

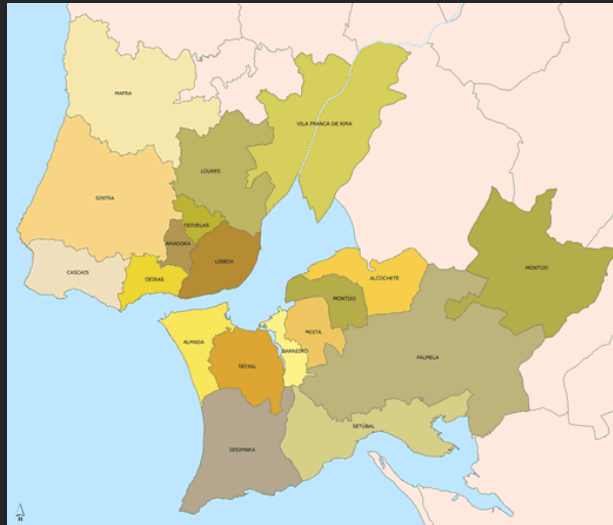
# Bicycle and Pedestrian Modes

## Active Mobility Plans for the Municipalities of the Metropolitan Lisbon Area

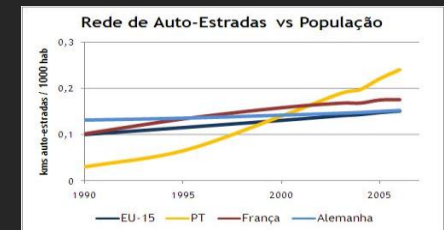
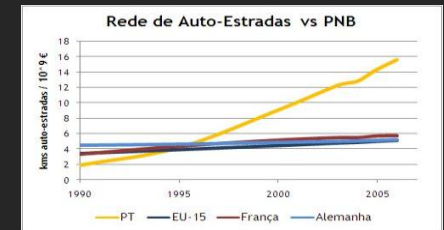
### Mobility for Growth



70 km



85 km



(\*allwaysmoving.blogspot.pt" Data: EU Energy & Transport 2009)

Metropolitan Lisbon Area: 2.8 million inhabitants 2 922km<sup>2</sup> 18 municipalities conurbation <sup>max</sup> 70 x 85km

Transport and mobility in 2014: High automobile dependency (Censos 2011), high fossil fuel dependency, high public space occupation by automobiles, high levels of air pollution, high social cost of automobile based mobility(OECD report 2012)

# Bicycle and Pedestrian Modes

## Active Mobility Plans for the Municipalities of the Metropolitan Lisbon Area

### Action: MG.5.3-2014. Tackling urban road congestion

#### Specific challenge:

1. Reducing urban road congestion in the Metropolitan Lisbon Area (AML);
2. Increase financial and environmental sustainability of urban transport in AML;
3. Attractiveness of cities and citizens' wellbeing in AML;
4. Improved measures to reduce urban congestion, increase accessibility, and for broader sustainable urban transport policy objectives in AML municipal policies;
5. New thinking and innovative business models and service concepts for walking and cycling, integrated with public transport and adapted to tight budgets;
6. Addressing issues of vulnerable citizens, different age groups and gender.



#### Scope:

- A. Increasing walking and cycling modes; measures in awareness raising, tax and financial incentives, infrastructure space distribution, planning, service concepts, Intermodality and multimodality, and human-centred environments throughout;
  - B. Partnerships and active involvement of public administrations;
  - C. Implementation, testing and fine-tuning of existing best-practices and new tools, recommendations, and guidance.
- Contribution from the EU €2 to €4 million.

#### Expected Impact:

Improving bicycle and pedestrian mobility and accessibility in the AML, example of current bicycle mode share: 2014 aprox.  $\leq 1\%$  increase to 6% in 2020.

#### Complementary local and national opportunities:

1. Deadline implementation of the universal accessibility Legislation in 2017 (D.L. 163/2006 de 8 de Agosto);
2. Lisbon is a potential 2017 ECF Velo-City candidate - The city and metropolitan area require an intensive overhaul of currently car-focused public space allocation and mobility networks as part of its bid;
3. The current municipal legislature just started and is assured until mid-2017.

# Bicycle and Pedestrian Modes – Integration in Sustainable Urban Mobility Plans

## Active Mobility Plans for the Municipalities of the Metropolitan Lisbon Area

### MG.5.4-2015. Strengthening the knowledge and capacities of local authorities

Specific challenge:

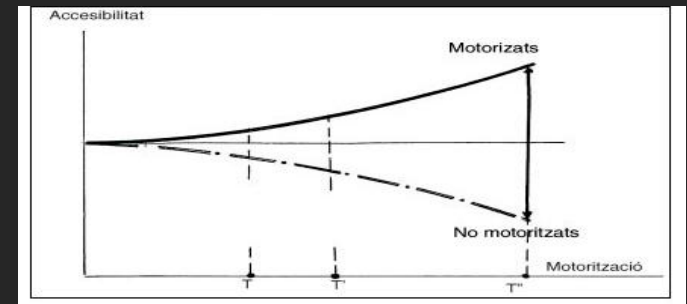
1. Sustainable urban mobility by means of new strategic planning approaches at the local level. (i.e. municipal and *freguesia* governments), providing sound analysis of trends, developing scenarios and providing the necessary long term policies and focus;
2. Strengthening the knowledge and capacities of municipal and *freguesia* authorities for a sound transformation of urban mobility planning and implementation.

Scope:

- A. Promotion of innovative Sustainable Urban Mobility Plans (SUMP) focused on bicycle and pedestrian mobility, including intermodality and multimodality.;
  - B. Integration of large networked groups of local authorities for information exchange, instruments and mechanisms to be used in preparing and implementing SUMP;
  - C. Plans building on solid methodology with quantified targets. (e.g. *Pacote de Mobilidade do IMT(T)*, *Ciclando*, etc.) ensuring long-term vision, built on local consultation and interdepartmental coordination, monitoring and evaluation, financing options, and diverse measures, including emerging technologies, policy-based, and soft measures.
- Contribution from the EU €2 to €4 million.

Expected Impact:

SUMP provide a high leverage factor, in regions and cities where take up lags and impact from transport is severe; AML has amongst the lowest cycling mode shares of in the EU, lagging behind in European modal split projections for mid and long-term.



(Social discrimination / accessibility exclusion factor based on rate of motorization by G. Dupuy, in "Infraestructuras y Medio Ambiente I", Herce, M., 2010)

Complementary local and national opportunities:

1. Deadline implementation of the universal accessibility Legislation in 2017 (D.L. 163/2006 de 8 de Agosto);
2. Lisbon is a potential 2017 ECF Velo-City candidate - The city and metropolitan area require an intensive overhaul of currently car-focused public space allocation and mobility networks as part of its bid;
3. The current municipal legislature just started and is assured until mid-2017.

## Bicycle and Pedestrian Modes – Innovative Actions

### Active Mobility Plans for the Municipalities of the Metropolitan Lisbon Area

#### MG.5.5-2015. Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility

Specific challenge:

1. Transport-related challenges of large urban areas, integrating new emerging technologies and innovative measures at the scale required to meet the targets of the Transport White Paper.
2. Implement new innovative solutions and provide information regarding effectiveness while addressing the issues of vulnerable citizens, age and gender groups.

Scope:

- A. Innovation Actions: 4-5 city consortia, at least two advanced cities committed to living lab. for innovative solutions (Barcelona, Budapest, Dublin, Lisbon, and Toulouse).
- B. Meaningful close cooperation between participating cities, outlining how work will support efforts for greater sustainable mobility.
- C. Each city's integrated approach demonstrates and tests mobility solutions in real life-conditions, using emerging technologies, policy-based, and soft measures with strong potential for replication, in the sub-set of the 8 CIVITAS measure categories.
- D. Thorough impact and process evaluation, common framework using a clear baseline in each city, providing qualitative and quantitative information from the local solutions implemented, evaluated effectiveness in achieving local policy objectives and identifying barriers to broad deployment as well as recommendations for overcoming these.
- E. Effective mechanisms for cross-fertilisation of knowledge and best-practises among the consortium members and beyond; Development of SUMP's for international cooperation (San Francisco, Macau & Zhuhai).



Expected Impact

1. Innovation Actions : Produce added-value inputs to the development of European knowledge base on the effectiveness and impacts of innovative mobility solutions and implementation. Clear commitments and contribution from participants to Europe-wide take up during and beyond the project are expected.
2. Support Action: Help to promote take up of innovation by strengthening the mechanisms for urban transport policy making, planning, and technical capacity building in the participating cities.  
\*Dissemination, training and exchange activities will aim at a maximum reach of the target audience.

Contribution from the EU €12 to €18 million