic facilities and equipment, general systems and public transport.

3.6.5   5. SWOT analysis of the consultation process

The conclusions of the participatory workshops based on the 6 city visions related to this Strategic Line 5 are shown below in the form of a SWOT analysis:

3.6.5.1   Weaknesses

- The management of most facilities remains very narrow in scope and this results in many of them being underused.
- There is a great imbalance in access to quality public spaces, resources, services or health facilities in the different neighbourhoods of the city.
- Historically strong urban planning pressure.

3.6.5.2 Threats

- Maintaining, due to the inertia of the administration, systems of use and management of public facilities and spaces that increase the imbalance in the city and maintain a vision of citizens and social entities as passive elements, weakening the associative network.
- Not taking advantage of the context to break the segregation of part of the city's neighbourhoods, rebalancing investments and promoting community projects.
- That the current segregation of some of the city's neighbourhoods is maintained and increased, with the effects that this has on the health of its residents.
- Returning to past mistakes such as leaving the door open to a new construction boom.
- Failure to implement strong local trade networks.
- Neighbourhoods end up as culturally segregated spaces.

3.6.5.3 Strengths

- Potential of the network of neighbourhood facilities which, although they need to continue to grow and balance the city, can favour a new city model.
- The old Turia riverbed is potentially a central healthy area for the city that allows the connection between different neighbourhoods, offers areas where people can play sport and provides a large green area.
- In some neighbourhoods there is a proximity network that can facilitate the implementation of the "15-minute city".
- Street life that facilitates creative design linked to public spaces.
- Network of cultural micro-spaces in all neighbourhoods.

3.6.5.4 Opportunities

- Move towards the integrated design of public policies in which aspects such as inclusion, diversity, equality, accessibility, participation, etc.; are cross-cutting elements.
- To develop a city based on the concept of proximity in terms of trade, services, facilities, neighbourhoods, etc.
- Promote urban commons and distributed networks of services and facilities as central elements in the management of the city and its relationship with citizens.
- Promote the integrated vision of health and care in the design and management of the facilities, promoting intergenerationality, autonomy, urban balance, etc.
- To give value to Mediterranean culture and its presence in the city's neighbourhoods.

3.7
SL6 - Urban regeneration based on social cohesion, accessibility and sustainability

3.7.1 1. Description in the Strategic Framework 2022

This strategic line aims to establish a process of continuous urban regeneration, in which the phenomena of gentrification are actively counteracted and progress is made in the universal accessibility of both buildings and public spaces. València must complete the revision of the General Urban Development Plan, and adapt its planning instruments and regulations to the new criteria for urban planning and heritage protection in order to guarantee cohesion, accessibility and provide protection for those buildings or spaces that deserve it due to their architectural, historical, social, environmental and/or cultural values.

The strategic objectives are as follows:

3.7.1.1 SO21. Developing a sustainable and gentrification-free urban regeneration model

This objective is aimed at regenerating disused or deteriorated areas from an integral perspective, with the retention of existing neighbours as a priority. València has to improve its access routes and turn its urban borders into a space of opportunity to develop a suitable transition between the city and the historic Huerta area that surrounds it. Urban developments must include a Mediterranean approach that combines a deep bond with the territory with a compact, dense, mixed-use city model.

3.7.1.2 SO22. To achieve València's status as a fully accessible and inclusive city for all people

This objective is aimed at enabling people with disabilities to enjoy all their rights and to fully benefit from participation in the economy and society of their city, their personal autonomy and empowerment for independent living. Achieving this goal and ensuring effective implementation of their rights requires coherence and the necessary support for funding, research, awareness-raising, data collection, statistics and project implementation. The

Strategy has to focus on the consolidation of the removal of barriers, the implementation of accessibility based on a design for all and the effective development of inclusive projects in all areas: participation, equality, occupation, public transport, education and training, culture, social protection, comprehensive care, health, independent living, leisure, sport and free time.

3.7.2   2. Alignment with the SDGs and the SUA

3.7.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	2. Avoid urban sprawl and revitalise the existing city.	2.1. Define an urban model that promotes compactness, urban balance and the provision of basic services. 2.5. Promote urban regeneration. 2.6. Improving the quality and sustainability of buildings.
	6. Promote social cohesion and seek equity.	6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments. 6.2. Seek equal opportunities from a gender, age and disability perspective.

3.7.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

1 FIN DE LA POBREZA	1. Ending poverty in all its forms around the world
3 SALUD Y BIENESTAR	3. Ensure healthy living and promote well-being for everyone regardless of age.
10 REDUCCIÓN DE LAS DESIGUALDADES	10. Reduce inequality within and between countries
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.

3.7.3   3. Descriptive data and indicators

3.7.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D01	Population change 2007 - 2017 (%)	-1.88
D02a	Artificial cover area by municipality (%)	41.33
D04	Municipal area of land not for development (%)	64.10
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)	168.34
D08	Housing density by urban land area (dwellings/ha)	88.36
D09	Urban compactness. Buildable gross area (m2 roof /m2 floor)	1.52
D10a	Built-up area for residential use by floor area (m2t/m2s)	0.96
D10b	Built-up area for residential use as a percentage of total (%)	63.20
DST01	Planned housing density in development land areas (Dwellings/ha)	68.61
DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
D12a	Green areas per inhabitant (m2/inhabitant)	10.03

	Descriptive data	Result
D12b	Green space density (%)	3.88
DST06	Percentage of planned dwellings in development areas compared to existing housing stock (%)	2.82
DST07	No. of planned dwellings in development areas per 1,000 inhabitants	14.81
D37	Urban Planning role present in the municipality	PG
D38	Date of Urban Planning first being present in the municipality	1989

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.7.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
	SDG 1.2.1	People at risk of relative poverty considering the regional poverty line	%	21.1	2020
	SDG 1.2.2	People at risk of relative poverty considering the national poverty line based on taxable income	%	20.4	2019
	SDG 1.2.3	People at risk of poverty and/or social exclusion based on the regional poverty line: AROPE indicator	%	26.1	2020
1 FIN DE LA POBREZA	SDG 1.2.4	Population with severe material deprivation	%	12.2	2020
	SDG 1.2.7	People in high poverty based on taxable income	%	10.5	2019
	SDG 1.2.8	Single-parent family households	V.A.	12,768	2021.
	SDG 1.2.9	Population aged 65 and over living alone	V.A.	45,352	2021.
	SDG 1.2.10	Population aged 80 and over living alone	V.A.	19,291	2021.
	SDG 1.2.11	Family households consisting exclusively of persons aged 65 years and over	V.A.	73,981	2021.
7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE	SDG7.2.	Total electricity consumption per inhabitant per day (kWh)	V.A.	7.59	2020
	SDG7.3.	Domestic electricity consumption per inhabitant per day (kWh)	V.A.	3.53	2020
	SDG7.4.	Gas consumption per inhabitant per day (kWh)	V.A.	2.43	2020

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
10 REDUCCIÓN DE LAS DESIGUALDADES	SDG 10.1.1	Population with income per consumption unit below 5,000 euros	%	7.4	2019
	SDG 10.1.4	Income inequality. Gini Index	Contents	34.68	2019
	SDG 10.2.4	Demographic Dependency Ratio	Contents	54.2	2021.
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.1.6	Average price per m² of rented housing	V.A.	9.63	2020
	SDG 11.3.2	Built-up area per capita	m2	30.07	2020
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	SDG 16.1.1	Crime rate	x1000	66.68	2021.
	SDG 16.1.2	Security assessment	Scale 1-10	6.56	2018

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.7.4 4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	València 2030 Early Demand Map - IPP

Supra-municipal strategic planning
Valencia Metropolitan Spatial Action Plan (VALMTAPV)

It might be thought that the issue of urban regeneration has not been addressed in many strategic plans, given the small number of documents related to this strategic line 6 of the EUVLC2030. Urban regeneration is a cross-cutting issue that focuses on the improvement of the most run-down neighbourhoods and the transformation of disused areas of the city, applying housing, public space, social cohesion or economic strategies dealt with in other strategic lines.

In any case, the strategic documents in which urban regeneration and universal accessibility are expressly mentioned appear below.

3.7.4.1 COVID Framework Agreement

The Framework Agreement included a number of proposals related to this strategic line:

- The new Plan for Social Inclusion and Cohesion will have to include actions that cater for people with disabilities who, in emergency situations, are deprived of assistance in day centres.
- To promote housing rehabilitation and boost public works as measures to reactivate employment and improve urban quality, allocating, for example, resources to areas such as pavements, paving, etc.; in order to make the city of València a friendlier place.

3.7.4.2 València 2030 Early Demand Map - IPP

Among the challenges in this document are several related to urban regeneration and accessibility:

- **Universal accessibility:** The right to accessibility is enshrined in different legal instruments in the Valencian Community. Focusing on the city of València, since 2015 the City Council has invested more than 18 EUR million to ensure universal accessibility in public spaces. In addition, significant efforts have been made to ensure accessibility to cultural or educational spaces such as the IVAM, the MUVIM or the University of València; as far as access to public transport and its stops or as far as

access to beaches, in the latter case, in addition, developing an agenda of adapted sports activities on beaches such as the Malva-rosa.

- **Comprehensive sustainable urban regeneration:** València is no stranger to this reality and, thusly, in recent years urban regeneration processes have been initiated (Cabanyal-Canyamelar, for example) based on the application of comprehensive policies of physical, spatial, social, economic and environmental intervention and, therefore, aligned with what is known within the European Union as integrated urban regeneration.

  Thus, this challenge aims to continue developing actions for the regeneration of disused or deteriorated areas, promoting the reuse of buildings and spaces, and allowing an active role of the city's residents in these processes. This is linked to the vision of incorporating more intensively the life cycle perspective of materials in the regeneration processes in order to optimise the environmental impact of the construction sector.

3.7.4.3   Valencia Metropolitan Spatial Action Plan

The draft of this Spatial Action Plan also mentions urban regeneration among its objectives:

- **Prioritise the rehabilitation, renovation and regeneration of existing urban fabrics** over new land-consuming developments in the territory.

3.7.5   5. SWOT analysis of the consultation process

Finally, the conclusions of the participatory workshops appear in a SWOT analysis, based on the views of the city that are related to this Strategic Line 6:

3.7.5.1   Weaknesses

- Regeneration and community development in neighbourhoods is not a widespread policy.
- Many buildings and public spaces in the city need major adaptations to become healthy spaces.
- Lack of an intersectional view of the health needs of different groups (e.g., people with different disabilities have different needs and what may be positive for some is not necessarily positive for others; the health needs of male or female or non-binary adolescents or migrants are not exactly the same…).

3.7.5.2   Threats

- Not taking advantage of the context to break the segregation of part of the city's neighbourhoods, rebalancing investments and promoting community projects.

3.7.5.3 Strengths

- Migrations have led to cultural hybridisation in the city.

3.7.5.4 Opportunities

- Establish health and care as a defining element of urban policies, promoting coexistence and improving the physical components of urban health such as thermal comfort, acoustic comfort and air quality.
- Promoting diversity and the "meeting point" as a cultural value.

3.8
SL7 - Accessible and sustainable housing

3.8.1 1. Description in the Strategic Framework 2022

This strategic line assumes that access to housing is a fundamental component in the development of an inclusive city and that it has to be reinforced from a metropolitan perspective.

The strategic objectives are as follows:

3.8.1.1 SO23. Ensuring access to affordable and quality housing stock

This objective is aimed at generating innovative formulas for access to public and free housing, allowing the entire population to have access to decent, quality housing. This objective must be particularly sensitive to the conditions of young people at the moment of starting their own life project and to those groups at risk of exclusion. It has to incorporate a metropolitan area vision in the formulation of actions and must consider the essential role of public housing.

3.8.1.2 SO24. Increasing the quality of the built-up housing stock

This objective is aimed at promoting the refurbishment of the city's residential housing stock to guarantee quality and habitability, with special emphasis on energy refurbishment to enable daily life in homes at suitable temperatures, thus ensuring the well-being and health of their inhabitants.

3.8.1.3 SO25. Incentivising the sustainable use of empty housing in the city

This objective is aimed at reducing vacancy rates, in order to provide solutions to the different causes that prevent the rental or sale of unoccupied dwellings.

3.8.2   2. Alignment with the SDGs and the SUA

3.8.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	2. Avoid urban sprawl and revitalise the existing city.	2.5. Promote urban regeneration. 2.6. Improving the quality and sustainability of buildings.
	8. Ensure access to housing	8.1. Promote the availability of adequate and affordable housing stock. 8.2. Guarantee access to housing, especially for the most vulnerable groups.

3.8.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

1 FIN DE LA POBREZA	1. Ending poverty in all its forms around the world
7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE	7. Ensure access to affordable, safe, sustainable and modern energy
10 REDUCCIÓN DE LAS DESIGUALDADES	10. Reduce inequality within and between countries
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.

3.8.3   3. Descriptive data and indicators

3.8.3.1   Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D08	Housing density by urban land area (dwellings/ha)	88.36
D10a	Built-up area for residential use by floor area (m2t/m2s)	0.96
D10b	Built-up area for residential use as a percentage of total (%)	63.20
DST01	Planned housing density in development land areas (Dwellings/ha)	68.61

DST02	Percentage of land for development as a proportion of total urban land (%)	4.54
DST03	Land marked out for development as a proportion of total urban land (%)	4.10
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	3.63
D14	Percentage of building stock by municipality built prior to 2000 (%)	80.85
D29	No. of dwellings per 1,000 inhabitants	524.85
D32	Change in the number of households 2001-2011 (%)	19.37
D33	Growth of housing stock 2001-2011 (%)	12.13
D34	Percentage of secondary housing (%)	8.04
D35	Percentage of vacant housing (%)	13.62
DST06	Percentage of planned dwellings in development areas compared to existing housing stock (%)	2.82
DST07	No. of planned dwellings in development areas per 1,000 inhabitants	14.81

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.8.3.2   SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
	SDG 1.2.1	People at risk of relative poverty considering the regional poverty line	%	21.1	2020
	SDG 1.2.2	People at risk of relative poverty considering the national poverty line based on taxable income	%	20.4	2019
	SDG 1.2.3	People at risk of poverty and/or social exclusion based on the regional poverty line: AROPE indicator	%	26.1	2020
	SDG 1.2.4	Population with severe material deprivation	%	12.2	2020
	SDG 1.2.7	People in high poverty based on taxable income	%	10.5	2019
	SDG 1.2.8	Single-parent family households	V.A.	12,768	2021.
	SDG 1.2.9	Population aged 65 and over living alone	V.A.	45,352	2021.
	SDG 1.2.10	Population aged 80 and over living alone	V.A.	19,291	2021.
	SDG 1.2.11	Family households consisting exclusively of persons aged 65 years and over	V.A.	73,981	2021.
	SDG 8.5.1	Unemployment	%	15.69	2021.
	SDG 8.5.6	Long-term unemployment	%	61.37	2021.
	SDG 8.6.1	Unemployment among young people with low levels of education	V.A.	1134.17	2021.
	SDG 8.3.1	Temporary employment	%	34.93	2021.
	SDG 8.9.1	Tourist bed places	V.A.	20468	2021.

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
10 REDUCCIÓN DE LAS DESIGUALDADES	SDG 10.1.1	Population with income per consumption unit below 5,000 euros	%	7.4	2019
	SDG 10.1.4	Income inequality. Gini Index	Contents	34.68	2019
	SDG 10.2.7	Registered unemployment among people with disabilities	V.A.	3239	2021.
	SDG 10.4.1	Wage income	%	57.7	2019
	SDG 10.4.2	Pension income	%	21.62	2019
	SDG 10.4.3	Income from disability or dependency benefits	%	4.18	2019
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.1.6	Average price per m² of rented housing	V.A.	9.63	2020
	SDG 11.3.2	Built-up area per capita	m2	30.07	2020
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	SDG 12.B.1	Tourists (travellers) per capita	x100000	164721	2021.

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.8.4   4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Framework Plan for Equality between women and men 2021-2024
Strategic Housing Plan 2017-2021	
Special Plan for Urban Quality Guidelines	València 2030 Early Demand Map - IPP

Supra-municipal strategic planning
Spatial Strategy of the Valencian Community (ETCV)

Below is an extract of the content of these documents that has been relevant for the definition of this strategic line 7, taking into account both their diagnostic content and their strategic proposals.

3.8.4.1   Strategic Housing Plan 2017-2021

The Housing Plan included a SWOT analysis of the housing situation, although it should be noted that it was carried out in 2016:

Weaknesses

- Significant numbers of households with insufficient income to secure access to or remain in adequate housing.
- Reduced public housing stock, and low level of take-up as a tool to respond to residential needs that cannot be met in the free market.
- Municipal responsibility for housing fragmented between various departments - Housing, Social Services, Urban Planning, Heritage - as well as the public housing company AUMSA. Low level of coordination.
- Half of the dwellings in the municipality were built between 1960 and 1979.
- A significant percentage of dwellings exposed to a high level of noise pollution.
- Unstable vacant rental market, with a very volatile affordable housing supply (affordable supply down 89% between 2014 and 2017).

Strengths

- Availability of a sufficient number of dwellings in the municipality to meet the residential needs of resident households: this is a problem of utilisation, not scarcity.
- Zero growth in the number of primary dwellings is expected in the coming years.
- Provision of a building land reserve.

- Fiscal room for manoeuvre of the City Council due to the municipality's healthy economic situation.
- Willingness, at the political level, to review procedures and seek greater coordination between services.
- Provision for strategic housing planning.
- Existence of a public housing company (AUMSA) that can serve as a useful tool.
- Newly created Housing Department: an opportunity for innovation.

Threats

- Reduction of state investment in housing (Housing Plan).
- Lack of security of tenure for tenant households due to the Urban Tenancy Law.
- Legal and fiscal limitation of the capacity for municipal action, and reduced capacity to influence housing legislation at the municipal level.
- Increasing demand for housing for use other than as a primary residence, in particular due to growing tourist demand.
- Inadequacy of rental subsidies as a tool to guarantee the right to housing in the free rental market.

Opportunities

- New legal tools and financial support, in particular those offered by the Law for the Social Function of Housing.
- Willingness of the Generalitat Valenciana to collaborate more with the municipalities.
- Review of housing policy procedures at the level of the Generalitat Valenciana, and creation of new procedures.
- Good level of social acceptability for innovation in housing policies as an effect of the crisis and the housing market situation.

In continuity with the previous SWOT analysis section, the Strategic Plan defined six differentiated strategic axes with a view to consolidating coordinated action in terms of guaranteeing the right to housing in the city of València:

- **Strategy 1. Create integrated procedures for the demand, allocation and management of residential resources.**

  Strategy 1 seeks to create a new operational framework for the care of citizens with residential needs, the allocation of municipal housing and subsidies, and the management of municipal housing.

  The proposal is based on the creation of a single register of applicants, common to the Social Welfare and the Housing departments, as well as the creation of a register of residential resources, also unique and common to both departments, which brings together the different housing and subsidies managed by the City Council. The existence of these two registers will make it possible to associate with each

residential resource (social housing, subsidised housing, aid, etc.) the list of applicants who, due to their characteristics, are compatible with the resource (income level, number of people in the family unit, need for social support, functional diversity, etc.).

A procedure based on a grading scale will be drawn up, with the participation of the groups concerned, for maximum fairness in the award process. Likewise, the creation of a Municipal Housing Commission will allow the process to be managed in a neutral way and with respect for the priorities of both departments.

In addition, new procedures will be developed for the management of municipal housing and the care of users. It is proposed that the Department for Housing be responsible for the maintenance of housing and lease agreements, which are set at cost price, to ensure the financial sustainability of public housing. Social Welfare manages the rent supplements, which are adjusted to the income of each household, carries out social monitoring and offers accompaniment in cases that need it.

- **Strategy 2. Responding to housing emergencies and energy poverty**

  Strategy 2 covers the different programme actions aimed at responding to emergency housing situations, including the counselling and intermediation service, rental assistance and measures to alleviate the effects of energy poverty. Also included in this strategy are the procedures for the City Council to act as a collaborating entity of the Generalitat in the application of the Law for the social function of housing.

- **Strategy 3. Increasing the supply of affordable housing in the city of València**

  Strategy 3 completes the municipal strategy, as far as increasing the supply of affordable housing, mobilising vacant housing and the dynamisation of public land.

  As the activity aimed at enabling the right to affordable, decent and adequate housing is configured as a service of general interest, the municipality has the obligation to guarantee the satisfaction of this right, which is why the consolidation, expansion and improvement of the municipal public housing stock becomes a priority.

  In addition, and with the aim of making more efficient use of the council's public resources, a combination of the direct public development initiative with other initiatives is established, and in particular the creation of a new programme to attract unoccupied dwellings, with the aim of making them available as affordable properties to rent.

- **Strategy 4. Rehabilitating, regenerating and renewing the city of València**

  Strategy 4 aims to generate proactive and preventive activity from the City Council in terms of rehabilitation, regeneration and renovation of the city. Just as action in the neighbourhood of El Cabanyal-El Canyamelar is governed by its own substantive planning, the Strategic Plan seeks to structure possible regeneration actions around the other areas and neighbourhoods with the highest levels of social vulnerability.

In addition, the Plan emphasises the need for the City Council to anticipate the number of buildings that will be required to submit an evaluation report in order to comply with the law. Some 90,000 dwellings - more than 20% of the total stock - which were built between 1961 and 1970, will be 50 years old by 2020. This will require the municipality to take a receptive attitude in order to facilitate the fulfilment of its obligations to the communities of owners, with the aim of achieving a clear improvement in the quality of the residential housing stock as a whole.

- Strategy 5. Promoting proximity and public participation

  In order to facilitate the participation and active involvement of citizens and the different agents operating in the housing market, information on housing and the different public services offered in this area is homogenised and clarified. To this end, the different service charters that are initially scattered are to be updated, as well as the corresponding website, so that the channels for accessing information and the City Council's housing services are simple and accessible for each type of applicant.

  On the other hand, the articulation of procedures and tools that allow for real and effective participation of citizens in the definition and monitoring of essential aspects of municipal housing policy is encouraged. This brings together the different forms of participation included in strategies 1 and 3, relating to the design and monitoring of the allocation of housing and public subsidies, and the harnessing of citizens' capacities for self-organisation for the promotion of affordable housing.

- Strategy 6. To monitor, evaluate and disseminate the Strategic Plan

  To ensure the successful development of the Plan, a procedure for monitoring and evaluating its progress is organised, and a procedure for the final evaluation is determined. On the other hand, it is necessary to organise a management of changes procedure, insofar as the Plan cannot pretend to be a static document with no possibility of modifications with respect to the initial diagnosis.

  Finally, with a view to guaranteeing transparency and encouraging citizen involvement in the implementation of the Plan, a system for disseminating the Plan's progress and results is established.

3.8.4.2   Special Plan for Urban Quality Guidelines

This Special Plan defines two objectives that are related to accessible and sustainable housing:

2. **Built Heritage**. In the built-up city, the aim is to promote the refurbishment of the housing stock to improve its habitability, accessibility and energy efficiency.

With the aim of improving the city's built heritage, the following guidelines are proposed:

- Improving accessibility and habitability of existing buildings
- Adjust the typology of housing to the current needs of the population

- Greater use of the interior courtyards of housing blocks and their opening up to the road network and open spaces.
- To implement, in the refurbishment of existing buildings, a typological diversity that can cover a wide range of lifestyles and forms of ownership.

6. Housing. Realise the right to affordable, decent and adequate housing with a diverse and evenly distributed typological offer in the city.

With the aim of implementing supply ratios of subsidised and free housing at the margins of the quality threshold, the following guidelines are laid down:

- Subsidised housing supply in all functional areas.
- Adjusting housing supply to current functional demand.
- Increase the housing offer to today's different lifestyles.
- Ensure the safety of people in the immediate vicinity of their homes.
- Promote housing design criteria that facilitate and promote the sharing of household tasks.

3.8.4.3   COVID Framework Agreement

The Framework Agreement included a number of proposals related to this strategic line:

- Encourage the acquisition and public development of housing to expand the **municipal public social housing stock**. Refurbishment and rental programme to put empty homes on the market, with subsidies for refurbishment, which are then allocated to families on an affordable rental basis. Refurbishment of municipal housing to give it a social use as a rental for vulnerable families.
- Municipal Office for the **Right to Housing** for comprehensive attention to citizens.
- Study the incorporation of intermediate spaces that improve efficiency and provide additional green spaces so that people do not have to leave their homes due to lack of **accessibility**. Review the role of common spaces and interior courtyards. Coming up with models of inter-generational coexistence. Create public housing adapted to people with disabilities and reduced mobility.

3.8.4.4   València 2030 Early Demand Map - IPP

The challenges in this document include three related to housing:

- **New mechanisms for access to housing**: According to AUMSA data, the waiting list of applicants for public housing has quadrupled in the last two years.
  Faced with this issue, governmental bodies must act from the perspective of promoting the construction of a social rental housing stock that is currently insufficient and must respond to the needs of the most vulnerable population for

decent and affordable housing. They must also aim to reduce the stock of empty homes, which in the Valencian Community amounts to more than half a million.

- **New models of housing management**. A social paradigm shift is taking place: citizens are demanding an active and solidarity-based model as opposed to the capitalist formula of deprivation.

  New, more horizontal and collaborative models of housing management are appearing that promote sustainability and solidarity networks as an investment in the future, and through which responses are provided to problems such as unwanted loneliness or the need to seek safe spaces for personal development.

  Thus, this challenge aims to generate innovative formulas for housing tenancy and use, promoting the new culture of sharing.

- **Comprehensive rehabilitation processes for buildings and dwellings**. The average age of València's housing stock is 45.4 years, with most of the city's homes having been built between the 1960s and 1970s. In 2019, almost half of the buildings were more than 50 years old, according to the municipal census, with the districts of La Seu, El Carmen and El Mercat being the ones with the oldest buildings. In a similar vein, the figure of 5,300 homes in the city in dilapidated buildings stands out, to which must be added the more than 35,300 homes, 12% of the total, which are in buildings in poor condition. If there is no significant construction activity in the next 11 years, in 2030 nearly 3 out of every 4 homes, 74.9%, will be 50 years old or more in València. These figures are exacerbated by the fact that the buildings sector, as a whole, accounts for approximately 30% of energy consumption at the national level. Consequently, the decarbonisation of the housing stock is one of the EU's priorities in the fight against climate change. Therefore, the Public Administration must act urgently, as a promoter of public buildings and a driving force in private buildings, for the integral rehabilitation of housing and public buildings from the perspectives of sustainability, digitalisation and habitability, among others.

3.8.4.5 Framework Plan for Equality between women and men. Programming 2021-2024.

The Equality Plan makes reference to housing policies, given that women often experience situations of risk or social exclusion. In order to support these groups of women to promote their effective social inclusion, the following is proposed among its specific objectives:

- 7.1.2.1 Give **priority to women who are victims of gender-based violence in social rental subsidies**, especially women who have dependents and/or under-age children.
- 7.1.2 Promote **access to housing for women in situations of vulnerability**

3.8.4.6 Spatial Strategy of the Valencian Community

Finally, the 2011 Spatial Strategy already included a series of indications related to this strategic line:

Goal. Using spatial planning to ensure access to housing

- The planning of social housing should not exclusively use a specific percentage of land reserve but should be adapted to the real needs of each territorial area.
- Excessive concentration of this type of housing should be avoided in order to promote social cohesion and prevent segregation based on income levels.
- The spatial distribution of social housing has to be preferably uniform in new urban developments.
- The use of land reserves for public rental housing is recommended.
- There should be a move towards flexible interior layouts of sheltered housing to facilitate adaptation to changes in family structure.
- It is recommended that the locations of new social housing should consider territorial and environmental factors that improve the water and energy balances of the housing.
- It is recommended that, following the example of the European Union, municipalities, or functional areas of the territory, progressively manage social housing stocks in a percentage of at least 10% of the municipality's main housing stock.
- Subsidised housing policies must be coordinated with sustainable mobility policies, urban regeneration operations, endowment and equipment strategies, as well as urban image and landscape policies.

3.8.5 5. SWOT analysis of the consultation process

Housing, despite being a key issue in the city, has received little direct attention in the participatory workshops, as shown in the following SWOT analysis:

3.8.5.1 Weaknesses
- Access to decent housing is very difficult in today's city.

3.8.5.2 Threats
No threats recorded

3.8.5.3 Strengths
No strengths recorded

3.8.5.4 Opportunities
- Increase public housing based on rehabilitation and regeneration policies.

3.9
SL8 - Associative fabric and intergenerational and intercultural citizen networks

3.9.1   1. Description in the Strategic Framework 2022

This strategic line assumes that the development of the València city model must be accompanied by the strengthening of neighbourhood life and citizen and community networks. For this reason, it is crucial to nurture, support and strengthen the associative fabric that is the backbone of neighbourhood activity, in order to create meeting places for neighbours and increase social cohesion.

The strategic objective is as follows:

3.9.1.1   SO26. Strengthening the associative fabric and citizen and community networks

Objective related to the promotion of the associative fabric and the strengthening of citizen and community networks, with special emphasis on the intergenerational perspective and the role of young people, interculturality, representativeness and participation in decision-making by women, as well as people at risk of exclusion, people with disabilities, migrants and other vulnerable population groups.

3.9.2   2. Alignment with the SDGs and the SUA

3.9.2.1   Association and correlation with the Spanish Urban Agenda (SUA):

	6. Promote social cohesion and seek equity.	6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments. 6.2. Seek equal opportunities from a gender, age and disability perspective.
	10. Improve instruments for intervention and governance.	10.2. Ensure public participation, transparency and promote multi-level governance. 10.4. Design and implement training and awareness-raising campaigns on urban issues, as well as information exchange and dissemination.

3.9.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

	5. Achieving gender equality and empowering all women and girls
	10. Reduce inequality within and between countries
	11. Make cities more inclusive, safe, resilient and sustainable.
	16. Promoting just, peaceful and inclusive societies

3.9.3   3. Descriptive data and indicators

3.9.3.1   Descriptive Data on the Spanish Urban Agenda

There is no MITMA descriptive data that can be related to this strategic line.

3.9.3.2   SDG indicators in the State of the City Report

There are no SDG indicators available for the city of València that are related to the strategic line.

3.9.4   4. Analysis of plans and strategies

The strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Public Participation Model
Valencia 2030 Missions	València 2030 Early Demand Map - IPP

The content of these documents that has been relevant to the definition of this strategic line 8 of the EUVLC2030 is reproduced below or summarised, as appropriate. Both its diagnostic content and its action-orientated nature have been taken into account.

3.9.4.1   Public Participation Model

This document proposes, as Axis 5 of its strategy, the encouragement and promotion of associations as a central element of the public participation model. Associationism is one of the most significant expressions of citizens' capacity to organise and act collectively in the public sphere in defence of the common good. Associations, entities and platforms are not only important because of their capacity to bring together and mobilise people in relation to specific issues, but also because of their experience, their track record and their knowledge of the daily reality and the people who live and coexist in the city of València.

The key elements of this axis are:

- **Civic centres**. A network of neighbourhood civic centres will be progressively developed throughout the city, providing an infrastructure and physical space for associations to meet and work together. These spaces will be co-designed and co-managed with the associative fabric of the city, and different models can be developed depending on the social reality and the associative fabric.
- **Grant programme for neighbourhood associations**. Specific support for neighbourhood associations will be maintained through an annual grant.

- **Programmes to support public participation initiatives**. A programme will be developed to support public participation initiatives promoted by the city's social agents. This programme will include, in addition to grants, counselling and specific training in the areas of interest.
- **Use of municipal spaces and facilities**. Appropriate regulations will be developed to cede the use of municipal spaces and facilities (school playgrounds, classrooms, libraries, etc.) to associations in the city. It will be adequately regulated to make the different uses compatible and to establish the rights and co-responsibilities of the parties.
- **Virtual civic network**. Through a process of co-design with networks of civic collectives and the Valencian social fabric, a civic platform will be set up to enable them to interconnect, coordinate their actions and disseminate geolocalised information to the public on the activities and initiatives they develop.
- **Register of associations**. It will be updated so that it is a true reflection of the reality of the city's associations.

3.9.4.2   COVID Framework Agreement

The Framework Agreement included proposals related to the promotion of citizens' associations and networks:

- To strengthen **community action** and the informal and formal citizen support networks that have been built up in our neighbourhoods (food, care, etc.) as a result of COVID-19, or pre-existing social networks and organisations that have adapted their practices to the new situation.
- Create a **volunteer** intermediary office and a resource bank for pandemic or similar situations, including social movements and citizens' initiatives.
- Supporting the **associative fabric**, where social and cultural dynamisation pivots.
- To contribute to mobilising society in the fight against the vulnerability caused by the COVID-19 crisis, by making available adapted and flexible formulas for **participation**, as well as methodologies and tools aimed at the development and management of voluntary action.
- Community development and research-action of the COMVA municipal **coexistence** plan, with all the entities that support and defend human and social rights and law in the city. Mediation by the organisations closest to vulnerable groups such as Médecins du Monde, Lambda, etc. Collective action to find out the effect of confinement on LGTBI people. To assess unknown effects.

3.9.4.3   València 2030 Early Demand Map - IPP

Among the challenges addressed in this document, the following relates to this strategic line 8 of the EUVLC2030:

- **Promotion of community solidarity networks and reinforcement of the associative fabric** It is essential to start from real experiences and practices, such as economic projects: what we produce, what we can exchange and what this exchange produces in terms of mutual support and resource sharing. In this way, it changes the traditional concept of economics to civic and social income models. It is a movement that is forging a new way of consuming, distributing, relating to others, etc.
  With this, this challenge aims to promote the associative fabric and the strengthening of citizen and community networks, with special emphasis on the intergenerational perspective, representativeness and participation in decision-making by women, people at risk of exclusion, people with disabilities, migrants and other vulnerable groups.

3.9.5   5. SWOT analysis of the consultation process

The participatory workshops addressed issues related to this strategic line and, more broadly, to participation. The conclusions, in the form of a SWOT analysis, are shown below:

3.9.5.1   Weaknesses

- Often, existing networks and social entities do not know each other and do not share resources, which makes their task complex.
- Regeneration and community development in neighbourhoods is not a widespread policy.

3.9.5.2   Threats

- Disincentivise participation if citizens' expectations are not met, leading to disaffection.
- Failure to strengthen the community.
- Maintaining, due to the inertia of the administration, systems of use and management of public facilities and spaces that increase the imbalance in the city and maintain a vision of citizens and social entities as passive elements, weakening the associative network.

3.9.5.3   Strengths

- Participation structures and models have improved in recent years.
- Creation of networks and platforms, often informal or not created by the administration, that have already developed the transformative vision of the shared city.
- There are networks of collaboration and volunteering that have taken centre stage in the pandemic that can be strengthened.

- Existence of an organised social network that has historically been involved in the struggle for the environment.

3.9.5.4 Opportunities

- To give value to the work carried out by associative networks, both formal and informal.
- Transform the institutional structure so that participatory spaces and structures have a more direct relationship with the administration and improve their capacity to work and collaborate.
- Improve the participatory culture by developing participatory processes linked to the demonstration projects of the 2030 strategy.
- Ensure a community approach to health and support the work of the networks created by disseminating their work and facilitating the sharing of resources.
- Strengthen formal citizens' networks that can sustain the work over time.
- Strengthening the Health Council as a community tool.
- Governance that enables participatory strategic decisions and enhances the participatory culture of the sector.
- Improving the transfer of creativity between networks and social actors.

3.10
SL9 - Well-being, education and health, at all stages of life

3.10.1 1. Description in the Strategic Framework 2022

This strategic line is aimed at making València a city full of opportunities for the comprehensive development of all its citizens. We have to make a clear commitment to municipalism, in order to bring decision-making as close as possible to its beneficiaries, placing the well-being of our neighbours at the heart of all public policies. This commitment necessarily involves fair funding for our local authorities and, in particular, the arrival of extraordinary funds to guarantee their viability and to reinforce the response capacity of municipal services, especially in crisis situations such as the one resulting from the COVID-19 pandemic. Cleanliness must also be guaranteed as an element of urban health and safety in the city, specifically including a gender perspective.

The strategic objectives are as follows:

3.10.1.1 SO27. Strengthen and increase the resilience of the social care system for vulnerable people

This objective is aimed at consolidating the social care system as the fourth pillar of the welfare state and guaranteeing the development of care networks for people in situations of vulnerability.

3.10.1.2 SO28. Reducing gaps in socio-economic determinants of health

This objective is aimed at reducing the existing differences between neighbourhoods in terms of socio-economic determinants of health and ensuring the best possible quality of the health care system.

3.10.1.3 SO29. Promoting healthy behaviours

This objective is aimed at favouring and creating the conditions for the development of healthy behaviours in all areas and stages of life, with special attention drawn to the

development of healthy eating habits, physical activity, sport and the prevention of addictive disorders.

3.10.1.4 SO30. Developing València as an educating city

Developing the educating city means guaranteeing the fundamental right of all people to inclusive and quality education as a prerequisite for realising other fundamental rights. It involves considering the city as an educating space where people can develop their capabilities. It involves recognising the importance of learning at all stages of life and emphasising children's autonomy through free mobility and participation.

3.10.1.5 SO31. Increasing access to early childhood education

This objective is aimed at guaranteeing that all Valencian families have access to early childhood education through measures such as, for example, the deployment of a network of public schools or the extension of the school voucher, offering quality spaces for socialisation and child development. In addition, this objective is aimed at helping mothers and fathers to reconcile their work and personal life.

3.10.1.6 SO32. Ensuring dignified and active ageing

This objective is aimed at guaranteeing a full, vital and autonomous life for the elderly in the city, taking into account all the relevant dimensions such as active ageing, care, the retirement home model or home services, in order to fight, among others, against the phenomenon of unwanted loneliness. It must be a cross-cutting objective that empowers this group in relation to public life.

3.10.1.7 SO33. Reduce gender inequalities across the city.

This objective is aimed at reducing the gender divides that exist in València through the transversal incorporation of the gender perspective and the development of active equality policies so that women can enjoy their rights in equality in all areas: employment, education, culture, universities, public spaces, mobility, care for the vulnerable, social care, etc.

3.10.2 2. Alignment with the SDGs and the SUA

3.10.2.1 Association and correlation with the Spanish Urban Agenda (SUA):

	2. Avoid urban sprawl and revitalising the existing city	2.1. Define an urban model that promotes compactness, urban balance and the provision of basic services. 2.4. Improve the urban environment and reduce pollution.
	6. Promote social cohesion and seek equity.	6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments. 6.2. Seek equal opportunities from a gender, age and disability perspective.

3.10.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

1 FIN DE LA POBREZA	1. Ending poverty in all its forms around the world
2 HAMBRE CERO	2. End hunger
3 SALUD Y BIENESTAR	3. Ensure healthy living and promote well-being for everyone regardless of age.
4 EDUCACIÓN DE CALIDAD	4. Ensure inclusive, equitable and quality education and promote lifelong learning opportunities for all
5 IGUALDAD DE GÉNERO	5. Achieving gender equality and empowering all women and girls
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	8. Promote inclusive and sustainable economic growth, employment and decent work for all
10 REDUCCIÓN DE LAS DESIGUALDADES	10. Reduce inequality within and between countries
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	16. Promote fair, peaceful and inclusive societies.

3.10.3 3. Descriptive data and indicators

3.10.3.1 Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D01	Population change 2007 - 2017 (%)	-1.88
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)	168.34
D12a	Green areas per inhabitant (m2/inhabitant)	10.03
D12b	Green space density (%)	3.88
D22a	Population ageing index (%)	19.82
D22b	Population geriatric index (%)	10.69
D23	Percentage of foreign population (%)	13.70
D24a	Total dependency ratio (%)	50.32
D24b	Child dependency ratio (%)	20.16
D24c	Elderly dependency ratio (%)	32.45
D25	Percentage of people with access to social services (%)	5.60
D28a	Total percentage of unemployed (%)	12.60
D28b	Percentage of unemployed aged 25-44 (%)	39.59
D28c	Female unemployment rate (%)	57.54
D35	Percentage of vacant housing (%)	13.62

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.10.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
1 FIN DE LA POBREZA	SDG 1.2.1	People at risk of relative poverty considering the regional poverty line	%	21.1	2020
	SDG 1.2.2	People at risk of relative poverty considering the national poverty line based on taxable income	%	20.4	2019
	SDG 1.2.3	People at risk of poverty and/or social exclusion based on the regional poverty line: AROPE indicator	%	26.1	2020
	SDG 1.2.4	Population with severe material deprivation	%	12.2	2020
	SDG 1.2.7	People in high poverty based on taxable income	%	10.5	2019
	SDG 1.2.8	Single-parent family households	V.A.	12,768	2021.
	SDG 1.2.9	Population aged 65 and over living alone	V.A.	45,352	2021.
	SDG 1.2.10	Population aged 80 and over living alone	V.A.	19,291	2021.
	SDG 1.2.11	Family households consisting exclusively of persons aged 65 years and over	V.A.	73,981	2021.
2 HAMBRE CERO	SDG 2.1.1	Evolution of food expenditure	%	14.16	2019
	SDG 2.2.4	Obese or overweight adult population	%	47.12	2019
	SDG 2.2.3	Childhood obesity	%	7.35	2016
	SDG 3.4.7	Life expectancy	Years	83.09	2020
	SDG 3.2.1	Under-five mortality	x1000	4.07	2020

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
3 SALUD Y BIENESTAR	SDG 3.4.1	Mortality rate attributed to cardiovascular diseases	x100000	263.07	2019
	SDG 3.4.2	Mortality attributed to respiratory diseases	x100000	95.79	2019
	SDG 3.4.3	Premature mortality	x100000	239.69	2019
		Key diseases			
	SDG 3.4.4	Mortality attributed to cancer	x100000	248.67	2019
	SDG 3.4.5	Mortality attributed to tumours in the respiratory system	x100000	56.65	2019
	SDG 3.4.6	Mortality rate attributed to diabetes	x100000	25.67	2019
	SDG 3.4.8	Suicide rate	x100000	8.39	2019
	SDG 3.6.1	Traffic accidents	x100000	4.63	2019
	SDG 3.7.3	Adolescent fertility	x1000	2.14	2020
	SDG A.1	Smokers	%	22.84	2016
4 EDUCACIÓN DE CALIDAD	SDG 4.2.1	Pre-school education	%	69.3	2021.
	SDG 4.B.2.	School voucher coverage	%	12.98	2021.
	SDG 4.1.1	Graduate compulsory secondary education	%	86.58	2020
	SDG 4.3.1	Women at university	%	56.55	2021.
	SDG 4.3.1	People who have attended a course in the last year	%	34.1	2018
	SDG 4.4.1	Use of IT tools in the last year	%	79	2020
	SDG 4.6.2	Population with post-compulsory education	%	61.03	2021.

Sustainable Development Goal	Code	Descriptive data/Indicator		Unit of measurement	Most recent data	Date
5 IGUALDAD DE GÉNERO	SDG 5.C.1	Female activity rate		%	55.31	2021.
	SDG5.2.	Women who have been discriminated against		%	7.69	2018
	SDG 5.C.2	Women assisted, complaints and protection orders	Women assisted by the Women and Equality Space of the Service for Equality and Inclusive Policies	V.A.	1677	2020
	SDG 5.C.8.		Reports of gender-based violence per 10,000 inhabitants	x10000	66.18	2020
	SDG 5.C.3	Women killed by gender-based violence		V.A.	3	2020
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	SDG 8.5.1	Unemployment		%	15.69	2021.
	SDG 8.5.6	Long-term unemployment		%	61.37	2021.
	SDG 8.6.1	Unemployment among young people with low levels of education		V.A.	1134.17	2021.
	SDG 8.3.1	Temporary employment		%	34.93	2021.
10 REDUCCIÓN DE LAS DESIGUALDADES	SDG 10.1.1	Population with income per consumption unit below 5,000 euros		%	7.4	2019
	SDG 10.1.4	Income inequality. Gini Index		Contents	34.68	2019
	SDG 10.2.4	Demographic Dependency Ratio		Contents	54.2	2021.
	SDG 10.2.7	Registered unemployment among people with disabilities		V.A.	3239	2021.
	SDG 10.2.9	Foreign population		%	14.18	2021.
	SDG 10.3.1	Feelings of discrimination in the last year		%	18.1	2018
	SDG 10.4.1	Wage income		%	57.7	2019
	SDG 10.4.2	Pension income		%	21.62	2019

Sustainable Development Goal	Code	Descriptive data/Indicator		Unit of measurement	Most recent data	Date
	SDG 10.4.3	Income from disability or dependency benefits		%	4.18	2019
11 CIUDADES Y COMUNIDADES SOSTENIBLES	SDG 11.1.6	Average price per m² of rented housing		V.A.	9.63	2020
	SDG 11.6.5		Annual average concentration NO2	V.A.	16.23	2021.
	SDG 11.6.3		Annual average concentration PM10	V.A.	16.87	2021.
	SDG 11.6.2	Air quality (micrograms x m3)	Annual average concentration PM2.5	V.A.	10.54	2021.
	SDG 11.6.6		Annual average O3 concentration	V.A.	55.39	2021.
	SDG 11.6.7		Annual average SO2 concentration	V.A.	3.69	2021.
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO2 per 100 inhabitants		x100	184.2	2020
	SDG 13.1.1	Area at risk of flooding		%	42.78	2015
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	SDG 16.1.1	Crime rate		x1000	66.68	2021.
	SDG 16.1.2	Security assessment		Scale 1-10	6.56	2018
	SDG 16.1.3	Altruism rating		Scale 1-10	5.07	2018
	SDG 16.6.4	Expenditure per inhabitant		€	1131.87	2020
	SDG 16.6.5	Investment per inhabitant		€	105.26	2020

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.10.4 4. Analysis of plans and strategies

The strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Municipal Plan on Addictive Disorders 2016-2021
Valencia 2030 Missions	Municipal Framework Plan for Immigration and Interculturality 2019-2022
Framework Plan for Equality between women and men 2021-2024	Valencia Healthy City Strategy
Social Services Plan for the city of València, 2019-2023	València 2030 Early Demand Map - IPP
Public agreement for a more inclusive Valencia	III Plan for Social Inclusion and Cohesion 2021-2025

Supra-municipal strategic planning	
Spatial Strategy of the Valencian Community	

Below is an extract of the content of these documents that has been relevant for the definition of this strategic line 9, taking into account both their diagnostic content and their proactive nature for EUVLC2030.

3.10.4.1 III Plan for Social Inclusion and Cohesion 2021-2025

This recently created plan contains a number of diagnostic elements that are worth reproducing here because of their relevance to this strategic line.

Socio-demographic analysis

The city has a constricted population pyramid, which means a decrease in the younger age groups and an increase in the older population.

- Firstly, there is a **progressive reduction in the younger cohorts**, mainly those between 18 and 29 years of age. Not only are these cohorts reduced, as reflected in fertility and birth rates, but they are also the generation facing the most severe consequences of the economic crisis, as they coincide with the beginning of their employment pathways and their transition to adulthood and personal autonomy.

- Secondly, there is a **structural trend towards an ageing** population due to both the low birth rate mentioned above and the progressive decline in the mortality rate and the increase in life expectancy among older cohorts.

  This trend towards ageing, accompanied by a wide range of social and economic processes derived from it, leads to the emergence of vulnerability scenarios that require social policy responses.

- Thirdly, the trend towards ageing is accompanied by the **feminisation of older cohorts**. Within the general phenomenon of the feminisation of the population, it is the older cohorts that best exemplify this trend. Thus, there is a feminisation of the population but also a feminisation of the old age population.

- Fourth, the **downward trend in average household size**. This is the result of the consolidation of the minimum expression of the nuclear family, as well as aspects linked to individualisation processes, the design of smaller living spaces and the aforementioned trend towards the increase in single-person households. These households continue to be represented by the elderly, mainly women, with a corresponding need for proactive policies to address possible related risk situations.

  At the same time, we should not rule out the emergence of new profiles linked to middle-aged people who live alone by their own decision or because they are in transition towards the constitution of a larger cohabitation unit.

- Fifthly, if we talk about the foreign-born **population**, we observe the same **trend towards feminisation**. It is very likely that this fact reflects the greater capacity of the female population to take root than the male population. Similarly, it is likely that the trend towards the tertiarisation of the economy and the precariousness of the labour market will also lead to a feminisation of the service sector, especially in less skilled activities.

- Moreover, the **increase in the population of foreign origin** signifies a relevant transformation in socio-demographic and cultural terms, which has also led to a relative rejuvenation of the population as a whole. We note this contribution in "relative" terms as it is part of the general trend towards ageing. In other words, without this drive towards rejuvenation, the ageing trend would be even more pronounced.

Social needs

- There is intense **inequality in household income**, which places more than a quarter of households in the Social Space of Vulnerability, exactly 26.7% of households. The correlate of this contribution is to be found in the perception of the difficulty of making ends meet. The proportion rises to 42.9% of those who say they perceive "some difficulty" in making ends meet on disposable income; seen from another angle, only slightly more than half of the city's households live more or less comfortably.

- At the same time and in a complementary way, if we look at the access of households to the social benefits system excluding pensions, we observe a low coverage given the degree of incidence of poverty situations.

- This fact, together with the high **unemployment** rate, which due to the pandemic has caused a variation of 14.4% from March 2020 to March 2021, combined with the precariousness and instability of the labour market, which has led to a situation marked by vulnerability. Unemployment tends to be more feminised (57.9% of the total number of unemployed people are women) and to affect young people - aged 16 to 34 - (26.2% of the total).

- For its part, the AROPE indicator (risk of poverty and/or exclusion) indicates that 30.7% of households in the city of València are at **risk of poverty or social exclusion**.

- In this context, it is necessary to talk about **groups in situations of vulnerability and exclusion**, such as: highly feminised households, households with children under 16 years of age in their care, households with a member born abroad, households with a member with limiting health problems, households whose members of working age are unemployed for a long period of time, etc.

- According to data from the Fundación Secretariado Gitano (Roma Secretariat Foundation) in its 2020 diagnosis, the **situation of social vulnerability and inequality of the Roma population** is structural and multidimensional. It points out some data such as the intensity and dimension of poverty, where 86% of Roma people live below the poverty line, the child poverty rate is 89%. Only 32% of very poor Roma households receive social benefits. Unemployment stands at 52%, more than three times the rate of the general population, and in the field of education, only 17% of the Roma population over the age of 16 have completed more than basic education. Poverty is chronic in a significant part of the Roma population, with many barriers to accessing public resources for training and employment.

- The **neighbourhoods with the highest rate of vulnerability** (affecting more than 50% of their population) are: El Calvarí, Ciutat Fallera, Natzaret, Fuensanta, Tres Forques, Na Rovella, Orriols, Torrefiel and Sant Marcel·lí.

- Of the 188,397 **vulnerable people** in the city, 51.6% are women. By age, 14.1% were under 16, 64.8% between 16 and 65 and 21.1% over 65.

In terms of propositional content, this Plan establishes four strategic lines to guide action:

Strategic line 1. People and professional intervention

Individuals and families must be at the centre of all professional interventions by municipal social services. The city council is the entity closest to the reality of the citizens, but it is in such a sensitive area as social welfare when the priority interest in people, their needs, their opinions and their future becomes more important.

Strategic line 2. Cross-cutting perspectives

These are lines of action that should be common to all interventions carried out with all types of citizen groups:

- Fight against the economic precariousness that prevents individuals and families from covering their basic needs.
- Housing understood as a basic factor of social inclusion and a space for coexistence and normalisation.
- Contribution to overcoming the unemployment of many disadvantaged groups, especially in the world of work.
- The gender perspective in social policies to fight against the imbalance of opportunities between women and men.

Strategic line 3. Quality

Quality must be an essential objective in the organisation of the municipal social services system. Values such as responsibility and excellence at work, respect for organisational ethics and the use of innovative practices should guide the development of the city's social policies. It is the factor that guarantees the system's capacity to satisfy individual and collective needs and to enable the provision of public services that exceed even the initial expectations of the citizens to whom they are addressed.

Strategic line 4. Sustainability of the system

Municipal social services must ensure the sustainability of the system over time, which must be economic, technical and social; not only in terms of effectiveness, efficiency and quality, but also in terms of adapting to the regulatory, economic and social changes that may occur.

3.10.4.2 Social Services Plan for the city of València, 2019-2023

Complementary to what the Inclusion Plan points out in the previous section, the Social Services Plan provides a SWOT analysis with similar conclusions:

Weaknesses

- The system's difficulties in reaching all people experiencing poverty and exclusion.
- Imbalance and unequal distribution of needs in the neighbourhoods.
- Imbalance of needs according to territory.
- Poor implementation and development of quality systems and criteria.
- Poor functioning of the current IT system of the professional teams.
- Lack of recognition of the importance of evaluating plans and programmes.

- Delays in the time taken to receive care, waiting lists and procedural delays in certain social services.
- Lack of coordination between services, administrations and civil society organisations.
- The system carries with it the stigma of targeting poverty. People who come feel labelled as poor.

Strengths

- The potential for action that the plan can provide.
- The project for a new computer application to replace SIUSS (Servicio de Información de Usuarios de Servicios Sociales [Information Service for users of Social Services]), which will improve intervention processes.
- The existence of diagnostic studies of the city and of areas and neighbourhoods of the city for the analysis and possible detection of vulnerable areas.
- Priority of the Social Services delegation for València City Council, in terms of sufficient staffing.
- High level of professional training in the system's human resources teams.
- Existence of the II social services Plan for social inclusion 2014/2017 (being evaluated for a new design).
- Increasing recognition of the role of social services in citizens.
- Increasing attention to gender perspectives in municipal social programmes.
- Existence of the Municipal Social Action Council as a means of social participation.

Threats

- Difficult economic situation and the consequent creation of new vulnerability profiles.
- The challenge of meeting the needs arising from the current socio-demographic context of the city (ageing population, low birth rates, etc.).
- Socio-economic precariousness of the population as a whole and especially of the youth (loss of human capital due to the crisis).
- Economic insecurity and unemployment, and high household income inequality.
- Problems of access to housing, gentrification of certain areas of the city (processes of expulsion of vulnerable population).
- Feminisation of poverty.
- Feminisation of ageing.
- Increase in situations of gender-based violence and mistreatment of women.
- Increase in domestic violence and child neglect.

Opportunities

- Recent approval of the Valencian Inclusion Income Law as a method of guaranteeing a minimum income.
- Existence of the 2017 Valencian Plan for social inclusion and cohesion.
- New legislation on social services that guarantees universal rights and improves their ratios and interventions.
- Political awareness of social welfare and commitment to the principles of transparency and quality.
- Increased coverage by the new regional government (more subsidies for staff and programmes).
- More social information and better methods and technology.
- The existence of a European strategy to combat poverty and social exclusion.
- València is part of the Global Network of Age-Friendly Cities and Communities.
- València has been declared a City of Refuge to support asylum seekers.

3.10.4.3 Municipal Framework Plan for Immigration and Interculturality 2019-2022

The Immigration and Interculturality Plan analyses a recent reality in the city: València is consolidating its position as a multicultural city in the first decade of the 21st century. Thanks to the settlement of immigrants and their families, the city's population surpassed 800,000 inhabitants, reaching its peak in 2009, with 814,208 inhabitants of which 122,628 were foreigners, 15.1% of the total neighbourhood and 17.2% if we consider international immigrants in the strict sense of the word, i.e., those born in another country. Later, as the long-term nature of the crisis became apparent, the immigrant population fell to 125,957 in 2014, 16% of the total, before rising gently in subsequent years.

3.10.4.4 COVID Framework Agreement

The Framework Agreement, as is logical given the context in which it was created, included a good number of proposals related to health, social care and ageing. The proposals related to strategic line 9 are listed below:

- Drafting of the València City Council's **Plan for Social Inclusion and Cohesion**, adapting it to the COVID-19 scenario for the social reconstruction of the city.
- Increase investment in municipal **social service** centres and in their digital adaptation and adaptation to new technologies. Increase human resources for individual assistance.
- Guarantee **basic supplies** dependent on the City Council to people and families in a situation of vulnerability.
- Promote the social inclusion of the Valencian **Roma population**, particularly children.

- Continue to guarantee **food** for economically vulnerable families.
- Extend the **Social Emergency** Service with more coverage and resources, both personal and material.
- Increase comprehensive attention to **segregated settlements**.
- Address the **differentiated problems** of each family in terms of health, occupation, education and social inclusion.
- Act jointly to involve residents in the design, implementation and evaluation of projects to incorporate their **health perspective**.
- Launch the **Care City** as a portfolio of social innovation initiatives and projects about caring for people and linked to the city's innovation missions.
- Care and support programmes for women in situations of **human trafficking and prostitution**.
- Provide special attention to **migrant women** in settlements and in situations of particular vulnerability.
- Follow-up to the **Valencian basic income** with emphasis on migrant women.
- **València Activa** programme for migrants, especially women.
- A fund for **immigrant organisations** and a Spanish language programme for foreigners.
- Implement measures to increase the **professionalisation of** care for the most vulnerable people and strengthen public-private social collaboration.
- To create a solidarity network among the collective of elderly people for **reducing loneliness**.
- Create a socio-sanitary **operational and functional coordination** table between municipal Social Services, GVA (Health, Social Cohesion) and civil society in the event of emergencies with a global response and resource management.
- Continue with the creation of **new health circuits** so as not to overcrowd the current ones.
- Consolidate the **telecare and telemonitoring service** as a resource using the latest technologies, which includes an emotional support service and which can be extended to guarantee support in situations of unwanted loneliness.
- Open the **Office of Non-Discrimination** in the City to combat the dissemination of stereotypes in the face of possible situations of social conflict and to encourage non-discrimination in the face of xenophobia, aporophobia, ableism and hate crimes, developed in conjunction with third sector entities.
- Establish the **Municipal Observatory against Discrimination and Hate**.
- Prevent digital sexual harassment in the digital environment: social networks.
- Re-evaluate **educational proposals** on the prevention of gender-based violence, sexual violence and LGTBI diversity education in digital audio-visual formats available to the educational community.

- Adapt the conditions of **care services for women victims of gender-based violence** and their children. Especially during periods of confinement, but also in all other periods. Establish remote support and adapt the provision of related services.
- Municipal measures to **promote the reconciliation** of private, family and work life and co-responsibility between women and men in domestic chores and care. Grants for the employability of women, promotion of subsidised extracurricular activities that help reconciliation and childcare, 0-3 education and an increase in family support programmes.
- Draw up a **school needs map** for all the city's neighbourhoods. Depending on needs, deploy a network of education centres and public schools in collaboration with the Generalitat. Likewise, at the same time, increase school voucher subsidies for education for 0- to 3-year-olds, in order to move towards a scenario where universal access can be guaranteed in the shortest possible time.
- To increase **canteen subsidies** to reach a greater number of families, as well as, as far as possible, to increase the amount of the grant.
- To guarantee access to **online training** for primary and secondary school students in the city of València by making available electronic tools to the most vulnerable families so they may connect to educational platforms.
- Develop an agreement to provide **psychological care** to citizens, public employees and, especially, to people in a persistent situation of emotional loneliness in coordination with the Official College of Psychologists.
- Increase the **detection and treatment of people who have attempted suicide** in collaboration with the València City Council's Social Services department, as well as with other civil society organisations in the social field, in order to jointly detect areas where there is a significant increase in the number of fire or suicide services, and which may be linked to a deterioration of the economic and social situation in the neighbourhood.
- Adopt the necessary measures to **extend the tele-assistance service**, home help, meals at home and the telephone for the elderly service for the daily care and monitoring of **our elderly population** with morning and afternoon hours. Adapt a sufficient number of activities in the senior activity centres to online or audio-visual modalities.
- Extend collaboration with governmental bodies and entities that allow the actions and activities of the City Council aimed at the elderly to be carried out normally. Promote **programmes and activities for the elderly**, both in the centres and in the open air. Facilitate their preferential access to cultural events or markets, in order to encourage their participation in the active life of the city. Establish an intergenerational programme to monitor the elderly to accompany them, attend to their basic needs and promote cognitive and physical activities.

- Together with the Generalitat Valenciana, study and review the **retirement home model** in order to move towards a model based on proximity and quality. A model that responds to what elderly people want and need and that allows them to end their days in the neighbourhood where they have lived. Move towards a model of neighbourhood retirement homes or intergenerational centres connected to the environment and facilities. Coordination between administrations to improve retirement homes. Improve home care for the elderly. To facilitate an autonomous existence in their usual environment for the elderly.

- Health has to be a strategic issue that cuts across all areas of government and that permeates the entire territory of the city. Based on the diagnosis of the health situation in the city, tools must be incorporated to **assess the impact on health** of those non-health actions (urban planning, housing, food, leisure, sport, mobility, gardening, biodiversity, green infrastructures, acoustic and atmospheric environmental quality, etc.) that influence health and that can help to guide and assess policies in times of COVID-19. In addition, specific health promotion plans must be developed for the city's neighbourhoods.

- Health has to be taken into account in all policies as city environments have to be **environments of health and well-being**. Family, educational, work, environmental, health, leisure and retirement homes, among others, are environments that have to promote health. For this reason, it is necessary to work in an interdisciplinary way between City Council services and in an inter-institutional way with other administrations and entities through channels such as the Intersectoral Coordination Board of València Ciudad Saludable (València Healthy City). Intersectoral work structures need to be created close to the neighbourhoods.

- Effectively deploy the València City Council's **Responsible Public Procurement** Guide to promote social economy initiatives, advance socially responsible public procurement and support social inclusion companies in the productive sector. In particular, increase actions on responsible and sustainable consumption in education.

- Create an **operational and functional socio-health coordination** table between municipal Social Services, GVA (Health, Social Cohesion) and civil society in the event of emergencies with global response and resource management. Develop a technical coordination table on food emergencies led by Social Services, but where the local productive sector, social entities and local trade are represented (taking advantage of the work of the Right to Food Group of the Municipal Food Council). Draw up a protocol to coordinate and unify criteria between the City Council and the different organisations that distribute food to avoid duplication and to better understand the circumstances of the beneficiaries.

3.10.4.5 València 2030 Early Demand Map - IPP

The Early Demand Map includes several challenges related to the issues addressed by this strategic line:

- **Combating social exclusion and the risk of poverty:** The Valencian Community has 9.6% of its population, 475,616 people, living in severe poverty, according to the report 'El paisaje del abandono' (The landscape of abandonment) published by the European Anti-Poverty Network in Spain. In this context, València's commitment to social cohesion and progress, providing adequate coverage for the needs of citizens, and paying special attention to the most vulnerable people in situations of poverty or social exclusion, is unwavering. This is a commitment that cannot be made alone, but requires maximum collaboration between the different competent administrations. Thus, we are facing a double challenge: on the one hand, to advance in the digitalisation of social services, and integration and interoperability with other entities and, on the other hand, to seek spaces for innovation and co-creation to solve problems that have been entrenched for decades. All this in a context in which COVID-19 has led to a spike in poverty with an increase in social vulnerability.

- **Defence of social cohesion and multiculturalism:** the city of València recognises the value of interculturality and advocates for the creation and dissemination of spaces for inclusion, from an educational and employment perspective, etc.; taking on a facilitating role. Especially in a demographic context characterised by a foreign resident population in the city that has increased substantially in recent years, reaching figures close to 13% of the city's population. In this respect, promoting coexistence based on daily dynamics in which the neighbourhood and the community play a decisive role has been identified as a priority.

  Thus, the public sector must take on the commitment to guarantee social cohesion and equal opportunities for these groups, attending to their needs and taking advantage of the cultural and linguistic richness associated with these new dynamics of coexistence.

- **Gender mainstreaming in municipal action:** In València, a total of 118,332 people—106,324 women and 12,008 men—have benefited from the Framework Plan for Equality between women and men of the city of València between 2018 and 2019. During this period, 142 of the planned actions have been implemented, representing 90.1% of the total, and 127 documents have been revised to eliminate sexist language. These are some of the results of the final evaluation of the plan carried out by the innovation centre Las Naves, through its public policy analysis and evaluation laboratory Avalua·lab, with the collaboration of entities of the Consell Municipal de les Dones y per la Igualtat, as the advisory body of the City Council of València in matters of gender equality.

In this context, the challenge involves promoting the need to talk, think, observe, analyse, plan, project and maintain cities from and for women, but not in an exclusive or excluding manner, but rather from the inclusion of the gender perspective in all administrative actions.

- **New models of social and inclusive economy that guarantee equal opportunities:** An increasing number of agents are working to guarantee employment opportunities for groups at potential risk of exclusion and to generate new products and services that have a positive environmental and social impact, among others.

The city seeks to foster the emergence of this type of projects and initiatives closely linked to the tenets of the social economy, using IPP as a tool for development and the measurement of its impact.

3.10.4.6 Valencia Healthy City Strategy

Of particular importance within this strategic line 9 is the Healthy València Strategy, whose guiding principles are:

- Promoting a new governance where health is included in all local public policies. Strengthen political and social leadership and commitment to public health and universal public health care, ensuring its sustainability.
- Strengthen intersectoral work, understood as the convergence of efforts of different sectors of society to produce synergies, productive interactions and integrated policies that offer responses to social needs. At this point, the focus is on networking.
- Address all social, economic and environmental determinants of health from an integrated and holistic perspective, promoting equity and inclusion. Prioritise investment in human and social capital as a strategic approach to urban development, promoting inclusion, social justice, integration and non-discrimination, building trust and resilience, guaranteeing access to all goods and services, with a firm commitment to ethics and democratic values.
- To promote the committed participation of citizens, strengthening community action and the empowerment of Valencian society in terms of health.
- Generate healthy and safe environments that promote healthy lifestyles based on a positive approach to health.

3.10.4.7 Municipal Plan on Addictive Disorders 2016-2021

Related to health, the Municipal Plan on Addiction works on four areas, for which it identifies the main objectives:

- **Community areas**: To raise awareness, inform and give guidance to the general population about addictions and their associated problems, encouraging the participation of the community and institutions in their prevention.

- **School environment**: The aim is to have an impact on the reduction of addictive behaviours, promoting the comprehensive education of children and young people in the municipality through programmes that promote health and personal development, with special emphasis on protective factors against drug use and the use of Information and Communication Technologies (ICT). Objective: Promote preventive activities in the school environment, intervening in the three levels that make up the educational community: parents, teachers and pupils.
- **Family environment**: In this area, preventive intervention is aimed at informing, sensitising and training the family on the role they play in prevention, trying to enable them to transform their concern and fear of drugs into attitudes and behaviours that favour the creation of an adequate preventive model within the family nucleus, as well as to attend to people who have started taking drugs (secondary prevention), and also to the father and mother and/or their partner. It also provides information and guidance on the risks generated by the inappropriate use of ICTs and, if necessary, assistance for children who begin to develop an addiction.
- **Leisure and free time**: The generation of leisure and free time alternatives as a preventive strategy is based on the consideration of leisure time as a space for socialisation which, through attractive activities for children and young people, promotes protective factors against drug use. Thus, this area promotes different actions, including the organisation of extracurricular sporting and cultural activities aimed at preventing the consumption of drugs and other addictions and the implementation of various actions in the field of social awareness. The aim of these initiatives is to provide a global and systematic response to a phenomenon that is clearly consolidated in youth culture, namely the association between leisure and the use of alcohol and other substances.

3.10.4.8 Citizens' agreement for an inclusive València

This agreement is the starting point for creating a collaborative network between the City Council and the social entities operating in the city, based on a shared vision of how to make València an inclusive city. It has been drawn up recently and is based on the work of the València 2030 Urban Strategy and the different municipal plans, a basis that has been subjected to debate in a participatory process open to the city's entities.

The result is 19 principles for achieving the desired goal that cut across several strategic lines of the EUVLC2030, but which are set out in full below in order to maintain the overall vision:

1. **A city that cares** and puts people's lives first, that promotes a balance between care, work, leisure and free time, as well as rest.
2. A **safe city** for everyone, a space for intergenerational coexistence, respect and cooperation that responds to the social needs detected and expressed in the different stages of life (childhood, adolescence, youth, adulthood and old age).

3. A welcoming, inclusive and **intercultural city** that respects and values diversity and encourages its participation.

4. An **equitable and fair city** for all the people living in the different neighbourhoods of the city.

5. A **feminist city** that promotes equality in all its dimensions.

6. A **city that guarantees and protects rights**: housing, education, public services, social services, health, food, work, a healthy environment, sport, culture and healthy leisure.

7. A **city committed to guaranteeing access to** quality health, educational, technological, social and cultural resources and all those acquired in the development of society, regardless of the administrative situation of the individual, with the aim of promoting equal opportunities and social welfare.

8. A **city that facilitates** early, adapted and free access to public and lifelong **educational resources** to promote real equal opportunities and favour the comprehensive development of individuals.

9. A **city for employment**, which works closely with companies to promote decent work opportunities without discrimination based on ethnicity, age, sex, beliefs, religion, functional diversity, disability or any other personal, social or administrative condition or circumstance.

10. A **city that guarantees democratic governance** (transparency, public participation, and co-creation and accountability) and involves its citizens in the management of public affairs, providing resources, information, training and spaces for participation to exercise their rights.

11. A **city that promotes participation**, co-responsibility, proximity and the creation of community networks, with the aim of promoting the revitalisation of neighbourhoods, preventing exclusion and social isolation.

12. A **city with neighbourhoods that facilitate active and healthy lifestyles** for all people and ages, with green spaces and public sociability, which promote people's physical, sexual, mental, emotional and relational health.

13. A **city that guarantees social rights and the promotion of autonomy** through a solid social services public system focused on people and oriented towards prevention and care, which is efficient, local, high quality and assessed.

14. A **city with inclusive urban planning and an inclusive design** of quality and feminist public and private spaces that facilitate accessibility and a universal use of the city.

15. A **city that ensures universal accessibility**: architectural, cognitive, sensory and digital.

16. A **city with sustainable mobility** and the necessary infrastructure to make it possible, with an efficient, gender-sensitive and inclusive public transport system, within the framework of a city designed for people.

17. An **ecological city**, that cares for the environment, that promotes social, economic and environmental sustainability, with a continuous dialogue between agricultural areas, the sea, the natural park and urban spaces.

18. A **city that promotes and creates spaces for the comprehensive development and protection of children and adolescents,** regardless of their birth conditions, that listens to and guarantees the participation of children and adolescents in public life.

19. A **city that works in a coordinated and cross-cutting manner** with the different public services and social entities operating in the city to optimise resources and eliminate differences between neighbourhoods.

3.10.4.9 Framework Plan for Equality between women and men. Programming 2021-2024.

The Equality Framework Plan is the document that sets out the guidelines for achieving equality between men and women in the city of València. It is guided by the following values:

- **EQUALITY**. It implies the absence of any direct or indirect discrimination based on sex or gender. Women and men have the same rights and obligations, simply because they are persons and citizens of a given society.

- **TRANSVERSALITY**. The gender perspective must be incorporated into decision-making, planning, implementation and evaluation of all municipal policies and actions, involving each and every one of the areas, sectors or actions in which they intervene.

- **INTERSECTIONALITY**. For an equality plan to have an effective impact, it is necessary to take into account not only inequality between women and men but also how it interacts with other forms of inequality, taking into account issues such as social class, ethnicity, sexual orientation, functional diversity or age.

- **INVOLVEMENT OF MEN**. It is essential to promote men's participation in building a more egalitarian society. This requires action at different levels.

- **EMPOWERMENT**. All women must be recognised for their social advancement and their rights to freedom of thought, conscience, religion and belief, and the possibility to fulfil their full potential in the society in which they live and to shape their lives in accordance with their own aspirations must be guaranteed.

- **RESOLUTE FIGHT AGAINST GENDER-BASED VIOLENCE**. Although it has been an inspiring principle for action since the city's first Equality Plan, the very serious situation of violence against women that continues to occur makes it necessary to focus very specific actions in this field.

- **PREVENTION OF GENDER-BASED VIOLENCE**. We understand that it is not possible to fight against gender-based violence without taking preventive measures, as the causes of violence against women are to be found in gender discrimination, social norms and gender stereotypes that perpetuate it.

- **INTEGRATION**. It is necessary to promote a common line of action in which the different municipal areas converge, incorporating all those services, programmes and initiatives aimed specifically at women.
- **DIVERSITY**. Women, like men, are not a homogenous whole, but diverse and different. Existing inequalities do not stem from diversity but from discrimination in the face of diversity.
- **PARTICIPATION**. There are visible and "invisible" mechanisms that hinder women's equal participation as citizens. It is therefore necessary to promote women's associations or measures aimed at empowering women.
- **PREVENTION**. It implies achieving equal opportunities and preventing discrimination on the grounds of sex; as an objective it must be incorporated into a culture of tolerance, as in the case of inequalities on grounds of race, religion, etc.; and the promotion of lifestyles where coexistence, respect for difference and the absence of stereotypes or cultural patterns facilitate a better quality of life.

Moreover, this Plan is relevant to the strategic line we are dealing with. If health is understood as much more than the absence of illness, it is important to ensure and guarantee the physical, psychological and social well-being of women, since it is based on significant inequalities. With the general objective of promoting women's empowerment through the care of their physical, emotional and sexual health, and the promotion of the practice of sport under equal conditions, the Framework Plan identifies a number of specific objectives:

- 2.1 Develop preventive actions related to the integral health of women.
  - 2.1.1 Promote healthy consumption habits.
  - 2.1.2 Avoid sexist stereotypes conveyed by the media and advertising, which lead to an increased risk of certain diseases and health problems.
  - 2.1.3 Prevent drug use and other addictions among women, especially younger women.
  - 2.1.4 Encourage affective-sexual education.
- 2.2 Promoting the improvement of women's health
  - 2.2.1 Support training actions aimed at improving health problems affecting women in particular.
- 2.3 To contribute to the improvement of women's health by promoting physical activity and sport.
  - 2.3.1 Making women in sport more visible.
  - 2.3.2 Improve sport participation and performance rates.
  - 2.3.3 Encourage the development of sporting habits among women.
  - 2.3.4 To promote the values of respect and equality in the field of sport, avoiding discriminatory attitudes and situations towards LGTBI people.

2.3.5 Introduce a gender perspective in the design of municipal sports facilities, as well as in the programming of their activities.

The issue of vulnerability is also important. Situations of risk or social exclusion often involve women. The fact that these women have functional diversity, are immigrants, women in prostitution, unemployed or directly poor, are circumstances that influence, often cumulatively, the impossibility of forming part of society as full citizens. It is therefore necessary to support these important groups of women in order to try to achieve their effective social inclusion.

For this reason, a series of specific objectives are proposed, with the general objective of improving the living conditions of women who are in a situation of special vulnerability or exclusion with measures that favour their access to public resources.

- 7.1 Promote economic support measures for women in a situation of economic need and associated vulnerability.
  7.1.1 To promote access to basic social services for women who suffer from multiple discriminations.
  7.1.2 To favour access to housing for women in situations of vulnerability.

3.10.4.10   Spatial Strategy of the Valencian Community

The 2011 Spatial Strategy already contained a series of indications related to the issues addressed in this strategic line:

- Urban and territorial planning should incorporate the estimation of social impact, including gender differences, in strategic assessment processes.
- The regulation and allocation of land use in the territory should encourage the mix and balance of social groups, uses and activities.
- Facilities and tertiary activity planning must become a key element in the structuring of public spaces in areas with social inclusion problems.
- The promotion of inclusive spaces must start in the preliminary stages of urban and territorial planning.
- In public participation processes, preference must be given to the incorporation of the most vulnerable and least educated groups.
- The creation, regeneration and maintenance of open spaces and green areas should be used as a form of social integration and collaboration between different communities.
- The use of new technologies should be promoted among groups with exclusion problems, in order to improve information and the provision of services.
- Housing, planning and urbanisation policies should give immigrants and ethnic minorities the same freedom of choice as the rest of the population.

3.10.5 5. SWOT analysis of the consultation process

The conclusions of the participatory workshops based on the 6 city visions related to this Strategic Line 9 are reproduced below in the form of a SWOT analysis:

3.10.5.1 Weaknesses

- Specific vulnerable groups (young people, older people, migrants, LGTBIQ+, gender, etc.) have care needs that have not been met and this entrenches the problems and ends up disengaging people from potential solutions while generating a certain competitiveness for the available resources.
- The approach to ageing and certain spaces for the elderly are not conducive to a healthy city and active ageing.
- There is a great imbalance in access to quality public spaces, resources, services or health facilities in the different neighbourhoods of the city.
- Lack of an intersectional view of the health needs of different groups (e.g., people with different disabilities have different needs and what may be positive for some may not necessarily be positive for others; the health needs of male or female or non-binary adolescents or migrants are not exactly the same; etc.).

3.10.5.2 Threats

- Failure to decisively strengthen the services for people that should be supported by the administration and that are replaced by private services that do not guarantee equal access.
- Defining policies based only on funding opportunity but not incorporating a new perspective that allows for a lasting change in the way projects are designed that can put the shared city vision at the centre of policies.
- Failure to take advantage of the Strategy to improve coordination and cohesion of care and health services.
- Continue with the sectoral and stagnant definition of projects and public policies that do not take health as a cross-cutting element.
- That the public/community health services provided by the public administration, especially those under municipal jurisdiction, are replaced by private services.
- Failure to improve dialogue between the administration and entities on health issues.
- That the policies that are developed do not have a clear effect on improving quality of life and the balance of access to resources, either because they are not ambitious enough in scope or scale, or because they do not make sufficient investment.
- Failure to promote l'Horta as vital for urban health.

3.10.5.3 Strengths

- Existence of a Third Sector structure that develops different types of support for vulnerable groups.

- The University as a resource with which to dialogue and develop the vision together with other transforming agents.
- Factors such as the climate and orography make healthy living possible.
- The old Turia riverbed is potentially a central healthy area for the city that allows the connection between different neighbourhoods, offers areas where people can play sport and provides a large green area.

3.10.5.4 Opportunities

- Move towards the integrated design of public policies in which aspects such as inclusion, diversity, equality, accessibility, participation, etc.; are cross-cutting elements.
- Promote urban commons and distributed networks of services and facilities as central elements in the management of the city and its relationship with citizens.
- Establish health and care as a defining element of urban policies, promoting coexistence and improving the physical components of urban health such as thermal comfort, acoustic comfort and air quality.
- Promote the integrated vision of health and care in the design and management of the facilities, promoting intergenerationality, autonomy, urban balance, etc.
- Change the paradigm of intervention and link it more to the social components of health, designing according to a person's specific context, avoiding standardisation.
- Strengthening the Health Council as a community tool.
- Promote healthy leisure policies.
- Give mental health the same status as physical health.
- To value intergenerational learning, as there is a lot of valuable knowledge linked to our history.
- Fighting against the vulnerability of migrants.
- Campaigns, and educational and awareness-raising tools.

3.11
SL10 - Inclusive and sustainable economic development

3.11.1 1. Description in the Strategic Framework 2022

This strategic line is aimed at making València a dynamic city, ideal for entrepreneurship and business development in key sectors such as sustainability or digitalisation, and which offers quality job opportunities to reduce the employability gap between men and women and other groups such as young people.

The strategic objectives are as follows:

3.11.1.1 SO34. Developing new clusters of economic activity based on innovation, knowledge and the environment

Development of new clusters of economic activity based on innovation, technology, knowledge, environment, culture and design that attract global investment and contribute to the consolidation of economic activity with high added value to the city. All this as a driving force for improving the investment climate and boosting entrepreneurship in order to consolidate a favourable environment for attracting capital and the proliferation of small and medium-sized enterprises, as well as for the growth of self-employed activity.

3.11.1.2 SO35. Increase employment rates of women and labour market integration of young people and migrants

This objective is aimed at reversing the low employment rates of women and increasing job opportunities in the city, placing special emphasis on the labour integration of vulnerable groups, such as young people, women who are victims of gender-based and male violence, people over 45 years of age and the long-term unemployed, who usually have more difficulties in the labour market. To this end, it is necessary to develop specific training programmes for their social and labour market integration.

3.11.1.3 SO36. Digitise the economy, in order to reduce the risk of social, economic and gender exclusion caused by the digital transformation

This objective is aimed at advancing the digital transformation of the urban economy, especially small businesses, and reducing, to its environment, the existing digital divides that can create greater inequalities between vulnerable groups. To this end, it is essential to train the whole of society in digital skills, introducing the appropriate subjects at all stages of education, especially at the earliest ones. In the same vein, full connectivity of the entire territory of the city must be achieved so that there are no neighbours discriminated against for this reason.

3.11.1.4 SO37. To promote entrepreneurship, self-employment and the consolidation of existing companies in the city

Strengthen the role of the self-employed and entrepreneurs as a key element of inclusive and sustainable economic development. Encourage the formalisation and growth of micro, small and medium-sized enterprises, as well as the consolidation of existing businesses in the city.

3.11.2 2. Alignment with the SDGs and the SUA

3.11.2.1 Association and correlation with the Spanish Urban Agenda (SUA):

	6. Promote social cohesion and seeking equity	6.1. Reduce the risk of poverty and social exclusion in disadvantaged urban environments. 6.2. Seek equal opportunities from a gender, age and disability perspective.
	7. Promote and foster the Urban Economy	7.1. Seek local productivity, employment generation and the dynamisation and diversification of economic activity. 7.2. Promote sustainable and quality tourism, and key sectors of the local economy.
	9. Lead and foster digital innovation	9.1. Foster the knowledge society and moving towards the development of smart cities.

3.11.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

1. Ending poverty in all its forms around the world

4. Ensure inclusive, equitable and quality education and promote lifelong learning opportunities for all

5. Achieving gender equality and empowering all women and girls

8. Promote inclusive and sustainable economic growth, employment and decent work for all

9. Build resilient infrastructures, promote sustainable industrialisation and foster innovation

10. Reduce inequality within and between countries

11. Make cities more inclusive, safe, resilient and sustainable.

16. Promote fair, peaceful and inclusive societies.

3.11.3 3. Descriptive data and indicators

3.11.3.1 Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D17a	Transport infrastructure area (ha)	1071.55
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	7.69
D23	Percentage of foreign population (%)	13.70
D26a	Workers in the agricultural sector (%)	1.61
D26b	Workers in the industrial sector (%)	3.64
D26c	Workers in the construction sector (%)	4.28
D26d	Workers in the service sector (%)	90.47
D27a	Businesses in the agricultural sector (%)	0.68
D27b	Businesses in the industrial sector (%)	2.57
D27c	Businesses in the construction sector (%)	4.82
D27d	Establishments in the service sector (%)	91.93
D28a	Total percentage of unemployed (%)	12.60
D28b	Percentage of unemployed aged 25-44 (%)	39.59
D28c	Female unemployment rate (%)	57.54

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.11.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
1 FIN DE LA POBREZA	SDG 1.2.1	People at risk of relative poverty considering the regional poverty line	%	21.1	2020
	SDG 1.2.2	People at risk of relative poverty considering the national poverty line based on taxable income	%	20.4	2019
	SDG 1.2.3	People at risk of poverty and/or social exclusion based on the regional poverty line: AROPE indicator	%	26.1	2020
	SDG 1.2.4	Population with severe material deprivation	%	12.2	2020
	SDG 1.2.7	People in high poverty based on taxable income	%	10.5	2019
4 EDUCACIÓN DE CALIDAD	SDG 4.3.1	Women at university	%	56.55	2021.
	SDG 4.3.1	People who have attended a course in the last year	%	34.1	2018
	SDG 4.4.1	Use of IT tools in the last year	%	79	2020
	SDG 4.6.2	Population with post-compulsory education	%	61.03	2021.
5 IGUALDAD DE GÉNERO	SDG 5.C.1	Female activity rate	%	55.31	2021.
	SDG5.2.	Women who have been discriminated against	%	7.69	2018
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	SDG 8.5.1	Unemployment	%	15.69	2021.
	SDG 8.5.6	Long-term unemployment	%	61.37	2021.
	SDG 8.6.1	Unemployment among young people with low levels of education	V.A.	1134.17	2021.

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
	SDG 8.3.1	Temporary employment	%	34.93	2021.
	SDG 8.3.2	Population affiliated to the self-employed scheme	%	14.38	2021.
	SDG 8.8.1	Accidents at work	V.A.	7931	2020
	SDG 8.9.1	Tourist bed places	V.A.	20468	2021.
	SDG 8.10.1	Bank branches	V.A.	375	2021.
	SDG 9.2.1	Companies in the industrial sector	%	3.19	2021.
	SDG 9.2.2	People employed in the industrial sector	%	11.03	2021.
	SDG 9.5.1	Patents	V.A.	46	2019
	SDG 9.C.5	Households with internet access	%	87.3	2021.
	SDG 10.1.1	Population with income per consumption unit below 5,000 euros	%	7.4	2019
	SDG 10.1.4	Income inequality. Gini Index	Contents	34.68	2019
	SDG 10.2.7	Registered unemployment among people with disabilities	V.A.	3239	2021.
	SDG 10.4.1	Wage income	%	57.7	2019
	SDG 10.4.2	Pension income	%	21.62	2019
	SDG 10.4.3	Income from disability or dependency benefits	%	4.18	2019
	SDG 12.B.1	Tourists (travellers) per capita	x100000	164721	2021.

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.11.4 4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Strategic plan for employment, entrepreneurship and training 2017-2020
VLCi strategy. Smart City Strategy (2022)	
Environmental Action Plan for the Municipality of Valencia	Valencia Youth Plan 2019-2023
	Municipal Framework Plan for Immigration and Interculturality 2019-2022
VLC Tech City. Strategic Plan 2021-2025	
	València 2030 Early Demand Map - IPP

Supra-municipal strategic planning
2011 Spatial Strategy of the Valencian Community (ETCV)

The content of these documents that was relevant to the definition of this strategic line 10 appears below, taking into account both its diagnostic content and its strategic proposals.

3.11.4.1 VLC TECH CITY Strategy

This Strategy addresses the challenge of turning the city of València into a reference city as a main technological and innovation hub in the Mediterranean, and transforming it into an attractive location to promote investment and the creation of technological projects, facilitating both national and international entities in establishing themselves in the city; as well as facilitating the synergy between the different agents that form part of the platform.

The Spanish start-up community has grown by more than 20% in 2017 compared to the previous year, according to the Startup Ecosystem Overview 2018 report. Of the 3,258 start-ups in Spain as of 2017, only 5.5% are located in València. Regarding the capital invested in the city, we can see that in València in 2017 it amounted to €14.9 million, following a different trend than in other ecosystems such as Barcelona and Madrid.

València is the city with the highest number of start-ups per capita in Spain, with 0.064%. However, there is still much room for improvement, especially with regard to investment opportunities in projects. In 2020, total investment in València was 65.92 EUR million and the total number of operations reached 26 agreements.

The VLC TECH CITY Strategy document includes a SWOT analysis whose content is related to this strategic line:

Weaknesses

- The mentality and culture of Valencian society: The business fabric and mentality are still very traditional with a not very innovative culture and a general inferiority complex. Talent retention is not being worked on and the most qualified people are leaving for other cities.
- Lack of interconnection between entities: The need to have a common project that turns València into an international driving force in which all the entities of the entrepreneurial ecosystem get to know each other and work together for the common good. There are currently a variety of initiatives that are not coordinated.
- Lack of investment: Both in emerging start-ups and in businesses in the scale-up phase, investment is not sufficient nowadays to launch entrepreneurial projects, nor is it enough for those already launched to be able to develop quickly (they need to be self-financed)
- Infrastructure and urban planning: On the one hand, we do not have sufficient urban and intermodal transport and private transport is necessary to reach many parts of the city (and the surrounding areas). In addition, connections with Europe are insufficient (airport with very few flights, not attractive for European foreign investment).

Strengths

- The city's assets: València is a small city where everything is relatively close, with an excellent geographical location at a short distance from Madrid and Barcelona, and with a busy port. It is also experiencing a time of stability and social harmony.
- Great diversity of actors: With prestigious universities and a wide network of technology centres and a high level of public-private collaboration. We have the resources, but we need to coordinate.
- Motivation: All the actors are responding to the call, they are eager to get involved and the city has experienced a rise in the entrepreneurial spirit of the society. There are many initiatives and all aim to fulfil the objective of the platform.
- Human resources: We have highly qualified professionals and creative talent born in the city's universities. Moreover, the cost is much lower compared to other European cities.

Threats

- Political instability and a changing sector: Technology hub rankings are constantly changing. It is necessary to be quick in taking decisions and implementing actions, preventing political changes from affecting these initiatives.
- Expert competence: In other cities, hubs have been established for some time and have more experience.

- Administration: In other European cities, administrative procedures are much quicker and also less costly in monetary terms. Entrepreneurial people are not so hesitant to launch their businesses and try to find success.
- Unequal competition: In other European cities, the job offers are better, so it is not attractive for foreign professionals.

Opportunities

- Political context of competing cities: The political situation in Catalonia with independence and in the United Kingdom with Brexit may cause investments to look for other European destinations.
- New economic sectors: Internationalisation and new emerging sectors give València possibilities to lead new "tech". By constantly monitoring the market, we will be able to identify these new economic sectors and be the first to lead them.
- Attractive and world-renowned city: It is the European city that receives the most Erasmus students, is committed to professional development and has a higher quality of life than other cities and a lower cost of living. Territory with the capacity to bring together other Mediterranean cities
- Evolving project: We can improve on what other European cities are doing by publicising Valencian success stories, benefiting from institutional support and shaping the investment-start-up relationship that the competition has not perfected.

The VLC TECH CITY Strategy is committed to turning the city of València into a cutting-edge city, with a powerful and sustainable economic sector, based on technology, innovation and digitalisation, with an impact on society and its well-being. The following needs in order to address this challenge have been identified:

- the generation of a large technological, innovation and **digital district**;
- the generation of **spaces for connection, reflection and debate**, and contact with entities that may be interested in establishing themselves in València;
- fostering **technology and knowledge transfer**, as well as the commercialisation of research results;
- laying the foundations for the implementation of **open innovation** models.

3.11.4.2 Municipal Framework Plan for Immigration and Interculturality 2019-2022

This plan, among other things, analyses the labour integration of immigrants and has reached the following conclusion:

- In València, three profiles of immigrant groups can be established in relation to their **labour market integration**. Firstly, about 17-20% of the group, with good jobs according to their abilities, professional, technical and administrative, usually linked

to having resided in the city for years and having successfully been included into the community. Secondly, the majority of the immigrant population, up to 60%, are in unskilled jobs, with low wages, arduous tasks and little job security or prospects for continuity. The third profile, a sector of around 20%, are those immigrants, in an irregular situation or with a permit, with labour trajectories that combine periods of unemployment, work in the underground economy and, when they can, temporary work contracts, which lead them to chronic insecurity if not to situations of social exclusion, with repercussions in different areas, such as housing or maintaining administrative normality.

3.11.4.3 Valencia Youth Plan 2019-2023

From the perspective of youth, this Plan carries out an analysis and diagnosis of the employment situation of this group, although the data is from 2017. However, the analysis is presented below because of its interest as far as the terms of the trends detected:

- With regard to the **youth unemployment** figures recorded, based on data from the Economically Active Population Survey (EPA), which can be consulted on the social indicator statistics pages of the València City Council website, the percentage of unemployed women under 30 years of age in relation to the total number of unemployed women living in the city of València in 2017 was 27.8%. As a result, it is the highest rate since 2011 (28.4%). In this range of years, from 2011 to 2017, the lowest youth unemployment rate among women was recorded in 2014 (20.5%), but the trend from then until now has been of a progressive increase3. With regard to the situation of men under 30 years of age, the unemployment rate in 2017 was higher than that of women at 29.4%. The highest level in the last ten years was recorded in 2009 (38.4%). While since 2014 the trend seemed to be decreasing from 31.6% in 2014, 30.3% in 2015 and down to 28.1% in 2016, the last year has seen a significant increase.

  These rates soar when we analyse the unemployment rate of under-25s in relation to the total active population of that age group living in the city of València, which in 2017 was estimated at 47.6% compared to 44.3% the previous year. Thus, the trend in unemployment among the younger active population has also shown an upward curve in recent years.

  As for the percentage of unemployed persons looking for their first job, in 2017 it was 11% for men (up from 8.9% for men in 2016) and 7.7% for women (down from 10.4% for this other population group in the previous year).

3.11.4.4 VLCi strategy. Smart city strategy

This document includes economic development issues among its proposals:

The city of València tends to attract international talent by creating spaces for creativity, innovation and fostering disruptive thinking through an economic model with a long-term, innovative, digital and sustainable vision. Through the availability of smart platforms and the creation of labs and programmes for digital transformation, the city will continue to create new sources of jobs, and sustainable and innovative economic growth.

Objectives:

- To offer Smart tools to promote and develop **new clusters of economic activity** based on technology, innovation and knowledge, creating new sources of employment and emerging economic growth, with the help of València's powerful technological innovation ecosystem.
- Act as facilitators to **consolidate experimental facilities and laboratories for transformation**.
- Enhance the **digitalisation of economic sectors**, through interoperability, open data and ICT tools.

3.11.4.5 COVID Framework Agreement

The Framework Agreement included a number of proposals related to this strategic line which are summarised below:

- Promote actions to improve personal skills for the search for **employment and entrepreneurship**. On-line shuttles, in express and standard mode. Specific employability plans for the groups most affected by the consequences of the pandemic, such as unemployed young people and people with lower qualifications, as well as targeting related activities in essential services and growth sectors.
- Grants and subsidies for the **hospitality** sector to compensate for losses due to the pandemic and to support its adaptation to the new reality.
- Maintain the **economic and social monitoring** panel in the framework of the Socio-economic Observatory for Employment and Training in direct dialogue between administrations, political parties, and business and trade union organisations to monitor the reconstruction plan as an essential axis for economic growth and the generation of quality employment.
- Promote the Treballem Iguals initiative, as well as direct and/or cross-cutting **gender policies** that make it possible to take advantage of all human capital. Build on the strengths of the female leadership model.
- Improving **women's employability**. Changing the perception of women, valuing care. Engaging men in their right to care.
- Draw up the new strategic plan for **employment, entrepreneurship and training**, for the period 2021-2024, with the possibility of adapting it quickly to new scenarios. To

sign a collaboration agreement with Labora to develop and reinforce new actions to promote employment in the city of València, paying special attention to the creation of employment for groups with more difficulties, such as young people or the long-term unemployed, and to encourage job stability in order to combat the figure of the working poor. Incorporate the e-learning modality.

- Drawing up a **youth employment** plan, municipal youth housing programme, sustainable mobility aid programme, support for youth associations, post-COVID-19 alternative leisure plan.

- Drawing up a territorial strategy within the framework of the Avalamos Territorio programme, involving collaboration with Labora, social agents, universities and other territorial pacts and launching experimental projects for **sustainable local employment and development**, especially in strategic sectors with growth prospects (telehealth, biotechnology, gamification, cybersecurity, etc.) and necessary strategic sectors.

- Programme actions against the **digital divide**: identify digital skills acquisition needs (among unemployed people, local traders, etc.) and provide them with ad hoc training, both in digital skills, and in online and teleworking training tools. Contribute to adapting the local economy to the changes resulting from expected robotisation and digitalisation.

- Collaborate with the public and private financial sector to **facilitate the financing** of job-creating productive activity and support the implementation of credit lines to create and consolidate companies, together with the IVF and the SGR.

- Promote the Reactiva Office to **advise** companies and the self-employed on the help offered by the different administrations.

- Promote a **benchmarking** study of other European cities in the field of post-economic crisis policy.

- Plan to **boost the digitalisation** of SMEs in the city of València. Support companies in their digitalisation process and establish mechanisms that allow them to adapt to possible future contingencies. In particular, the development of formulas to promote online sales of retail and local commerce in the city will be promoted (e-commerce, social networks, websites, online marketplaces, etc.). Promote door-to-door sales or delivery services and introduce the use of bicycles as the best way to deliver non-bulky parcels.

- Increase surveillance of illegal supply. **Fighting the black economy**.

3.11.4.6 València 2030 Early Demand Map - IPP

The Early Demand Map includes two challenges related to this strategic line that have to do with employment and local trade:

- **Strengthening active employment policies**: In the specific case of the Valencian Community, more than 450,000 people are currently unemployed, almost 180,000

of them living in the province of València. In addition to these figures, it is necessary to add those workers who are under suspension of employment or whose working hours have been reduced as a result of a temporary redundancy proceeding (ERTE).

This crisis, first in health and then in the economy, has deepened a series of structural problems that have plagued the national labour market in recent decades. Among them, it is worth highlighting the difficulties in accessing employment for the youngest groups, the duality of employment that leads to a temporary nature that is above the European average in all sectors and the lack of commitment to dual training through closer collaboration between the academic sphere, vocational training centres and the business and productive fabric.

- **Strengthening local trade**: The Valencian productive fabric has in commerce a sector that is not only strong from an economic point of view, but also represents the values of tradition and proximity. Local trade is one of the pillars of the identity of the territory and its neighbourhoods, it favours social cohesion and coexistence in neighbourhoods, generates social interaction and brings activity to the public space.

  In recent years, however, with the globalisation of the economy, trade has faced the challenge of adapting to an ever-changing world, to a market that is highly segmented and specific in its demands, and to a competition that is no longer limited geographically, but acts on an international scale. And all of this is also impacted by the rise of new technologies and their application to all facets of our lives, so that we can now buy products from anywhere in the world at any time.

3.11.4.7 Strategic plan for employment, entrepreneurship and training

This Strategic Plan makes a diagnosis of the situation in the city of València. A number of advantages were identified as potential strengths and opportunities for the city with respect to the employment issue:

The city of València suffers from the limitations set by current recentralising tendencies, in addition to those derived from the public deficit and the particularly intense effects of the recent crisis. However, its status as a metropolitan space provides it with **important advantages**, at least from a theoretical point of view, related to elements and processes that favour the dynamism of the local labour market, employment and entrepreneurship. These include:

- the **concentration of economic activities** of all kinds attracted by the existence of a population of almost 2 million inhabitants in the immediate area;

- **a labour force prepared** to respond, in general terms, to the needs of the labour market (although there are some mismatches and poor co-ordination between supply and demand in this respect);
- the accumulation of **activities with high added value** whose location is typical of large cities and metropolitan areas (advanced services sector and quaternary sector);
- the presence of important **areas of innovation and knowledge** (two public universities that are among the most important in Spain in all international rankings, several technology and science parks in the city itself or in the immediate vicinity, the city of innovation, the observatories for Labour Market Insertion of both universities, InnDEA València, etc.);
- the location in the city of **agents with an important capacity for action** both from the sphere of entrepreneurs (business associations, Chamber of Commerce, etc.) and from the sphere of public administration (València Activa, Employment Pact, IMPIVA, CEEI, SERVEF).

3.11.4.8 Environmental Action Plan for the Municipality of Valencia

Strategic line 11 of this Action Plan aims to **promote a sustainable local economy and reduce the municipal ecological footprint**. It makes a number of considerations in this regard in order to promote an environmentally friendly economy:

The Environmental Action Plan of the municipality of València pursues, among others, the objective of achieving a sustainable local economy, which allows for economic growth while keeping in mind the impacts that can be derived from activities on the environment so that they produce the minimum possible impact.

The aim is to move towards a progressively more sustainable model of tourism in the city of València that satisfies economic, social and aesthetic needs while respecting cultural integrity, biological diversity and life support systems.

As far as industrial estates are concerned, the Local Administration must ensure the correct implementation of industrial activities on municipal land, with the aim of creating an orderly industrial space equipped with a series of infrastructures necessary for the daily activity of the industries that will allow them to contribute to the improvement of the environment by controlling the deposit of waste, dumping of substances, etc.

The promotion of the implementation of environmental and quality management systems can serve as a tool to monitor the proper management of companies. There must also be a firm commitment on the part of the Local Administration and Local Bodies to ensure, through the development of a Corporate Social Responsibility (CSR)

system, the improvement of the social, economic and environmental behaviour of companies towards their workers and citizens.

In addition to all this, València City Council intends to promote contracting with sustainability criteria, including special clauses in public tenders for works, supplies and products. The aim is to change behaviour in terms of resource consumption, as the reduction of the ecological footprint is closely related to the consumption of resources and the production of waste.

3.11.4.9 Spatial Strategy of the Valencian Community

The Spatial Strategy contains a series of indications related to this strategic line:

- Where local developments are planned, adequate justification must be provided for the development of land for industrial and tertiary uses separate from the urban fabric.
- Rationalisation of the development of high-density single-functional developments is recommended because of their suction effect on urban life, especially when they are not linked to public transport infrastructures.
- Land planning will favour small and medium-sized businesses as a basic element of a functional and economically diversified city model.
- In the development of land for economic activities, economic efficiency criteria will be appropriately weighted with environmental and social criteria.
- The processes of requalification and rehabilitation of industrial spaces should be encouraged for their urban, territorial and landscape integration, and the enhancement of industrial heritage of cultural interest.
- Land for economic activities will be planned according to a hierarchical but flexible system, appropriate to the different levels of demand and the rebalancing of the territory.
- On a regional or functional area scale, competitive spaces will be developed, with a typology adapted to economic specialities and linked to the main communication infrastructures and logistics areas.
- It is recommended that new industrial and tertiary land be developed in a modular fashion, based on already consolidated sites.

3.11.5 5. SWOT analysis of the consultation process

Finally, the conclusions of the participatory workshops are reproduced in the form of a SWOT analysis, based on the views of the city that are related to this Strategic Line 10:

3.11.5.1 Weaknesses

- Major problems for the maintenance of local trade.
- Trade has often been used as a political tool.
- Lack of a shared and coordinated vision of the sector that would allow for a consensual grounding of sectoral policies.
- The local and micro perspective of our economy is not valued nor is it being improved.
- High dependence on tourism, and a very unimaginative form of it at that, in the production model.
- The cultural and creative industries are not linked to the business fabric.

3.11.5.2 Threats

- Failure to involve the quadruple helix in the innovation process or to make a decisive investment.
- Failure to reverse the problems created by globalisation and offshoring.
- Not taking advantage of the opportunity to diversify the model.
- That the changes should be short-term and not strategic.
- Not being able to reduce insecurity in local businesses.

3.11.5.3 Strengths

- Our territory is a crossroads that has historically generated synergies at local, state and international levels.

3.11.5.4 Opportunities

- Fostering economic, commercial, cultural and creative ties.
- To create an integrated local development model based on the city's existing resources and challenges that fosters local innovation and generates triple-impact enterprises.
- Economic and productive model committed to sustainability and the green economy.

3.12
SL11 - Innovation, culture and sustainable tourism

3.12.1 1. Description in the Strategic Framework 2022

Strategic line aimed at making València a city where innovation, culture and sustainable tourism are key economic axes of its development and transforming elements of the capital of the Valencian Region. It is a line aimed at retaining and attracting human talent and visitors to the city. It aspires to turn València into a hub of innovation, culture and sustainable tourism to contribute to the quality of life for residents and visitors through a model based on innovation, digital transformation and improved governance as a fundamental ingredient of its economic, social and environmental model.

The strategic objectives are as follows:

3.12.1.1 SO38. Integrating R&D&I within the economic, social and environmental sectors

This objective is aimed at articulating the R&D&I ecosystem to accelerate and consolidate the transformation and development processes in a transversal manner in the city of València, in order to respond to the different city challenges established through the Missions.

3.12.1.2 SO39. Consolidating València as a hub of culture, design and innovation

This objective is aimed at consolidating València's position as a reference city at a Mediterranean, European and international level in culture, creative leisure, design and innovation. A city capable of retaining and attracting human talent and investment linked to these sectors. We must redouble our efforts to turn our city into a Smart City that is a reference hub in the Mediterranean Sea, positioned at the international level within the innovative, technological, sustainable and digital ecosystem. Likewise, València must become a great urban innovation laboratory, identifying spaces in the city that could become sandboxes where companies, start-ups, technology institutes, research centres and universities can take innovation out of their laboratories and bring it closer to citizens, test it in the neighbourhoods of our city and adapt it to the needs of all our neighbours.

3.12.1.3 SO40. To invigorate and increase the resilience of the local cultural and festive sector

We want to be a place that is open to the world, a meeting point between cultures, with a quality cultural offering, diversified and accessible to all audiences, where our young creators can unfold their full potential and where they feel recognised and encouraged to develop their careers. A plural and diverse cultural ecosystem must be promoted and energised in the city, paying special attention to its distribution and roots in the different neighbourhoods and towns of the city, improving and decentralising the cultural offer in the city centre, creating new centres, in order to bring culture closer to all our neighbourhoods and promoting the Turia Gardens as a cultural backbone. We must accelerate all pending cultural investments in our city and continue to promote the recovery of our degraded historical heritage, promoting its protection against vandalism and acts of incivility. In particular, the resilience of the cultural ecosystem to possible adverse scenarios will be increased, in order to ensure the continuity and sustainability of the various local initiatives. Likewise, institutional support will be intensified for the city's wide variety of cultural sectors, which are also essential clusters of its economic activity and key values for attracting international visitors and the communication of a city brand, such as, among others, the music, design and festive traditions sectors. A city that promotes accessibility to culture by working to avoid the digital divide, with the aim of democratising the tools of knowledge among citizens.

3.12.1.4 SO41. Promote, maintain and strengthen the Fallas of València

This objective is oriented towards the promotion, maintenance and enhancement of the most important, traditional and economically essential festivities for our city, such as the Fallas. Declared Intangible Cultural Heritage of Humanity by UNESCO in 2017, they are also one of the city's major economic engines.

SO42. Making progress in the permanent improvement of the tourist destination in terms of sustainability and intelligence

This objective is aimed at complying with the main national and international certification standards and to be a carbon neutral destination. Monitor the tourism sustainability of the destination to minimise the negative social and environmental impacts of tourism and maximise the positive ones. Involve local society in the reactivation and improve quality of life and relations with visitors. Promote an intelligence system that provides valuable information for decision-making to companies and institutions.

3.12.1.5 SO43. Innovation and value creation in the design of the tourist offer

Enhancing and supporting tourism activities in the city, carefully chosen because they transmit values associated with health, culture, sport, hospitality, care for the environment, innovation, design and public participation. Encourage the reactivation of the tourist offer and sustainable local consumption and attract new segments according to different motivations such as: culture and creative leisure, sport, nature, experiences and emotions, MICE tourism (Meetings, Incentives, Conventions and Exhibitions/Events) or Gastronomy.

3.12.1.6 SO44. Consolidate the València brand in relation to innovation, culture and sustainable tourism

Promote the consolidation strategy of the València brand in relation to values linked to innovation, culture and the configuration of a sustainable destination, emphasising digital marketing elements and new technologies, with the support of other administrations and the business sector.

3.12.2 2. Alignment with the SDGs and the SUA

3.12.2.1 Association and correlation with the Spanish Urban Agenda (SUA):

	3. Preventing and reducing the impact of climate change and improving resilience	3.2. Reduce greenhouse gas emissions.
	4. Sustainable resource management and promotion of the circular economy	4.1. Be more energy efficient and save energy.
	7. Promote and foster the Urban Economy	7.1. Seek local productivity, employment generation and the dynamisation and diversification of economic activity. 7.2. Promote sustainable and quality tourism, and key sectors of the local economy.
	9. Lead and foster digital innovation	9.1. Foster the knowledge society and moving towards the development of smart cities.

3.12.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

4. Ensure inclusive, equitable and quality education and promote lifelong learning opportunities for all

5. Achieving gender equality and empowering all women and girls

7. Ensure access to affordable, safe, sustainable and modern energy

8. Promote inclusive and sustainable economic growth, employment and decent work for all

9. Build resilient infrastructures, promote sustainable industrialisation and foster innovation

11. Make cities more inclusive, safe, resilient and sustainable.

12. Ensure sustainable consumption and production patterns

13. Take urgent action to combat climate change and its effects

14. Protect and sustainably use the oceans, seas and marine resources

15. Sustainably manage forests, combat desertification, halt and reverse land degradation, halt the loss of biodiversity

3.12.3 3. Descriptive data and indicators

3.12.3.1 Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	1.98
D12a	Green areas per inhabitant (m2/inhabitant)	10.03
D12b	Green space density (%)	3.88
D37	Urban Planning role present in the municipality	PG
D38	Date of Urban Planning first being present in the municipality	1989

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.12.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
4 EDUCACIÓN DE CALIDAD	SDG 4.3.1	Women at university	%	56.55	2021.
	SDG 4.3.1	People who have attended a course in the last year	%	34.1	2018
	SDG 4.4.1	Use of IT tools in the last year	%	79	2020
	SDG 4.6.2	Population with post-compulsory education	%	61.03	2021.
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	SDG 8.9.1	Tourist bed places	V.A.	20468	2021.
9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	SDG 9.2.1	Companies in the industrial sector	%	3.19	2021.
	SDG 9.2.2	People employed in the industrial sector	%	11.03	2021.
	SDG 9.5.1	Patents	V.A.	46	2019
	SDG 9.C.5	Households with internet access	%	87.3	2021.
12 PRODUCCIÓN Y CONSUMO RESPONSABLES	SDG 12.B.1	Tourists (travellers) per capita	x100000	164721	2021.
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO_2 per 100 inhabitants	x100	184.2	2020

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.12.4 4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	València 2030 Early Demand Map - IPP
Valencia Tourism Sustainability Plan, 2022-2024	VLC Tech City Strategy

Supra-municipal strategic planning
Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (PATIVEL)
2011 Spatial Strategy of the Valencian Community (ETCV)

Below is an extract of the content of these documents that has been relevant for the definition of this strategic line 11, taking into account both their diagnostic content and their propositional nature as far as EUVLC2030.

3.12.4.1 COVID Framework Agreement

The Framework Agreement included proposals related to innovation, culture and tourism as shown below:

- Reorient grant programmes for **festive associations** to adapt to the new post-COVID-19 reality.
- Grants and subsidies for the **cultural sectors** to maintain and adapt cultural activity, as well as for the modernisation, digitalisation and innovation of all local cultural agents.
- To promote grants for the **craft industries** of the city of València that have a special relationship with the local festive culture.
- Strengthen **investment in innovation** because of its impact on reducing unemployment rates. Create frameworks to attract investment in innovation and development. Improve the connection between research and innovation systems. Protect talent with investment. Raise challenges and needs post COVID-19 and solutions including softland and testing spaces.
- Maximise **resources from Europe** by seeking and presenting all calls for proposals in line with València's strategies, especially those corresponding to the European Green Plan and the new reconstruction funds.
- Strengthen the functioning of the **Investment Office** to advise on the investment process and adopt measures that accelerate them, and to promote a programme to attract large value-added companies and the return of talent, together with the UPV and the UV, and to promote the constitution of the Marina as a technological enclave

and the VLC Tech City project, within the framework of Law 14/2018, of 5 June, on the management, modernisation and promotion of the industrial areas of the Valencian Region.

- Promotion of the **Local Urban Design Council** with the aim of establishing a plan to improve the visual, functional and landscape quality of the city of València and the maintenance of a design observatory, as well as the implementation of design training in both public and private agents.

- Contracting a **strategic branding service/process**, coordinated by the Investment Office, to enable effective positioning of the city in the process of redefining its economic model based on knowledge, culture and creativity.

- **Promote Missions València 2030** as a model of innovation governance aimed at improving people's lives by mobilising the entire innovative ecosystem of the city: incorporating the València, School and Laboratory of Innovation initiative, promoting the VLC City Lab initiative and positioning València as a laboratory city and the first customer for entrepreneurs.

- Adapt **innovation calls** to incorporate the response to the post-COVID-19 scenario and develop hackathons to present innovative solutions to the challenges arising from the pandemic. Coordinate all the city's innovation actions in alliances and transfer systems with the different innovation propellers.

- Promote a programme to provide suitable spaces for the growth of **entrepreneurial initiatives** and implement measures to promote and encourage business collaboration and investment in accelerators (start-ups), spin-offs and other entrepreneurial initiatives, especially ideas connected to the new needs arising from the new situation in order to strengthen social entrepreneurship. Extension of the co-create model to a significant number of neighbourhoods in areas of particular vulnerability.

- **Strengthen the Visit València foundation** to reinforce promotion with a campaign to brand València as a safe destination and promote the strategic tourism plan with measures to save the tourist season. Include measures to restore confidence in the destination: adapt the offer to the new scenarios, health safety guarantees. Promoting activities in open and natural environments, and ensuring and publicising the strict protection measures in monuments, museums and publicly owned tourist attractions and assets, which give sufficient peace of mind to visitors. Adequately promote heritage and natural elements, improve information support and distribute the tourist carrying capacity throughout the city. All of this also increases the attractiveness for local tourism.

- **Promotion of culture** and our cultural spaces with measures to encourage local cultural consumption. Study the creation of a one-stop shop for culture to serve and advise the cultural sector. To develop cultural and creative activities and projects balancing centres and peripheries and seeking a fair territorial distribution.

Programming of concerts in public and private venues in the city with the collaboration of promoters and music venues in the city, as well as open-air programming. Open call for exhibitions and own production. Creation of the Visual Arts Board and adherence to the Code of Good Practice in the Visual Arts. Development of a communication and marketing plan to stimulate cultural consumption and attendance at concerts and cultural events. Reprogramming of festivals, competitions, campaigns and activities. Payment for cultural projects that could not be performed and study of ways of subsequent compensation. Making the criteria for the implementation of the activity more flexible in order to facilitate the recovery of the rhythm of the cultural programmes. Focus on online resources: training workshops, communication campaigns, purchase of e-books, electronic book lending, audio books.

- Establish a **new socio-cultural contract** to redefine the cultural participation, which is currently distributed in a very unequal way, promote an action plan in the most vulnerable neighbourhoods and create jobs for cultural dynamisation. In particular, cultural policy programmes will be developed for early school stages. Cultural participation and social integration are often lost at the beginning of the life span. It is therefore necessary to intervene with families and children who are vulnerable to educational failure.

- To propose **new formats for festive events** that allow them to adapt to any restrictions that may be established, with a commitment to the generation of content for dissemination through the networks. To draw up a map of festive associations in the city of València that will enable a more in-depth view of the sector.

- To develop an agreement with a Fisabio financial endowment for **epidemiological public health research** focused on the city of València and oriented towards the collection, maintenance and analysis of data on the city.

3.12.4.2 València 2030 Early Demand Map - IPP

The Early Demand Map identified 4 challenges related to this strategic line 11 of the EUVLC2030:

- **Development of new clusters of economic activity with a strong innovative component**: To facilitate the development of these new clusters of economic activity with a strong innovative component, València City Council is committed to facilitating new instruments which, from the public sphere, allow these innovative processes to be accelerated, such as Living Labs, Sandboxes, Innovative Public Procurement and new tools such as Public Subsidies for innovation.

- **Strengthening the Valencian business fabric and entrepreneurial ecosystem**: Traditional labour market shortages have been exacerbated over the last 15 years by a more demanding and competitive global context. Local businesses need to

strengthen their positioning and focus on attracting talent as a bargaining chip towards prosperity. The success of an innovative ecosystem revolves around talent. Developing, attracting and retaining specialised profiles and maintaining motivated human capital are challenges we face. Complementarily, we must offer a strong business fabric, with capabilities and attractions that enable the above.

In this way, it is seen as a priority to reinforce the scalability of companies and new start-ups as an essential condition for strengthening innovation, consolidating the current driving sectors and exploring other potential sectors, with new technologies being a key factor in all of this.

- **Promotion of sustainable urban tourism**: València is positioned as an important tourist destination, with more than 5 million overnight stays per year in the city before the pandemic. In this context, it is necessary to improve the sustainability indicators of this sector, as it is a relevant activity in terms of polluting emissions. To be specific, 5% of human emissions are linked to tourism according to recent studies by the UNWTO and World Transport Forum, a figure that rises to 9% when analysing the emissions associated with the tourism value chain in Spain. As a response to the climate challenge, the Sustainable Tourism Strategy for the city, launched in 2021, stands out. This strategy aims to achieve carbon neutral tourism activity by 2025, making València the first tourist destination in the world with zero environmental impact.

  València's tourism has the opportunity to improve the city's competitiveness by promoting actions to achieve sustainable connectivity with markets, as well as to advance the value of identity and uniqueness. The digitalisation of the tourism sector is also key to continuing to attract hyper-connected tourists. In this sense, among the Spanish destinations with the Smart Tourist Destinations classification, València is at the forefront in this area.

- **Strengthening the local and festive cultural sector**: València aspires to be a consolidated reference and international pole of design, innovation and creativity. To this end, we have the challenge of revaluing and revitalising the local culture sector in a sustainable way as a driving force in the improvement of social cohesion and economic development, without forgetting that it must be accessible and safe in a context characterised by COVID-19 and respond to new social demands and the digital era through the introduction of new technologies both in the management of culture and in its enhancement.

3.12.4.3 Valencia Tourism Sustainability Plan, 2022-2024

This document, presented shortly before the closure of this diagnosis, provides a SWOT analysis of the most relevant issues and better orients the subsequent definition of objectives and actions.

Weaknesses

- Insufficient integration and low visibility of local produce in the cultural and gastronomic tourist offer.
- Little use of digital technologies in the interpretation of historical and cultural heritage, its management, communication and marketing. As well as the integration of the cultural narrative into the overall offer.
- Weak communication of good brand attributes in international markets.
- Limited level of digitalisation in companies and insufficient training in technological skills.
- Low implementation of environmental measures and certifications in companies and low capacity to undertake them.

Threats

- Short-term socio-economic pressure can lead to unsustainable practices, generating negative social and environmental impacts (gentrification, tourism-phobia, overcrowding, etc.).
- Increasing preference of post-pandemic tourists for non-urban and low visitor numbers.
- Inefficiencies in digitalisation projects if undertaken in a piecemeal fashion
- Danger of reducing meetings and travel, due to factors such as online meetings and gatherings, proliferation of digital consumer offers or the pollution of air transport.
- Risk of resident disaffection towards tourism.

Strengths

- Consolidated governance model, with the participation of all administrations, social agents and companies. Professional management and promotion structure in which companies participate.
- First city in the world to audit and certify the carbon and water footprint of its tourism activity.
- Unique natural and landscape heritage. The Albufera Natural Park and the Huerta area are recognised by the FAO as an important system of world agricultural heritage. Recognised historical, artistic, cultural and festive heritage of international interest.
- A complete offer and spectacular spaces for congresses, conventions, filming, and sporting and cultural events.
- València's intermediate size, location, natural environment and commitment to sustainability make it a safe, sustainable and healthy destination, attributes that are of great interest to demand.

Opportunities

- Relevant cultural resources with the capacity to increase their value and attractiveness, which will be joined by new spaces such as Caixa Forum or Casal España Arena València, with great potential to attract new segments of demand.
- Growing brand positioning as a green, healthy city with quality of life.
- Sustainability, digitalisation and accessibility as vectors of competitiveness for destinations and companies.
- New high-speed rail operators, new passenger terminal at the port and the trend in air capacity growth will improve connectivity.
- A diverse demand that offers opportunities for the development of unique and identity-based offers.

Within this framework, the Tourism Sustainability Plan offers a synthetic diagnosis of the needs of València as a tourist destination and the preferential actions to continue promoting and developing:

1. **In the coming years, sustainability and profitability must be prioritised, maximising the positive impacts of the activity on the destination and avoiding negative ones**. The competitiveness of the destination in the coming years will be marked by the impact of climate change and the agreements and regulatory measures that are taking place in the European and national framework.

2. The analyses carried out in the participation in sustainability projects over the last 4 years reveal aspects that need to be managed and improved in order to ensure the social and environmental sustainability of the destination.

   - **Improving social indicators**: managing visitor flows, improving coexistence with residents, preventing gentrification problems, fostering the circular economy and promoting the positive perception of citizens, and their contribution to the city's SDGs and to the governance of the destination.

   - **Improving environmental indicators**: carbon and water footprint neutrality, reducing pressure on natural attractions and making progress in meeting the destination's SDGs.

3. **Special attention is paid to the diagnosis of the carbon and water footprints**, identifying the main areas of improvement to be addressed with the destination's sustainability plan, in order to achieve carbon neutrality and offset the water footprint of our tourism activity and the measures to be implemented to achieve this as an essential tool for the destination in the fight against climate change.

4. The breadth of the sustainable development goals—and the detail provided by the diagnosis of the different chapters of the carbon footprint—demonstrate the complexity of tourism activity, in which the collaboration of administrations, businesses, residents and visitors is essential. To foster the knowledge and input of all actors, **proactive and prolonged collaborative action, awareness-raising, training and support** is needed.

5. Tourist activity in the city requires **planning and management in harmony with the interests of citizens**, in terms of enjoyment of public spaces and services, inclusion, mobility, uses and customs, etc. It is just as necessary to increase tourist demand as it is to ensure that tourism improves quality of life in the city and that it will not clash with the interests of citizens. For this reason, València is obliged to approach its evolution from a perspective of constant dialogue and consensus with different citizen groups, providing data and education on what this socio-economic activity represents and permanently establishing as a priority objective of the development model the improvement of the well-being of its residents.

6. There is a need to **improve tourism knowledge and to have more valuable information for decision-making**. The Fundació Visit València has greatly improved its sources and analysis of different tourism variables and, thanks to the close collaboration between the private and public sectors, it has reached higher quality interpretations of the different situations. However, we must continue to expand our own sources, and coordinate and complement them with those of other observatories and analytical bodies (València City Council, Turisme Comunitat Valenciana, Valencian universities, Invattur, Segittur, INE, SETUR, Turespaña, ECM, etc.).

7. València offers modern, quality hotel accommodation and a wide range of tourist accommodation for a wide variety of demand segments, with unique, high-value projects under development. However, it is necessary to intensify the **monitoring of the supply of unregulated tourist accommodation** in order to guarantee a quality offer to tourists, avoiding problems of saturation in certain areas, nuisance to residents, unfair competition in regulated sectors and undesired effects on the residential housing market.

8. There is a diverse and attractive offer of tourist services and products, which has improved with the implementation of the Product Programmes of the Fundació Visit València. **Progress must continue to be made in the creation of a valuable, experiential and differentiated offer** that continues to increase the city's attractiveness:

   • Encouraging specialisation by product and segment.
   • Innovating in models of interpretation of natural and cultural heritage.
   • Extending the cultural story to the whole offer, highlighting the resources and identity values and the authenticity of the destination.

   There is also a need to improve intelligence on new market niches and to continue to encourage product and segment specialisation in management models.

9. Tourists and the market are increasingly digital. In order to gain efficiency, it is necessary to **renew and increase the number of digital tools** used, as well as promotional content, and optimise their use to the fullest, both internally and in promotional and commercial channels used by the Visit València Foundation, public

services, cultural facilities and the city's tourism offer as a whole; accelerating the implementation of the actions proposed in the Digital Marketing Plan.

10. Tourists visiting València rate and recommend it very highly. However, **the positioning of the destination brand must continue to increase its visibility and strength**. The ability to be seen in a positive light by those who do not know it requires more investment in branding, in its redefinition in line with the new cultural narrative and big idea, and in the development and implementation of digital marketing tools that contribute to strengthening the brand's positioning in international markets.

11. We have an access system that allows tourist accessibility by land, sea and air. **Deficiencies in maritime and rail connections with Barcelona and Europe must be improved and, by air, the connections and frequencies planned for this coming season must be consolidated**, especially those of regular airlines and those that link us with airport hubs, as well as continuing to make progress in point-to-point connections, especially with northern Europe.

Regaining international confidence in the destination will require an exceptional effort on the part of the destination and its businesses. Intelligence on air searches and bookings, the use of advanced online marketing tools, comarketing actions with tour operators, airlines and agencies that have been affected by the crisis and the organisation of actions with the media and specialised opinion leaders will be more necessary than ever to consolidate the reactivation of air connectivity.

12. The Fundació Visit València is a good instrument of public-private management. It must continue to increase business participation in decision-making and operational management, given that it has already succeeded in integrating the Provincial Tourist Board and Turisme Comunitat Valenciana into its governing bodies. **Consolidate the new governance model** that has been created over the last six years, in which tourism is addressed in a more transversal manner by the Administrations, including all the areas involved, increasing coordination and collaboration between them and promoting greater participation of businessmen and interested groups, all of which is in line with the sustainable recovery of the activity.

Following the diagnosis of the current situation, the TSP defines a main Strategic Objective:

Consolidate València as a Smart Tourism destination based on solid foundations of improving the well-being of residents, reducing the carbon footprint, combating climate change, digital transformation, creating value and improving governance. This strategic objective has the SDGs of the 2030 Agenda as a conceptual reference framework and for the establishment of indicators.

This general objective is complemented by a number of specific objectives:

- To improve the well-being and quality of life of residents.
- Comply with national and international SDG certification standards and be a carbon neutral destination.

- Minimise the negative social and environmental impacts of tourism and maximise the positive ones.
- Involve local society and industry in the sustainability strategy.
- Harmonise relations between residents and visitors.
- Extend governance to entities and companies: co-management, tourism intelligence and innovative technologies for the overall management of the destination.
- Promote an intelligence system that provides valuable information for decision-making to companies and institutions.
- Monitor the tourism sustainability of the destination.
- Improve the positioning of the destination on digital channels.
- Make intensive use of digitalisation to improve management and marketing, supporting tourism administrations and companies on this path.
- Encourage the reactivation of the tourist offer and sustainable local consumption.
- Advance in the consolidation of the Tourism Product Programmes, as instruments of public-private collaboration for better tourism planning and management.
- Make the offer universally accessible.
- Promote new marketing actions to recover tourism demand, attracting new segments according to different motivations (Culture and Leisure, Sport, Nature, Unique, MICE, Gastronomy).

3.12.4.4 VLC TECH CITY Strategy

This strategy contains valuable analytical and diagnostic elements for strategic line 11, which are summarised below:

- **Valencian ecosystem**: The European Commission's "European Digital City Index" places València among the 60 best cities in Europe for supporting digital entrepreneurship. This ranking describes the different cities in Europe that support digital entrepreneurs, start-ups and their growth, and provides information on the strengths and weaknesses of local ecosystems. València has a large network of entrepreneurs thanks to VIT Emprende, belonging to València Activa, the brand that brings together all the employment and entrepreneurship offer of the València City Council, with more than 600 start-ups that generate 140 EUR million of business and around 8,000 direct and indirect jobs, more than 30 investor groups, more than 40 communities of technological knowledge and multiple coworking spaces.
  In fact, València is the city with the most start-ups per capita in Spain (0.064%, compared to 0.056% in Barcelona and Bilbao, or 0.033% in Madrid) and is the fastest growing entrepreneurial ecosystem in Spain.
- **Public-private collaboration** in València is a key factor for the positioning of our city. A solid network created between all the city's agents, which is positively influenced by the infrastructure of accelerators, incubators, corporations, public and private universities, investment funds, professional associations and schools, etc. Its accelerators and incubators include Marina de Empresas (formed by Edem,

Lanzadera and Angels Capital), the American Plug and Play Spain, Innsomnia, GoHub, KMZero, SocialNest, Demium Startups, BioHub, Climate KIC, NoSpoonLab, Zubilabs and Col.lab Las Naves, which turn the Valencian entrepreneurial ecosystem into a hotbed of talent and start-up creation.

- València is the **fastest growing ecosystem** in Spain and one of the most dynamic and flourishing in Europe, especially in the field of new technologies and in sectors such as Big Data, Machine Learning, Artificial Intelligence, E-commerce, Mobile, IoT, Digital Marketing, Videogames and entertainment, Health, Tourism, Communication, Education and Sport.

- València is considered a national **talent factory** thanks to its 8 universities from which more than 100,000 students and an average of 3,500 engineers graduate every year. We also have the Tech Transfer UPV fund, the first technology transfer fund promoted by a Spanish public university. València is considered the best Erasmus destination in Europe. It has been awarded the prize for the best EC talent attraction programme.

3.12.4.5 Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community

This Plan includes tourism issues:

- **Improve the quality and functionality of the already urbanised coastal areas and in particular of a quality tourist offer**. The meeting of this goal involves applying the following criteria:
    - Favour hotel uses over the increase in secondary housing stock.
    - Prioritise urban green spaces on the coastal strip.
    - Establish public facilities and equipment that favour a quality tourist offer.
    - Favour the reconversion of the mature tourist service offering towards segments of higher demand based on landscape qualification.

3.12.4.6 Spatial Strategy of the Valencian Community

There are a number of guidelines in the 2011 Spatial Strategy that relate to this strategic line 11:

- Economic development strategies will tend to promote those activities or sectors in which the Valencian Community has comparative advantages.

- We must take advantage of our tourism-residential specialisation to develop new activities with greater added value in the areas of leisure, health, sport, culture, new energies, entertainment, etc.

- Following the EU Regional Policy guidelines, indicators concerning the driving forces of competitiveness—innovation, entrepreneurship, talent and connectivity—should be improved.

- Appropriate living conditions must be developed to attract and retain so-called creative capital, i.e., highly educated and talented groups with the capacity to generate innovation processes for both traditional sectors and new demand niches.
- Attracting major cultural and sporting events in order to "sell" the image of the region abroad and produce highly profitable knock-on effects is a priority.
- Advantage should be taken of the entrepreneurial capacity and contacts of immigrants with their countries of origin in order to develop mutually beneficial projects, both for the region and for these countries.
- We need to move towards the dematerialisation of the economy, producing more with less, and decoupling our quality of life from the consumption of natural resources.
- Social cohesion, apart from its strict objectives of improving social capital, is a major factor in territorial competitiveness.
- Likewise, tolerance, understood as openness, integration and respect for diversity, is fundamental in preventing social conflicts and in attracting creative people.
- The concentration of the production of advanced services operating through territorial clusters should be favoured.
- R&D&I policies should harmonise innovation in traditional sectors with new future specialities.

Goal. Reorienting the tourism model towards more sustainable territorial patterns

- A better balance should be sought between the supply of hotel accommodation and the unregulated supply of secondary dwellings.
- In the interest of rational planning, the forecasts for the growth of tourist sites should incorporate their environmental burdens.
- Compact tourism models should be preferred to uneven expansion, with higher energy and water consumption.
- It is desirable to promote the conversion of more mature tourist areas with uncertain tourist prospects, good accessibility and a critical mass of services and facilities into areas of permanent residence.
- Coastal tourist areas should be functionally integrated with pre-coastal and rural areas in their immediate surroundings, with a view to territorial cooperation and complementarity of the tourist offer.
- Building volumes, and land use models and typologies must be harmonised, integrating all actions into the landscape.
- The different tourism segments and products should be diversified: health, adventure, golf, nautical, sports, culture, congresses, etc.; in order to deseasonalise the offerings.
- City centre renewal programmes should ensure their contribution to tourism competitiveness in both established destinations and those with tourism potential.

- Alternative forms of mobility and the promotion of public spaces should be a priority in the planning of new tourist areas.
- It is a priority to create observatories to analyse and predict the effects of climate change on tourism resources.
- Additional financial resources must be demanded in order to adequately cater for the population displaced by tourism.
- The protection, development and management of the landscape as a tourist attraction must be guaranteed.

Goal. Active and integrated management of the cultural heritage

- The management of cultural heritage has to be done jointly, in the form of a network, breaking with the traditional isolated view of heritage assets.
- The conservation and enhancement of cultural heritage must be linked to regional development policies.
- In order to improve the external projection of heritage sites, this must be coordinated with other tourist attractions, especially those related to coastal tourism.
- Institutional policies regarding the location of administrative buildings should positively discriminate buildings with heritage and historical value.
- It is advisable to thematise the different cultural heritage offers in order to make them more recognisable on the demand side and to facilitate their connection with complementary services and attractions.
- Interventions in historic centres should consider the conservation of cultural heritage together with urban and social sustainability policies.
- The definition of cultural heritage assets and their settings is a basic criterion of both urban and territorial planning and landscape policies.
- Cooperation criteria must be established with other territories and administrations in order to avoid the thematic rupture that may be imposed by territorial borders.
- The different forms of governance and cooperation to be put in place for the management of cultural heritage should take into account the owners, where appropriate, and the inhabitants of their surroundings.
- It is important to create a corporate image that identifies the different thematic routes and their resources in the territory, avoiding the proliferation of routes that are not sufficiently important to be recognised by demand.

3.12.5 5. SWOT analysis of the consultation process

Finally, the conclusions of the participatory workshops based on the 6 city visions related to this Strategic Line 11 are reproduced in the form of a SWOT analysis:

3.12.5.1 Weaknesses

- Mediterraneanness has not been promoted or processes that could do so have not been maintained.
- Lack of political and social consensus on the value of the Mediterranean and its culture, with many biased and prejudiced views.
- We have often turned our backs on the Mediterranean, especially as far as the shores of Africa and the Arab world.
- It is difficult to maintain projects and achieve stability in the sector.
- Disconnection between the different projects.
- Lack of institutional momentum and joint strategy.
- The cultural and creative industries are not linked to the business fabric.

3.12.5.2 Threats

- Failure to give a serious consideration to Mediterranean culture, which ends up being only a tourist attraction and does not give value to the relationship with the local community (trade, gastronomy, products, etc.).
- That creativity and innovation end up being elitist, exclusive and closed off.
- Define culture only as folklore and leisure, promoting only that which is viable.
- Failure to promote diversity or balance in cultural productions.

3.12.5.3 Strengths

- València is experiencing a very important moment in terms of cultural projection, with quality local proposals, but also as an international reference (Design Capital).
- The Mediterranean is well known for its gastronomy, which can be a tool when it comes to culture.
- Migrations have led to cultural hybridisation in the city.
- There is a network of social and cultural entities that work with this vision.
- There are strong links with other cities in the western Mediterranean.
- A way of life tied to the street, public spaces, the climate, etc.; which are aspects that we share with the rest of the Mediterranean.
- Historical capacity for entrepreneurship and innovation, having been at the forefront in many sectors at many points in history.
- A strong network of universities and technology institutes fostering innovation.
- Street life that facilitates creative design linked to public spaces.
- A large creative community in the city together with a creative DNA that is incorporated in almost everything the city does (festivals, events, cultural projects, etc.).

3.12.5.4 Opportunities

- Promoting diversity and the "meeting point" as a cultural value.

- Promote the Mediterranean lifestyle as a holistic vision that draws on the values of all Mediterranean shores that make us share the same culture and the same environment.
- To generate research and knowledge about the values, natural environment and culture of the Mediterranean.
- To create an integrated local development model based on the city's existing resources and challenges that fosters local innovation and generates triple-impact enterprises.
- Develop Innovative Public Procurement.
- Enhance the Design Council that is being set up.
- Establish a municipal service that deals with design and creativity in a cross-cutting manner in public policies.
- Develop systems for monitoring and evaluating the impact of creativity and innovation.
- Improving the transfer of creativity between networks and social actors.
- Tying Corporate Social Responsibility projects to creativity and culture.
- Facilitate experiences of co-management of spaces for culture, innovation or creativity, thus enhancing the participatory culture.
- Balancing the presence of creativity in all neighbourhoods (projects, spaces, training, etc.).
- To disseminate the values of creativity applied to the resolution of challenges.
- Rethink cultural facilities as spaces for creativity (libraries and museums).
- Promote the figure of the culture Promoter, as a linking element.
- Establish sustainability criteria for creativity.

3.13
SL12 - Urban and Metropolitan Governance

3.13.1 1. Description in the Strategic Framework 2022

This strategic line is aimed at promoting the comprehensive transformation and modernisation of the municipal public administration and the different spaces, and the urban and metropolitan governance mechanism.

The strategic objectives are as follows:

3.13.1.1 SO45. Strengthening municipal administration as an instrument to deliver public policies that put people at their centre

This objective is aimed at guaranteeing an administration made up of qualified personnel in a constant process of training and adaptation to the reality in which it is integrated. An organisation that manages the knowledge generated to increase productivity and the collective performance of public services. An administration oriented towards process improvement, with the establishment of catalogues of competencies and municipal services with service charters that constitute quality commitments to citizens and the establishment of performance evaluation mechanisms. An administration that incorporates a transversal perspective and works in coordination between the different areas of the City Council and other governmental bodies. An administration that links both the municipal budget and municipal planning, programmes and investments with the Strategic Objectives of the Strategic Framework of València and the SDGs of the 2030 Agenda. It thus ensures a real and transformative inclusion of the sustainable development goals of the 2030 Agenda into the design of City Council budgets and planning, as well as the monitoring of implementation.

3.13.1.2 SO46. Enhancing open government, transparency and participation in the elaboration and implementation of public policies

This objective is aimed at increasing access to information for all citizens, accountability and trust in the management of resources in order to consolidate the institutionality of local government. It aims to consolidate the instruments and processes of public participation that

allow citizens to be part of decision-making, to create new spaces for physical and digital participation; as well as to increase coordination and maximise synergies with agents from the private, public, academic and citizen sectors.

3.13.1.3 SO47. Developing a model of metropolitan governance

This objective is aimed at achieving a consolidated metropolitan governance model that allows for joint and coordinated decision-making in order to respond to needs from a metropolitan perspective.

3.13.1.4 SO48. Enhancing digitalisation, modernisation and coordination for efficient municipal government

This objective is aimed at accelerating the digitalisation of the public administration and enhancing the use of gender-disaggregated data infrastructure and increase the knowledge and use of digital tools, the use of data in decision-making, as well as the operability and efficiency of digital municipal services for citizens. Integrate innovation and sustainability criteria into the municipal organisation especially through public procurement to strengthen, through demand-driven municipal procurement, the innovation and sustainability sectors, and to provide better services and infrastructure in the city. In particular, all administrative procedures for the establishment of new companies and for companies already established in the city must be facilitated, speeding up the processing of licences in order to reactivate the economy and generate employment.

3.13.2 2. Alignment with the SDGs and the SUA

3.13.2.1 Association and correlation with the Spanish Urban Agenda (SUA):

	9. Lead and foster digital innovation	9.2. Promote e-Government and reduce the digital divide.
	10. Improve instruments for intervention and governance.	10.1. Achieve an updated, flexible and simplified planning and regulatory framework that also improves management. 10.2. Ensure public participation, transparency and promote multi-level governance. 10.3. Boost local capacity building and improve funding. 10.4. Design and implement training and awareness-raising campaigns on urban issues, as well as information exchange and dissemination.

3.13.2.2 Association and correlation with the 2030 Agenda for Sustainable Development (SDG):

9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	9. Build resilient infrastructures, promote sustainable industrialisation and foster innovation
11 CIUDADES Y COMUNIDADES SOSTENIBLES	11. Make cities more inclusive, safe, resilient and sustainable.
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	16. Promoting just, peaceful and inclusive societies
17 ALIANZAS PARA LOGRAR LOS OBJETIVOS	17. Revitalising the Global Partnership for Sustainable Development

3.13.3 3. Descriptive data and indicators

3.13.3.1 Descriptive Data on the Spanish Urban Agenda

The following table shows the descriptive data on the Valencia municipality provided by MITMA that are related to this strategic line:

	Descriptive data	Result
D25	Percentage of people with access to social services (%)	5.60
D37	Urban Planning role present in the municipality	PG
D38	Date of Urban Planning first being present in the municipality	1989

Description, methodology and updated data available on the website of the Spanish Urban Agenda: https://www.aue.gob.es/

3.13.3.2 SDG indicators in the State of the City Report

The following table shows the SDG indicators available for the city of Valencia that are related to the strategic line:

Sustainable Development Goal	Code	Descriptive data/Indicator	Unit of measurement	Most recent data	Date
4 EDUCACIÓN DE CALIDAD	SDG 4.2.1	Pre-school education	%	69.3	2021.
	SDG 4.B.2.	School voucher coverage	%	12.98	2021.
13 ACCIÓN POR EL CLIMA	SDG 13.2.1	Emissions of tonnes of CO2 per 100 inhabitants	x100	184.2	2020
	SDG 13.3.2	Members of the public who think they are affected by global warming	%	63.2	2015
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	SDG 16.6.4	Expenditure per inhabitant	€	1131.87	2020
	SDG 16.6.5	Investment per inhabitant	€	105.26	2020
	SDG 16.6.6	Transparency	Scale 1-100	90	2017
	SDG 16.6.8	Adult population's assessment of municipal management	Scale 1-10	5.45	2019

Updated methodology and data available at: https://ods-valencia.github.io/estadistica/es/

3.13.4 4. Analysis of plans and strategies

Strategies, plans, programmes and other documents developed or under development associated with this Strategic Line are:

Municipal strategic planning	
COVID Framework Agreement	Public Participation Model
València 2030 Early Demand Map - IPP	VLCi strategy. Smart City Strategy (2022)

Below is an extract of the content of these documents that has been relevant for the definition of this strategic line 12, taking into account both its diagnostic content and its propositional nature for EUVLC2030.

3.13.4.1 Public Participation Model

Firstly, we take up the proposals of the Public Participation Model, which proposes several axes related to this strategic line:

Axis 1: Participation, a strategic and cross-cutting issue

There is now a clear demand to move towards a more open, more democratic, more transparent and more participatory government. For this reason, public participation in itself must become a strategic element of municipal government and management that permeates the work of the different areas of government.

It must also do so with coherence in terms of objectives and with a shared methodological vision that allows for effective technical coordination of the various participatory processes promoted by the institution.

For this to happen, participation needs momentum and clear political leadership to progressively incorporate it into the way we govern and manage. A clear and explicit political commitment is required, led by the mayor's office, with the support of the government team as a whole. Furthermore, a broad agreement between the different political groups in the municipal government is necessary to guarantee its continuity.

Key elements:

- **Regulatory development**. The different elements of this model will be incorporated into the regulations of València City Council to guarantee its formalisation and institutionalisation. In particular, the Organic Regulations of Government and Administration of València City Council will be revised and new Regulations on Public Participation will be drawn up.
- **Internal coordination body**. Composed of civil servants from the different areas of government of the city council. Its main function will be to coordinate the different actions developed in the field of public participation by the

different services. It will be the body in charge of validating its objectives, methodological coherence and technical development. The meetings shall be held on a monthly basis.

- **Decentralisation and Participation Service**. It will be responsible for coordinating the implementation of this participation model. Its mission is to coordinate the participation of citizens, organised and unorganised, in public affairs. To this end, it coordinates, advises and collaborates with the different initiatives. It should be a cross-cutting municipal area, with resources, knowledge and experience in public participation and associations. It must be ensured that the service is adequately staffed.
- **Continuous training for civil servants**. Public participation will be included in the training offered to City Council staff, both in specific courses and in the wider training programmes for civil servants.
- **Higher academic training in public participation**. The creation by the city's public universities of a postgraduate training programme specialising in public participation will be promoted and supported.
- **Permanent observatory on public participation**. Composed of representatives of civil society, professionals, experts and academics. It will be responsible for monitoring the implementation of this participation model, as well as for carrying out other studies or evaluations in this regard that are considered relevant to increase public participation in the city of València.

Axis 2: Territorial decentralisation

One of the objectives of this model is to move from a model of administrative devolution to a territorial decentralisation of the València City Council. This implies a redefinition of the competences of the municipal district councils, and of their demarcations, as well as a redistribution of decision-making power in territorial terms in the city and its towns.

The objective of decentralisation is twofold. On the one hand, making the activity of district councils more efficient by decentralising funds and resources, as well as reviewing administrative procedures. On the other hand, to bring decisions closer to the citizenry so that they can take ownership of the decision-making processes and become part of them.

Key elements:

- **Territorial distribution of the municipal district boards**. In order to convert the municipal councils into the institutional space that is closest to the people and to establish a coherent as possible territorial distribution, it is proposed to progressively increase the number of municipal councils, starting this process with the creation and implementation of 3 new municipal councils for the towns of València.
- **Political decentralisation**. The municipal district councils will be assigned specific competencies in certain areas and will be provided with the necessary

budgetary and personnel resources to carry them out. The municipal boards will function in a similar way to other municipal services under the political direction of the councillor who holds the presidency of the board.

- **The district council shall be the highest governing body of the municipal council**. It will be the place where the decisions of the municipal council are taken within the framework of its competences.

  District council meetings shall be open to the public in the form of an open assembly, so that all persons attending shall have the right to speak.

  The Council may set up working groups which shall be open to the participation of citizens' organisations. The working groups shall not be decision-making bodies but working spaces for deliberation and consensus on matters within the competence of the board. They will be the spaces par excellence for the collective construction of proposals. They will submit their proposals to the District Council where decisions will be taken.

  In the case of the towns of València, the functioning and composition of the district councils will be adapted to their own singularities.

  In addition to the district councils and working groups with specific purviews, spaces will be set up where debates, reflections and proposals for the district will be held, which will then be taken to the district councils to be taken into account and, if considered, put to a vote. It will thus be a meeting place for the district's neighbourhoods, which will make it possible to take proposals worked on by all of us to the district councils.

- **District Observatory**. In each district, a unit for information generation, data collection and specific information will be created and incorporated into the VLC platform to enable a comprehensive analysis of the day-to-day reality of each district. This data will be made available in an open format to the administration as well as to other actors from civil society, the private sector and academia.

- Citizen **service offices**. the creation of citizen service offices in the municipal district councils will be promoted.

Axis 3: Participation bodies

The model seeks to work on improving the functioning of the existing participation bodies, increasing their representativeness, operability and autonomy with the aim of allowing them to have a greater impact on the city's public policies. To this end, its composition and functions will have to be redefined. On the other hand, it will promote the creation of new institutional bodies that allow the greatest possible number of municipal issues to be dealt with on a stable or ad hoc basis in a consensual manner with the actors involved.

Key elements:

- **City Social Council**. It is the city's participatory body par excellence. Its structure will include a permanent commission that will set the pace and agenda for its functioning in accordance with the requests of Valencian civil

society. It will broaden its representativeness by including representation from each sectoral council and each district council. The specific work will be carried out by working committees, which will be provided with resources for studies or reports. Its functions will include, among others, the preparation of mandatory reports on the annual draft budget, the annual draft of tax ordinances and public prices, the general urban development plan, strategic municipal plans and citizen consultations of institutional initiative.

- **Sectoral Councils**. Participation bodies of a consultative nature in the major areas of municipal policy, conceived as advisory spaces for the development of specific policies and, especially, for the preparation of strategic plans for the different areas of government.
- **Childhood and Adolescence Council**. It will be made up of children and adolescents democratically elected through a process organised by districts that will take place in the city's educational centres. Its functions will consist of presenting initiatives, suggestions and proposals to be debated in the corresponding municipal areas and bodies, as well as proposing solutions to problems in the city that affect children and adolescents. Its composition will guarantee plurality, parity and diversity in the city: academic, sexual, origin, functional, gender, etc.
- **Thematic tables**. They will be spaces for public participation of a non-permanent consultative nature, with a more flexible constitution than sectoral councils, to address issues of a more specific nature.

Axis 4: Participation channels and tools

The participation model includes the institutionalisation of a series of participation channels that are coordinated through tools and processes that combine both the participation of individual citizens and that of citizens organised through associations, platforms or other types of entities.

Key elements:

- **Participatory Budgeting**. The municipality shall annually set aside a part of its municipal budget to be chosen through a participatory budget procedure. Citizens will have the possibility to submit proposals for consideration and will participate directly in the allocation of resources through a direct vote with universal suffrage. The municipal district councils, through their councils, will play an active role in the analysis, deliberation and collective creation of these proposals.
- **Citizen consultations**. The necessary means will be included and a system of consultation will be established for those aspects of greatest relevance to the city. Citizen consultations will be carried out at the initiative of the mayor's office or the government team. They will be carried out through online mechanisms that facilitate public participation combined with face-to-face spaces to address the digital divide.

- **Citizens' initiatives**. The right of initiative may be exercised by citizens and promoted by entities and associations. This will take the form of the presentation of proposals for agreements or actions, or draft regulations on matters of municipal competence. In the event that a citizens' initiative is supported by 2% of those entitled to vote, it must be debated and voted on in a plenary session. In any case, it must have the corresponding technical reports that guarantee its legality.

- **Participatory neighbourhood strategies**. The municipality will define a series of neighbourhoods or villages of preferential action due to their socio-economic and cultural characteristics. In these neighbourhoods, it will develop comprehensive participatory strategies that will define the preferred lines of municipal action in the short and medium term.

- **Specific participatory processes**. Quality participatory processes will be promoted and facilitated to be incorporated into the design and elaboration of different municipal programmes. In particular, participatory processes will be developed in specific areas related to public spaces (squares, parks and gardens, etc.) or to specific municipal services. This will be mandatory for initiatives of particular relevance to a neighbourhood or to the city as a whole.

- **Participation in public policy**. Appropriate mechanisms will be put in place to encourage public participation in the main elements of municipal public policy, such as the general urban development plan or municipal ordinances.

- **Speeches in plenary sessions and informative commissions**. A popular decision-making model in the City Council Plenary will be regulated so that associations and non-organised citizens can promote initiatives directly, without being linked to political groups, so that they can be debated and voted on.

- **Complaints and claims**. Its management system will be reviewed to ensure the follow-up and traceability of citizen petitions, as well as to assess the degree of citizen satisfaction with the response of the different services.

Axis 6: Culture of participation

A fundamental aspect of the participation model is to foster a participatory culture based on values such as solidarity, defence of rights, social commitment, co-responsibility, volunteering, tolerance, dialogue, and respect and appreciation of diversity. In short, a culture of participation that favours the active and critical exercise of citizenship.

Key elements:

- **Information and communication**. Regular, clear and simple information will be provided on all the activities, channels and processes of public participation existing in the City Council.
  Awareness-raising campaigns to promote and convey to citizens the importance of exercising participation as a right.

- **Schools of citizenship**. An educational programme on public participation will be implemented through the Popular University and other municipal spaces, aimed at learning and developing the skills of the different social agents in the city. The design of the citizenship school must take into account the knowledge and previous experience of the associative fabric itself.
- **Educational projects**. Through the Education Department and the Educating City programme, educational programmes will be implemented in the city's educational centres aimed at training in citizenship, participation and critical awareness.
- **Forums and conferences**. A programme of forums, round tables and conferences will be designed to debate and reflect on strategic issues of the city.

Axis 7: Open government, transparency and smart city

Making available to citizens and social agents all the information available in the City Council on the reality of the city is one of the basic requirements for promoting quality participation. If information is power, transparency is one of the fundamental requirements for the empowerment of citizens and the construction of collective knowledge.

Key elements:

- **Transparency and open data portal**. The transparency portal will be further developed to provide the most relevant information on the different dimensions of the reality of the city of València in an agile and visual way. All information will be accessible and available in a standard open data format so that it can be treated and processed by the different social actors with the greatest ease.
- **Smart city and public participation**. The initiatives included in the smart city strategy will always have mechanisms to promote and facilitate the participation of the different public, private, academic and, in particular, citizen stakeholders in all their phases: diagnosis, design, implementation and evaluation. In particular, the development of technological tools that facilitate public participation in city consultation and decision-making processes will be promoted. Continuous efforts will also be made to improve the protection of personal data privacy in the interaction of citizens with the City Council's advanced technology services.
- **Accountability**. The monitoring and evaluation of the participation model will be carried out through the permanent observatory on public participation and the Social Council of the City, as well as in specific sessions that are necessary for accountability.

3.13.4.2 COVID Framework Agreement

The Framework Agreement also included proposals related to this strategic line 12 of EUVLC2030:

- Approve the draft ordinance on telecommunications and electronic communications networks to, among other things, be able to ask operators to present projects with BIM methodology and continue the **digitalisation of the entire field of municipal licences**, the processing and remote reception of applications, as well as to promote the use of activity reviews through certification bodies, ECUV and GANSO, as soon as possible when decrees of the Generalitat come into force. Global integration through the SerTIC will be required.

- Make a major public-private pact with professional associations to **speed up administrative procedures**. Improve the management of self-declarations and prior communications through a more efficient system for managing acceptance, making electronic processing possible. Encourage building and energy renovation, as well as near-zero energy buildings. Draw up unified criteria and instructions for the rapid and safe processing of suspensions, compensation and/or restarting work on urban projects. To make it easier for the public to be able to access files so they may consult information on their situation by increasing traceability of said files. Expand the customer care and resources of licensing services.

- Improve **municipal open data** so that researchers and entrepreneurs can generate new services and studies. Promote the change of the website to make it more intuitive and useful for different types of users: citizen, investor, tourist.

- Create an office within the Procurement Service and in coordination with the Innovation Service for the **promotion of IPP processes**.

- Develop and expand the Evalúa.lab **public policy evaluation** programme to foster collaboration with universities in the design of public policies and test the results before they are implemented, and evaluate the results of the policies that are being implemented.

- Promote initiatives to **bridge the digital divide**, both in economic and cultural terms and in terms of knowledge. Favour the availability of IT tools for families with fewer resources and in centres and homes for the elderly, install Wi-Fi connection in municipal spaces to guarantee accessibility, offer training and promote digital literacy among citizens.

- Create a catalogue of **information** by administrative units. Implement a user-friendly design that is easy to read for resolutions, circulars and recommendations. Create a virtual assistant system to deal with a variety of questions from citizens (chat bot). Special communication actions with the elderly by the City Council. Create a single citizen information point coordination system about COVID-19 or any other disaster that involves all municipal actions.

- Establish an anti-crisis protocol to protect the **social side of the associative fabric**. To train civil servants to work in the Kaleidos Network Foundation. Invest in infrastructure for the PAGODA Chair (UV-GVA). Create an associative portal to give visibility to and coordinate the city's associative fabric (local civic network). Online assistance, information and guidance for citizen organisations.
- Promote inter-institutional relations with the IOPD (International Observatory for Participatory Democracy). Create a digital platform **for public participation** in order to integrate virtual management and discussion spaces for institutional participation bodies, participation processes, etc.

3.13.4.3 València 2030 Early Demand Map - IPP

The Early Demand Map includes a wide range of other issues related to this strategic line:

- **Citizen-oriented e-administration:** the digital transformation of the different Delegations and Areas of València City Council should offer very significant opportunities for the improvement of public services and their adaptation to the specific needs of citizens, especially in a context such as the current one in which COVID-19 has led to the need for most administrative procedures to be carried out in a non-face-to-face manner.

  In this regard, it is worth noting that the City Council's e-administration efforts date back to long before the pandemic. Specifically, in 2016 it began a complete overhaul of its electronic system to gradually digitise many of the procedures that until then were almost all face-to-face. Now, in 2021, the e-Office has grown in terms of users, visits, online procedures, etc.; and it is necessary to continue strengthening it.

- **Progress towards an open, transparent and participatory administration**: the principles of open government and, in particular, collaboration between local administrations and citizens, social organisations and businesses are particularly relevant. In this context, and in line with the commitment made in recent years, this challenge aims to advance and innovate towards a new public participation model based on the precepts of open government and which allows the demands of the multiplicity of actors to be adequately managed, identifying new tools and channels for participation through the use of digital technologies and tools, and thus encouraging public participation in the design, monitoring and evaluation of public policies.

- **Automation and robotisation of internal administrative processes**: this challenge aims to advance in the development of a set of innovative measures that seek to improve the quality, quantity and efficiency of the management and processing services and processes of the City Council of València, through the use of intelligent automation technologies such as robotisation or Artificial Intelligence. The focus will

be on, among other processes, digitalisation and improved automation in the processing of procurement files and in the management of grants and subsidies.

- **Moving towards a digital and smart** workplace: it is essential to undertake transformative projects that leave behind the working tools of the last century and allow for the implementation of new generation workplaces that address both technological advances and the development of the necessary digital skills of public employees.

  This transformation will make it possible to improve the productivity of this personnel, orienting these jobs towards aspects such as mobile working or the use of collaborative tools.

- **Data as a new public infrastructure in València**: the lack of an adequate regulatory framework that offers certainty to the use that all agents can make of this data; the lack of adequate cooperation frameworks for sharing data between sectors, and between these and the Governmental Bodies; and the lack of transparency in the regulation of property rights in this field.

- **Total elimination of the digital divide**: the digital divide is currently one of the main causes of increasing inequality and widening social gaps. This concept has evolved over time, and in addition to the concept of access to new information and communication technologies, the acquisition of digital skills and the good use of ICTs have also been added. Concepts that are related to variables such as origin, educational level, age, gender or financial situation, and that generate profiles that are more vulnerable to the digital divide.

  In this context, this challenge aims to use the IPP to bridge the digital divides that may impede progress in the digital transformation of the economy and urban life.

- **Cybersecurity**: this challenge aims to ensure that the staff of València City Council are aware, responsible for and active in the fight against technological risks, thereby guaranteeing the security of the infrastructure, communications and digital services provided by the Governmental Bodies. And all this in close collaboration with the private sector, as demonstrated by Telefónica's recent opening of an IoT and Smart City cybersecurity centre in the city.

- **València GovTech, a benchmark for public technological innovation**: In addition to all the aforementioned challenges, the Valencian Public Sector aspires to continue consolidating its position as a reference agent in terms of public technological innovation. Therefore, in addition to promoting all the digitalisation processes described above, it also aims to incorporate the pioneering solutions in technological

areas such as artificial intelligence, blockchain and Big Data, not as a means to an end in themselves, but with citizens and the generation of real public value in mind.

As a reference element for this challenge, we must take into account the priorities and lines of action of the Digital Agenda of the Valencian Community, as the main instrument for promoting the development of the digital society in the region. Thus, this strategic plan advocates, among others, to continue advancing in the development of Smart Cities or in promoting technological innovation as a key element for the improvement of public management at the local level.

3.13.4.4 VLCi strategy. Smart city strategy

This strategy incorporates objectives and measures related to strengthening municipal administration and governance:

- **Physical and digital citizen security**

  València promotes raising awareness of the importance of data privacy and is preparing itself to face the impact of cyber-attacks, as data is a very important asset for the city of the future. The city's various public agencies are creating cybersecurity strategies and new policies to response to any cybersecurity breach, data loss, financial impact or major service disruption. In addition, Artificial Intelligence will be harnessed to ensure security.

  1.- Establish digital security policies, to ensure the trustworthiness and security of citizens while safeguarding privacy and fundamental human rights.

  2.- Implement new cybersecurity strategies and plans.

  3.- Develop increasingly secure and robust systems.

- **Technology projects:**

  1.- VLCi platform: first smart city platform deployed in Spain in 2014. It is an advanced system for storing and computing information from València City Council's systems, and from the systems and devices deployed in the city, which allows municipal managers to compile a large amount of information in a single repository, analyse it using Big Data tools and draw conclusions.

  2.- Impulso VLCi: project launched in 2017 following the signing of the agreement between the public business entity Red.es and València City Council. It includes 17 initiatives that provide the city with new solutions in five Smart areas (mobility, governance, environment, society and well-being). These initiatives represent a major step forward in the development of the smart city, enriching the VLCi Platform

with new indicators and information that can be used transversally and have a positive impact on the daily life of citizens.

3.- Smart City Office: office created in 2018 to turn the city of València into a smart city by helping services and actors to use technology to solve public problems and achieve a better quality of life for citizens.

- **Technological tools:**

  1.- App València: mobile application that allows citizens to communicate with the City Council.

  2.- Geoportal: a platform that makes a wide variety of existing City Council resources available to the public.

  3.- València al Minut: a tool that provides citizens with a real-time information portal on the state of the city.

  4.- Dashboards: dashboards for use by municipal staff to make better decisions for the environmental and economic management, and sustainability of the municipality.

- **Participatory, agile and transparent government**

  The city of València continues to evolve to be centred around and designed by and for its citizens, promoting participation in a collaborative process and of open government policies. A smart and sustainable city created by and for its citizens in a collaborative ecosystem involving universities, businesses, NGOs and the public sector, with governments acting as platforms for this realisation model, and with technology as a powerful enabler.

  Objectives:

  1.- Foster a transparent, open and digital government that uses Artificial Intelligence and technological infrastructure to drive and help automate operations, create efficiencies and deliver better services.

  2.- Enable the massive and collaborative participation of citizens in municipal decisions.

  3.- Analyse the data generated in the smart city to help develop agile, data-driven policies and decisions, track performance and outcomes, and improve government efficiency.

3.13.5 5. SWOT analysis of the consultation process

To conclude this chapter on Strategic Line 12, the conclusions of the participatory workshops related to it are reproduced in the form of a SWOT analysis:

3.13.5.1 Weaknesses

- Lack of indicators and open data sources that allow us to measure the impact and monitor public policies.
- Not having measurement systems or agreed definitions (e.g., that a cycle path should not count as green infrastructure).
- The administration is slow in implementing projects and changing policy, coupled with a high level of bureaucracy and conflicts of competence in resolving certain issues.
- Lack of environmental governance to improve decision-making. Management difficulties due to administrative competencies.

3.13.5.2 Threats

- Maintaining sustainability as an isolated element of public policy debate, not integrated in a cross-cutting manner in the defining of public policies.
- No metropolitan integration of sustainability.
- Failure to measure, monitor and evaluate progress.
- Failure to generate integrated responses.
- Decisions are taken by a few people and are not transparent.

3.13.5.3 Strengths

No strengths were recorded.

3.13.5.4 Opportunities

- Give prominence to the l'Horta Council (Consejo de l'Horta) and the Environment Council (Consejo de Medioambiente) as central elements of environmental governance.
- Develop Innovative Public Procurement.
- Governance that enables participatory strategic decisions and enhances the participatory culture of the sector.

4 ANNEXES

4.1
Annex I. Table of the relationship between Descriptive Data and Strategic Lines.

Code	Descriptive data	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
D01	Population change 2007 - 2017 (%)			x	x		x			x			
D02a	Artificial cover area by municipality (%)	x		x	x	x	x						
D02b	Crop area by municipality (%)	x			x								
D02c	Forest and pasture area by municipality (%)	x			x								
D03a	Municipal area used for agriculture and forestry (%)	x			x								
D03b	Area used for agricultural and forestry holdings as a proportion of urban land and land for development in the city (%)	x			x								
D04	Municipal area of land not for development (%)	x	x		x	x	x						

Code	Descriptive data	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
D05	Area of green spaces per 1,000 inhabitants	x	x	x									
D06	Urban Density. No. of inhabitants per hectare of urban land area (inhab./ha)		x	x		x	x			x			
D07	Discontinuous mixed urban land area as a proportion of total mixed urban land (%)	x				x							
D08	Housing density by urban land area (dwellings/ha)					x	x	x					
D09	Urban compactness. Buildable gross area (m2 roof /m2 floor)			x		x	x						
D10a	Built-up area for residential use by floor area (m2t/m2s)					x	x	x					
D10b	Built-up area for residential use as a percentage of total (%)					x	x	x					
D11	Urban complexity. Degree of organisation of the urban system					x							
D12a	Green areas per inhabitant (m2/inhabitant)	x				x	x			x		x	
D12b	Green space density (%)	x				x	x			x		x	
DST01	Planned housing density in development land areas (Dwellings/ha)					x	x	x					
DST02	Percentage of land for development as a proportion of total urban land (%)	x	x	x	x	x	x	x					
DST03	Land marked out for development as a proportion of total urban land (%)	x	x	x	x	x	x	x					
DST04	Percentage of land under development for residential use as a proportion of total urban land (%)	x	x	x	x	x	x	x					

Code	Descriptive data	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
DST05	Percentage of land areas under development for economic activities (industrial or tertiary) as a proportion of total urban land (%)	x	x	x	x	x					x	x	
D14	Percentage of building stock by municipality built prior to 2000 (%)		x					x					
D15	Per capita water consumption (litres per person per day)	x											
D17a	Transport infrastructure area (ha)	x	x	x	x	x					x		
D17b	Percentage of surface area of transport infrastructures as a proportion of the municipal area (%)	x	x	x	x	x					x		
D18a	Registered vehicles per 1000 inhabitants			x									
D18b	Percentage of passenger cars (%)			x									
D18c	Percentage of motorbikes (%)			x									
D21	Density of urban cycleways			x									
D22a	Population ageing index (%)									x			
D22b	Population geriatric index (%)									x			
D23	Percentage of foreign population (%)									x	x		
D24a	Total dependency ratio (%)									x			
D24b	Child dependency ratio (%)									x			
D24c	Elderly dependency ratio (%)									x			
D25	Percentage of persons with access to social services									x			x
D26a	Workers in the agricultural sector (%)									x			

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Code	Descriptive data	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
D26b	Workers in the industrial sector (%)										x		
D26c	Workers in the construction sector (%)										x		
D26d	Workers in the service sector (%)										x		
D27a	Businesses in the agricultural sector (%)										x		
D27b	Businesses in the industrial sector (%)										x		
D27c	Businesses in the construction sector (%)										x		
D27d	Establishments in the service sector (%)										x		
D28a	Total percentage of unemployed (%)									x	x		
D28b	Percentage of unemployed aged 25-44 (%)									x	x		
D28c	Female unemployment rate (%)									x	x		
D29	No. of dwellings per 1,000 inhabitants							x					
D32	Change in the number of households 2001-2011 (%)							x					
D33	Growth of housing stock 2001-2011 (%)							x					
D34	Percentage of secondary housing (%)							x					
D35	Percentage of vacant housing (%)							x		x			
DST06	Percentage of planned dwellings in development areas compared to existing housing stock (%)					x	x	x					
DST07	No. of planned dwellings in development areas per 1,000 inhabitants					x	x	x					

Code	Descriptive data	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
D37	Urban Planning role present in the municipality	x				x	x					x	x
D38	Date of Urban Planning first being present in the municipality	x				x	x					x	x

4.3
Annex II. Table of the relationship between the SDG Indicators of the City of València and the Strategic Lines.

SDG	Indicator	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
1 FIN DE LA POBREZA	People at risk of relative poverty considering the regional poverty line						x	x		x	x		
	People at risk of relative poverty considering the national poverty line based on taxable income						x	x		x	x		
	People at risk of poverty and/or social exclusion based on the regional poverty line: AROPE indicator						x	x		x	x		

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SDG	Indicator		SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
1 FIN DE LA POBREZA	Population with severe material deprivation							x	x		x	x		
	People in high poverty based on taxable income							x	x		x	x		
	Single-parent family households							x	x		x			
	Population aged 65 and over living alone							x	x		x			
	Population aged 80 and over living alone							x	x		x			
	Family households consisting exclusively of persons aged 65 years and over							x	x		x			
2 HAMBRE CERO	Evolution of food expenditure					x					x			
	Obese or overweight adult population				x	x					x			
	Childhood obesity				x	x					x			
	Agricultural area of Valencia	Agricultural area of Valencia	x			x								
		Population employed in agriculture				x								
3 SALUD Y BIENESTAR	Life expectancy				x						x			
	Under-five mortality										x			
	Key diseases	Mortality rate attributed to cardiovascular diseases			x	x					x			
		Mortality attributed to respiratory diseases	x								x			

SDG	Indicator	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
3 SALUD Y BIENESTAR	Premature mortality	x								x			
	Mortality attributed to cancer	x								x			
	Mortality attributed to tumours in the respiratory system	x								x			
	Mortality rate attributed to diabetes				x					x			
	Suicide rate									x			
	Traffic accidents			x						x			
	Adolescent fertility									x			
	Smokers									x			
4 EDUCACIÓN DE CALIDAD	Pre-school education					x				x			x
	School voucher coverage									x			x
	Graduate compulsory secondary education									x			
	Women at university									x	x	x	
	People who have attended a course in the last year									x	x	x	
	Use of IT tools in the last year									x	x	x	
	Population with post-compulsory education									x	x	x	
	Female activity rate									x	x		

SDG	Indicator		SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
5 IGUALDAD DE GÉNERO	Women who have been discriminated against										x	x		
	Women assisted, complaints and protection orders	Women assisted by the Women and Equality Space of the Service for Equality and Inclusive Policies									x			
		Reports of gender-based violence per 10,000 inhabitants									x			
	Women killed by gender-based violence										x			
6 AGUA LIMPIA Y SANEAMIENTO	Water consumption	Water consumption per inhabitant per day	x											
		Domestic water consumption per inhabitant per day	x											
	Daily wastewater flow in litres		x											
7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE	Total electricity consumption per inhabitant per day (kWh)			x				x						
	Domestic electricity consumption per inhabitant per day (kWh)			x				x						
	Gas consumption per inhabitant per day (kWh)			x				x						
	Unemployment										x	x	x	
	Long-term unemployment										x	x	x	

SDG	Indicator	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	Unemployment among young people with low levels of education							x		x	x		
	Temporary employment							x		x	x		
	Population affiliated to the self-employed scheme										x		
	Accidents at work										x		
	Tourist bed places					x		x			x	x	
	Bank branches					x					x		
9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	Companies in the industrial sector	x									x	x	
	People employed in the industrial sector	x									x	x	
	Patents										x	x	
	Households with internet access										x	x	
10 REDUCCIÓN DE LAS DESIGUALDADES	Population with income per consumption unit below 5,000 euros						x	x		x	x		
	Income inequality. Gini Index						x	x		x	x		
	Demographic Dependency Ratio						x			x			
	Registered unemployment among people with disabilities							x		x	x		
	Population of foreign nationality									x			
	Feelings of discrimination in the last year									x			

SDG	Indicator		SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
10 REDUCCIÓN DE LAS DESIGUALDADES	Wage income								x		x	x		
	Pension income								x		x	x		
	Income from disability or dependency benefits								x		x	x		
11 CIUDADES Y COMUNIDADES SOSTENIBLES	Average price per m² of rented housing						x	x	x		x			
	Built-up area per capita		x		x		x	x	x					
	MetroValencia journeys per inhabitant				x									
	EMT (Empresa Municipal de Transportes) journeys per inhabitant				x									
	Air quality (micrograms x m3)	Annual average concentration NO2	x		x						x			
		Annual average concentration PM10	x		x						x			
		Annual average concentration PM2.5	x		x						x			
		Annual average O3 concentration	x		x						x			
		Annual average SO2 concentration	x		x						x			
	Waste recycling		x											
	Tourists (travellers) per capita			x	x				x				x	x

SDG	Indicator	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
12 PRODUCCIÓN Y CONSUMO RESPONSABLES													
13 ACCIÓN POR EL CLIMA	Emissions of tonnes of CO2 per 100 inhabitants	x	x	x						x		x	x
	Area at risk of flooding	x								x			
	Members of the public who think they are affected by global warming	x											x
16 PAZ, JUSTICIA E INSTITUCIONES SÓLIDAS	Crime rate					x	x			x			
	Security assessment					x	x			x			
	Altruism rating									x			
	Expenditure per inhabitant									x			x
	Investment per inhabitant									x			x
	Transparency												x
	Adult population's assessment of municipal management												x

4.4

Annex III. Table showing the relationship between the documents consulted and the Strategic Lines.

No.	Strategic planning	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
	City planning												
1	COVID Framework Agreement	x	x	x	x	x	x	x	x	x	x	x	x
2	Valencia 2030 Missions	x	x		x				x	x			

No.	Strategic planning	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
3	Special Plan for Urban Quality Guidelines			x		x		x					
4	Valencia Healthy City Strategy				x					x			
5	Municipal Agri-Food Strategy 2025				x								
6	Public Participation Model								x				x
7	Road Safety Master Plan for the city of Valencia 2018-2023			x									
8	Strategic Housing Plan 2017-2021							x					
9	Social Services Plan 2019-2023									x			
10	Environmental Action Plan for the Valencia Municipality	x	x	x							x		
11	Climate and Energy Action Plan 2030	x	x										
12	Strategic plan for employment, entrepreneurship and training 2017-2020										x		
13	Valencia Youth Plan 2019-2023										x		
14	Municipal Framework Plan for Immigration and Interculturality 2019-2022									x	x		
15	Plan to improve air quality in l'Horta			x									
16	Municipal Plan on Addictive Disorders 2016-2021									x			

No.	Strategic planning	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
17	Sustainable Urban Mobility Plan (PMUS)			x		x							
18	Noise Pollution Action Plans	x											
19	Framework Plan for Equality between women and men 2021-2024			x				x		x			
20	València 2030 Early Demand Map - IPP	x	x	x	x	x	x	x	x	x	x	x	x
21	III Plan for Social Inclusion and Cohesion 2021-2025									x			
22	Urban Agriculture Plan				x								
23	VLCi strategy. Smart City Strategy (2022) (under development)	x		x							x		x
24	Public agreement for a more inclusive Valencia									x			
25	Valencia Tourism Sustainability Plan, 2022-2024											x	
26	Green and Biodiversity Plan (under development)	x											
27	VLC Tech City. Strategic Plan 2021-2025										x	x	
Regional, territorial and sectoral supra-municipal planning													
28	Valencia Metropolitan Spatial Action Plan (VALMTAPV)	x		x		x	x						
29	Spatial Action Plan for the Development and Revitalisation of La Huerta de València (PATHorta)	x			x								

No.	Strategic planning	SL 1. Climate resilience, land use and city rewilding	SL 2. Just and inclusive energy transition	SL 3. Sustainable, inclusive and efficient urban and metropolitan mobility	SL 4. Sustainable and local food	SL 5. Inclusive and local city	SL 6. Urban regeneration based on social cohesion, accessibility and sustainability	SL 7. Accessible and sustainable housing	SL 8. Associative fabric, and intergenerational and intercultural citizen networks	SL 9. Well-being, education and health, at all stages of life	SL 10. Inclusive and sustainable economic development	SL 11. Innovation, culture and sustainable tourism	SL 12. Urban and metropolitan governance
30	Spatial Action Plan for the Coastal Green Infrastructure of the Valencian Community (PATIVEL)	x		x								x	
31	2011 Spatial Strategy of the Valencian Community (ETCV)	x	x	x		x		x		x	x	x	
32	Metropolitan Mobility Plan for Valencia (PMMV)			x									

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