

Urban Mobility Sharpening the Future Together
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Summary of the contribution

**The performance of planning hypothesis about urban-transport futures:
the Light Rail in Granada**

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Transport planning is essentially a forward-looking activity, where the construction of future scenarios renders the potential to generate alternative images about transport and urban systems. Nevertheless, before exploring new scenario methodologies to be implemented in planning, we should ask about the diverse pathways and mechanisms currently used by planners to build transport and city futures.

We analyse this process in the inception of the Light Rail Transit (LRT) project in Granada (Spain) (from 1998 to 2007). Five *planning hypotheses* about the LRT and the overall future transport system were defined and used as common argumentative elements across different planning figures from the Granada Metropolitan Area. Those hypotheses were related to transport capacity, public transport demand, traffic reduction, accessibility and urban transformation. Then, the way in which those hypotheses were supported by planning arguments was interpreted through three distinct criteria of *scenario performance*: *consistency*, *plausibility* and *coherence*.

Consistency relates to the support of planning hypotheses as predictions, validated by causation, accuracy and past experience; some formal aspects of the future of Granada's LRT, such as transport coverage, demand allocation or quantification of transport impacts on traffic and urban environment, were represented by current trends, measures, accurate zoning, gradients and gravitational effects at metropolitan scale and cause-effect relationships. *Plausibility* is connected to the use of planning hypotheses as practical assumptions, validated by intuition and convenience; from this perspective, future was mainly represented in plans by relational elements, such as transport networks (ej. In multi-modal designs), urban axes and structures, and also narratives about on-going metropolitan processes (i.e. centralisation and decentralisation). *Coherence* reflects the use of hypotheses as problem-building instruments, validated by generation of interest and meaning; future was built by planners in the elaboration of languages about mobility and the city, in the use of boundary objects to pivot between different planning frames (transport management, traffic management, mobility planning or accessibility planning), in the confrontation of ideas about sustainable and non-sustainable transport, as well as the modern and the traditional city, or in the identification of spaces of transformation and conflict.