

ERASMUS+ PECUS


CASE STUDY SHEET

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| CS code | ES-05 | CS Title | GREEN GATES PROGRAMME |
| GENERAL INFORMATION | | | |
| Type of case study | <input type="checkbox"/> National or regional level policy/plan/strategy <input type="checkbox"/> Local level policy/plan/strategy <input type="checkbox"/> Study/research <input checked="" type="checkbox"/> Project <input type="checkbox"/> Other | | |
| Responsible body/Promoter | Regional Ministry of Environment and Territorial Planning, Junta de Andalucía (Andalusian Regional Government) | | |
| Location (region, locality) | ANDALUSIA | | |
| Geographical area covered | <p>This programme covers all citizens of the most densely populated Andalusian urban areas and the neighbouring municipalities, points of cultural interest, university campuses, peri-urban and metropolitan parks, among others, that pass through the green corridors.</p> <p>Period 1 (municipalities with more than 50,000 inhabitants) 2004-2017: 30 green Gates for 27 Andalusian municipalities with more than 50,000 inhabitants. Recovery of 765 kilometres that will benefit a total of 3.7 million inhabitants.</p> | | |
| Year | Period 1 (municipalities with more than 50,000 inhabitants) 2004-2017 Period II (municipalities with more than 20,000 inhabitants) 2017-2020 | | |
| Summary description | <p>The "Green Gates Program", drawn up by the Regional Ministry of the Environment and Land Management of the Andalusian Government, is integrated into the Plan for the Management and Recovery of Livestock Routes in Andalusia and consists of the design of a network of green corridors in Andalusian urban centres with more than 20,000 / 50,000 inhabitants, generating a new countryside-city relationship through quality green infrastructures that contribute to the creation of a true Metropolitan Green Space System.</p> <p>Livestock routes, due to their configuration and network structure, constitute a useful resource for a sustainable organisation of the territory, offering great possibilities for the articulation and integration of points of territorial interest.</p> <p>In short, livestock routes, which many could consider declining, represent not only an important part of Andalusian heritage, but are also basic to contribute, through compatible and complementary uses, to the fulfilment of social needs currently in demand in our Autonomous Community.</p> | | |
| Link with laws/regulations and with other policies/plans/strategies (if any) | <p>The "Green Gates Program", drawn up by the Regional Ministry of the Environment and Land Management of the Andalusian Government, is integrated into the Plan for the Management and Recovery of Livestock Routes in Andalusia.</p> <p>The Andalusian Territory Planning Plan (POTA) considers livestock routes as a linear system called to fulfil important functions within the framework of the objectives of the Regional Protection System, which considers the protection of cultural and natural</p> | | |



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| | <p>resources as a strategic action of regional interest, one of the essential characteristics being to integrate the protection elements with each other until generating coherent and interconnected networks.</p> <p>All the actions included in the green Gates program are part of the master plan of the European Green Network for the Mediterranean (Rever Med), hence its character exceeds the regional one, acquiring transnational scale.</p> | |
| PROBLEMS AND NEEDS TARGETED | | |
| Problems | <p>The main weakness facing this programme is related to the structuring and connection of the territory, so that through the Green Gates Programme, access gates to the countryside are opened in cities to decongest urban areas, promote sustainable mobility, increase income from ecotourism in rural areas, and open natural corridors for Andalusian fauna and flora. And in turn, contribute to sustainable and integrated socio-economic development at the local or regional level, as well as sustainable rural development and job creation.</p> | |
| Needs | <ul style="list-style-type: none"> • To promote non-motorised mobility. • To contribute to the creation of true free space systems in cities. • To participate in the rehabilitation and landscape improvement of urban and peri-urban environments currently deteriorated or trivialized. • To stop urban development expansion and avoid conurbation. | |
| Quantitative data | <p>Period 1 (municipalities with more than 50,000 inhabitants) 2004-2017:</p> <ul style="list-style-type: none"> - 30 green Gates for 27 Andalusian municipalities with more than 50,000 inhabitants - Recovery of 765 kilometres that benefit a total of 3.7 million inhabitants | |
| FOCUS, OBJECTIVES AND OUTPUTS | | |
| Themes | <p>Does the case study address this theme? (YES/NO)</p> | <p>If yes, how? <i>(max 750 characters for each theme)</i></p> |
| Spatial planning | YES | <p>The Green Gates Program is fully integrated into regional policy through synergies with the Plan for the Management and Recovery of Livestock Routes in Andalusia, through which it will invest in the rehabilitation, improvement and conditioning of livestock roads, the public heritage of the Autonomous Community, to favour the contact of citizens with nature and the management of the environmental environment, effectively contributing to sustainable development, to the improvement of the landscape and enhancement of the natural and cultural heritage of our territory.</p> <p>Likewise, with the General Plan for Sustainable Tourism of Andalusia Horizon 2020, with which it is intended, among other aspects, to implement a sustainable, viable, equitable and competitive tourism development model that makes optimal use of available resources,</p> |

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| | | respectful of local values and spaces where tourism develops and that guarantees territorial cohesion. |
| Protection of environment (e.g. biodiversity, water, geomorphology, soil, climate...) | YES | This set of Green Corridors supposes an important network of Green Infrastructures that articulates the most densely populated urban areas with the closest natural environment. With them the infrastructures linked to the protection and sustainable use of natural heritage are increased and improved, the sustainable use and knowledge of natural heritage by citizens is increased, as well as the protection of natural spaces and the biodiversity of the territory. |
| Protection/enhancement of tangible cultural heritage (e.g. historical paths, archaeological sites, architecture, terraces and field systems...) | YES | Set of Green Corridors and Green Gates that articulate the most densely populated urban areas with their natural surroundings, with points of cultural interest and with other relevant spaces such as university campuses, peri-urban parks, metropolitan parks, etc. |
| Protection/enhancement of intangible cultural heritage (e.g. historical route networks, scenic views, folklore, food, music...) | YES | |
| Slow mobility (cycling routes, trekking paths, etc.) | YES | These are infrastructures reserved for non-motorised movements, which allow access from the cities to their immediate natural environment on foot, by bicycle or even on horseback, providing an alternative form of mobility to motorized transport, even for daily movements. |
| Economic development of mountain & rural areas (e.g. tourism, agro-food production, agriculture, livestock breeding...) | YES | The Green Gates program allows connecting the Andalusian urban centres of more than 50,000 inhabitants with their immediate surroundings, through non-motorised routes intended for the use of citizens. This project aims to increase the percentage of tourists who carry out activities related to nature observation during their visit, reaching a value of 38.9% in 2023, compared to 33.9% of the reference value in 2013. |
| INVOLVEMENT OF STAKEHOLDERS | | |
| Actors involved | <i>No information available</i> | |
| Involvement procedures | <i>No information available</i> | |
| Problems and challenges | <i>N/A</i> | |
| EXPECTED OR ACHIEVED EFFECTS | | |
| Type of effect | Description <i>(max 750 characters for each type)</i> | |
| Effects on the environment (e.g. restoration of habitats, increased biodiversity, climate change mitigation or adaptation...) | Establishment of an important network of Green Infrastructures that creates a system of free spaces in the cities included in the scope of action. This "Green Gates Program" presents results to establish a new relationship between the city, increase the quality of | |

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| | life of citizens, promote the practice of non-motorised sports activities, improve the landscape in urban and port environments, and reduce emissions of CO2. |
| Effects on immaterial, cultural assets (e.g. cultural landscape, scenic views, folklore...) | This programme impacts all citizens of the most densely populated urban areas and the neighbouring municipalities, points of cultural interest, university campuses, peri-urban and metropolitan parks, among others, that pass through the green corridors. |
| Effects on material, cultural assets (e.g. restoration of historic artefacts or buildings, restoration of traditional terraces or cultivation systems...) | |
| Effects on social and economic aspects (e.g. new jobs, new enterprises...) | Tourist seasonality is broken and coverage with tourists increases throughout the year, thus increasing the income derived from ecotourism in rural areas. The routes also unite agricultural and livestock itineraries, helping to structure and connect the territory, generating direct and indirect wages in the area's population. |
| IMPLEMENTATION ISSUES | |
| Financial resources | <p>19 million euros in the Green Gates program for municipalities with more than 50,000 inhabitants during the 2007-2017 period (an investment of € 71.5 M was planned and its completion is scheduled for the end of 2008).</p> <p>7 million euros for the design, adaptation and improvement of a network of green corridors in these urban centres, for municipalities with more than 20,000 inhabitants. Financed through Feder funds during the period 2017-2020.</p> |
| Implementation procedures | <ol style="list-style-type: none"> 1. Land reclamation 2. Landscape restoration 3. Construction of bike lanes 4. Road conditioning 5. Cleaning 6. Signaling |
| SUPPORTING INFORMATION | |
| Images (pictures, graphics, maps, charts, etc.) |  |
| References (including web links) | <p>Estado de los trabajos en Puertas Verdes (State of the Art on The Green Gates Programme)</p> <p>Portal del Programa Puertas Verdes (The Green Gates Programme Portal)</p> |