



FORUM START

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The Mobility Package

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Instituto da Mobilidade
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Pacote da Mobilidade

The Mobility Package



**Conferência
Território, Acessibilidade
e Gestão de Mobilidade**

Conference
Land Use, Accessibility
and Mobility Management



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Território, Acessibilidade
e Gestão de Mobilidade

Conferência
Território, Acessibilidade
e Gestão de Mobilidade

Conference
Land Use, Accessibility
and Mobility Management

imtt

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12-14 Abril 2010 — Museu do Oriente Lisboa

Comissário da Conferência: Robert Stüssi



EPOMM
European Platform on Mobility Management

imtt



Programa Prémio Projectos Documentos Feira de Projectos * Apresentações * Media Info|Contactos



DIA 1
Pacote Mobilidade



DIA 2
Gestão de Mobilidade



DIA 3
Civitas em Portugal

APRESENTAÇÕES E FOTOS ONLINE

MENSAGEM DO PRESIDENTE

ENQUADRAMENTO

CIDADES MÓVEIS

Em Outubro de 2007, a Comissão Europeia, apresentou e submeteu a debate o "Livro

O IMTT organiza uma conferência sobre "TERRITÓRIO, ACESSIBILIDADE e GESTÃO DE

Portugal aderiu em 2009 à "European Platform for Mobility Management - EPOMM"



Territory – Accessibility, Transport, Mobility and Sustainability

Central issue (not exclusive)

How to reduce the daily use of private transport?



Enhancing the “multimodal citizen”

Encouraging soft modes - **walking** and cycling

Making **Public Transport** more accessible



How to qualify the public space, streets, square... ?

How to balance all modes of transport?



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Issues

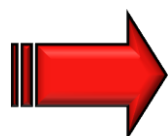
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How can we promote better practices in favour of a more sustainable mobility?

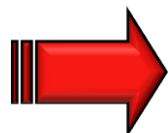
...or...

How can we qualify and develop planning and action, at a local level, to achieve a more sustainable mobility?

We have chosen 2 ways to answer the previous questions



First: by paying special attention to the integration of sustainable mobility in the land use planning process (Mobility and Land Use Plans - PMOT)



Second: by paying special attention to specific sector plans – strategic lines, Plans, Programs and Projects in the fields of Accessibility, Mobility and Transport.



What is the Portuguese Mobility Package?

A set of documents which support planning and mobility management

sustainable mobility concept

A concept which assumes that citizens, either living in cities, towns or villages, are offered conditions that provide journeys which are / have:

- Safe
 - Comfortable
 - Acceptable journey + waiting times
 - Accessible costs
- Energy efficient and with reduced environmental impacts



The components of the Mobility Package

- I. NATIONAL DIRECTIVES ON SUSTAINABLE MOBILITY AND TRANSPORT**
- II. GUIDELINES FOR ACCESSIBILITY, MOBILITY AND TRANSPORT ISSUES IN LAND USE PLANNING AND MANAGEMENT INSTRUMENTS**
- III. SUSTAINABLE MOBILITY AND TRANSPORT PLANS GUIDE**
- IV. SET OF BROCHURES FOR TECHNICAL SUPPORT ON SUSTAINABLE MOBILITY**
- V. GUIDE TO COMPANY'S (and large and medium-sized trips generators/attractors) MOBILITY PLANS**
- VI. GOVERNMENT TECHNICAL AND FINANCIAL PROGRAMME**



How have we done this?

IMTT team



4 consultants

TIS, BSA, TRANSITEC, DHV



**Hearings with 12 national experts on Urbanism, Environmental
and Transport Planning**



Hearings with companies currently developing Mobility Plans



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Mobility Package Documents

I. NATIONAL DIRECTIVES ON SUSTAINABLE MOBILITY AND TRANSPORT

This document:

- defines the **national mobility strategy**;
- **Identifies the tools, plans / programs** to support it;
- establishes the **territorial coverage** and stipulates when the development of such instruments is **mandatory**;
- makes their **contents known**;
- establishes and defines the process of **elaboration, approval and public participation**;
- indicates and sets the **duration** of these instruments and their monitoring and evaluation conditions.



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Mobility Package Documents

II. GUIDELINES FOR ACCESSIBILITY, MOBILITY AND TRANSPORT ISSUES IN LAND USE PLANNING AND MANAGEMENT INSTRUMENTS

Objective

- To support the development, amendment or revision of those instruments, focusing on transport and land use and thereby on the relationships established (through the accessibilities provided by transport networks) among the different urban activities and functions which determine and provide the space displacement of people and goods in the territory.
- To establish a set of priority issues to be addressed in Local Land Use Plans (PMOT) within the next 10 years.



Mobility Package Documents

III. SUSTAINABLE MOBILITY AND TRANSPORT PLANS GUIDE

Objective

- To encourage the development of Mobility and Transport Plans and Action Programs at a municipal and supra-municipal level and in key trip generators/attractors.
- To plan implementation guidance - methodologies, contents, participation and communication processes and programs of action, monitoring and evaluation of results.
- To present integrated solutions on accessibility, transport and sustainable mobility.



Mobility Package Documents

V. GUIDE TO COMPANY'S (and large and medium-sized trips generators/attractors) MOBILITY PLANS

Objective

- To encourage the development of Mobility and Transport Plans in companies and key trip generators/attractors, reflecting upon the **advantages** that lie ahead for the organisations which adopt those plans, for their workers and for the society in general
- To plan implementation guidance - methodologies, contents, participation and communication processes and programs regarding monitoring and evaluation of results.
- To disseminate Mobility Management best practices by **presenting examples of measures** which have already been implemented at national and international level



Mobility Package Documents

IV. SET OF BROCHURES FOR TECHNICAL SUPPORT ON SUSTAINABLE MOBILITY

Objective: Support the Development of Plans and complement the Guide. A collection to be continued in the future

- Disclose transport solutions.
- Transmit planning and network design principles to support mobility in all transport modes.
- Make national and international good practices known.
- Lead the reader to the available and accessible references and information on Internet.
- Transmit knowledge on innovative practices .



National Directives on Sustainable Mobility and Transport



Criteria underlying the definition of the *Directives*

THE *DIRECTIVES* ARE INTENDED TO BE:

1

TIMELESS

2

**INTEGRATOR OF
COMMITMENTS**

3

**FLEXIBLE AND
ADAPTABLE**

4

UNDERSTANDABLE



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Eleven Guidelines

Guidelines

1

To define and ensure adequate levels of **ACCESSIBILITY** offered **TO ALL CITIZENS** by the transport system

2

To establish an **EFFICIENT CONFIGURATION** of the accessibility system

3

ECONOMIC SUSTAINABILITY as a guarantee of “offer stability”

4

To improve citizen's quality of life by **REDUCING THE NEGATIVE IMPACTS** of mobility (social, environmental and economic)

5

To create good conditions for **NON-MOTORIZED MODES**, particularly for pedestrians

6

To promote a **RATIONAL USE** of motorized individual transport modes

7

To ensure **GOOD QUALITY PUBLIC TRANSPORT SERVICES** endowed with technical characteristics which meet the demand

8

INTEGRATION OF transport and land use POLICIES

9

To promote **PHYSICAL, FARE, LOGICAL AND INSTITUTIONAL INTEGRATION** of the different components of the mobility system

10

To **IMPROVE INFORMATION** available to citizens on the transport system and mobility

11

To ensure **PUBLIC PARTICIPATION** in decision-making processes associated with mobility



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Mobility and Transport Plans (PMT)

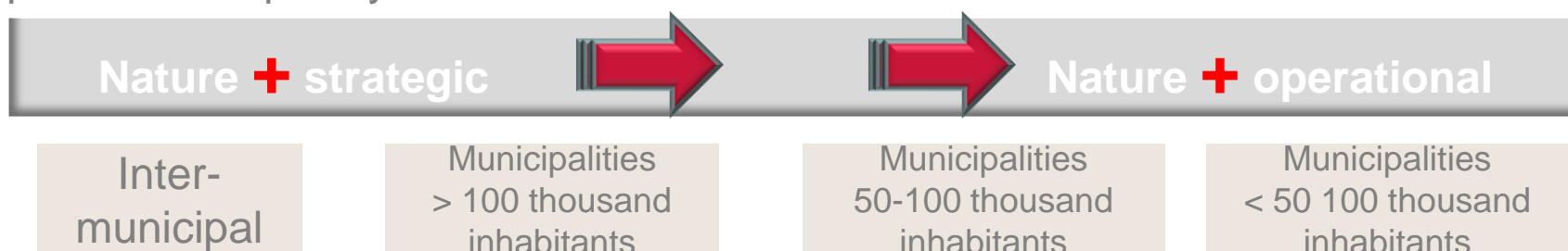
Instruments for the operationalisation of the *Directives*

Level of obligatoriness	Municipalities
PMT is MANDATORY (within 5 years 67% of the population)	Lisboa and Porto Metropolitan Authority - AML and AMP - (Law 1/2009). All municipalities of over 50 thousand inhabitants (or close to that threshold) and all other municipalities with cities which are district capitals.
PMT is RECOMMENDED	Groups of municipalities that intend to develop Inter-Municipal Mobility Plans, as long as they fulfill the first criterion and one of the following criteria: <ul style="list-style-type: none"> i. Contiguity and exclusivity in what concerns aggregation. ii. Municipalities identified as belonging to an agglomeration or urban system in the corresponding PROT (Land Use Regional Plan) or presenting inter-municipal dynamics equal to or higher than 10% of the commuter flows of all municipalities (Census). iii. Population size ≥ 100 thousand inhabitants
PMT is VOLUNTARY	Remaining municipalities with population thresholds below 50 thousand inhabitants.



Mobility and Transport Plans – Contents and Monitoring

- The *Directives* establish a reference framework for the development of key contents in **Mobility and Transport Plans**, enabling their adaptation to **geographic diversity, development contexts, dimension of municipalities** and problem complexity



- The *Directives* consider **monitoring** to be a crucial step in the implementation of Mobility and Transport Plans, enabling progress evaluations and correction of trajectories. A set of mandatory or recommended **common indicators (22)** are established.

Indicadores		A	B	C	D	E	F	G	H	I	J	K
1	% da população residente na área de influência dos 400 m da rede TP, com pelo menos 2 serviços por hora, no período de maior procura	O	O					O				
	% do emprego localizado na área de influência dos 400 metros da											



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Mobility Package

Answers and contents - Options



Answers and contents - OPTIONS

- Restructure the centrality / proximity models
- Selectively (and strategically) locate new areas of trip attraction (hospitals, universities, business, services, shopping centres, PT interchange ...)
- Making lively streets (day and night) and implement policies regarding the localization of facilities in neighbourhoods



Lisbon suburban area



Pedestrians in public space



Lagoas Business Park (Oeiras)



Answers and contents - OPTIONS

- Use parking policies (rates, fares and duration to reduce the use of IT), especially where there is PT supply



- **A car needs at least 20m² to park or circulate.** The space required by a car parked for 8 hours is much bigger than the space required by an office employee to perform his work
- **The parking invoice can reach 20% of the monthly cost with rented facilities.**

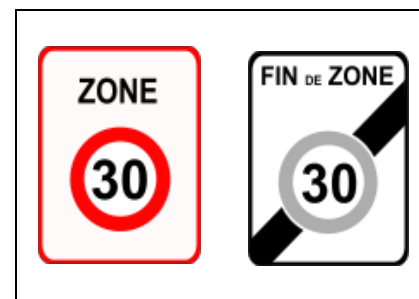


Answers and contents - OPTIONS



woonerf in Rijswijk, Netherlands Example
(Source: <http://www.greeninfrastructurewiki.com/page/Woonerf>)

- Use traffic calming solutions such as 30 km/h Zones, Residential / Home Zones, coexistence and meeting Zones



Example of road signs of 30 zone, France



Example of traffic calming road signs



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Answers and contents - OPTIONS

- **Expand the networks of dedicated corridors for public transport and soft modes**
- **Value access to interfaces of public transport (individual transport, pedestrians, soft modes)**
- **Improve the location of public transport stops**



Dijon Interface, France (Source: <http://www.cotedor.fr/cms/op/edit/intermodalite>)



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Answers and contents - OPTIONS

- Diversify means, modes, networks and transport services + options of choice for the citizen



mobilis
CIRCULAR URBANA DE LEIRIA

Mini bus

Linha Azul



- Flexible transport solutions
- Transportation on demand
 - Bike-sharing
 - Car-sharing
 - Car-pooling
 - Shared taxi



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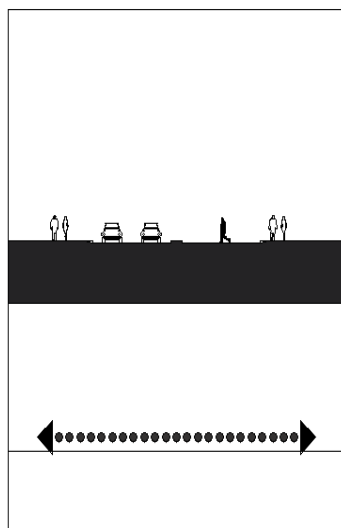
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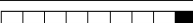
Answers and contents - OPTIONS

- Ensure continuity (safety and comfort) to the pedestrian
- Promote mixed use pedestrian streets
- Eliminate barriers

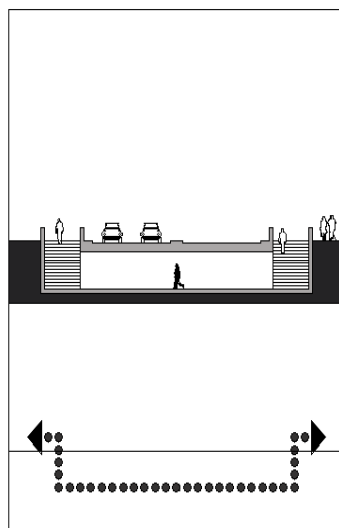



a) Atravessamento de nível



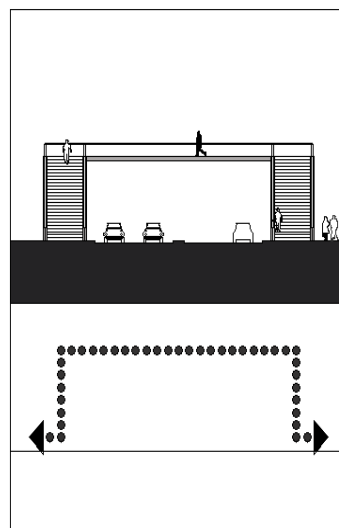
Esforço dispendido: 1x 

b) Atravessamento subterrâneo



Esforço dispendido: 8x 

c) Atravessamento aéreo



Esforço dispendido: 8x 

BOVY, PH.H. (1973); AMÉNAGEMENT DU TERRITOIRE ET TRANSPORTS, EPF-LAUSANNE



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Answers and contents - OPTIONS

- Promote cycling in short-distance trips
- Ensure intermodality **Bicycle + public transport**
- Create facilities and services for cyclists (next to interfaces, workplaces)

First solution to consider



Last solution to consider

Planning - the hierarchy of decision

Reduction of motorized traffic
Speed reduction
Intersection / crossing and traffic management
Redistribution of motorized vehicles space
Implementation of Cycle paths/ lanes
Conversion of footpaths into shared space between pedestrians and cyclists

Coexistence



Visual separation



Physical separation



Cycle Path



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Answers and contents - OPTIONS

- Organize urban freight distribution (micro-urban logistics)



Answers and contents - OPTIONS

- Create awareness among individual citizens, citizen groups, enterprises and entities, professional groups, technicians and policy makers about an energy-efficient mobility and reduced environmental impacts
- Promote a behavioural change – **“New Culture of Mobility”**

Final energy consumption by sector

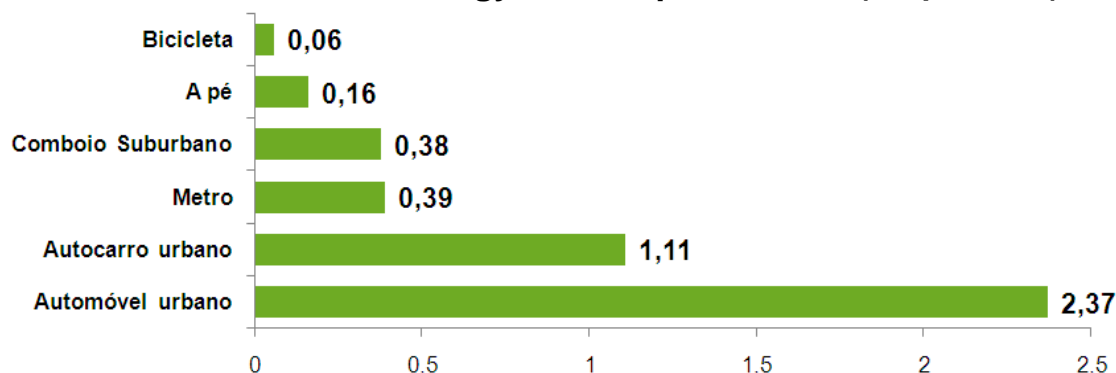
Transport
29%

Emissions by transport mode

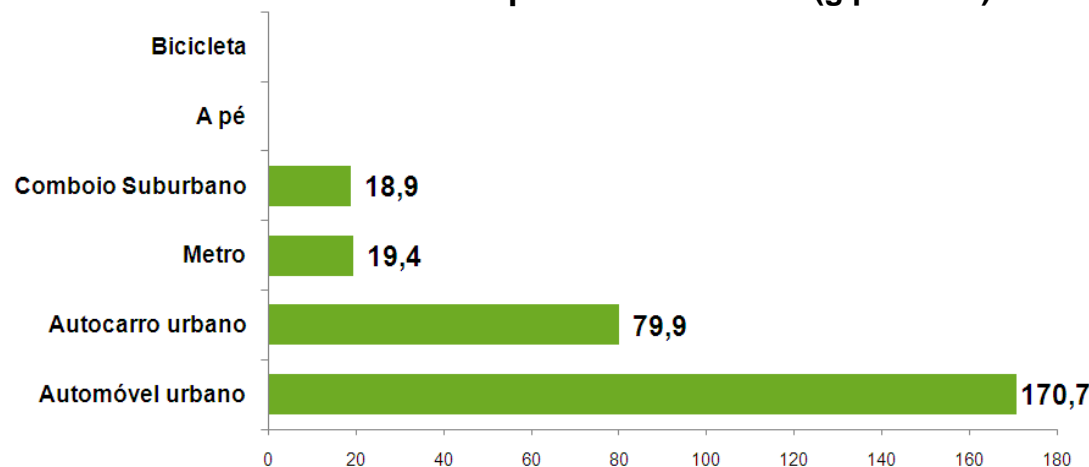
Road
80,5%

Source: DGEG

Energy consumption WTW (MJ/pass.km)



CO2eq emissions WTW (g/pass.km)



Source: IDMEC-IST/IMTT



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Perspectives

The measures are known and widely adopted in many European cities.

In Portugal it is necessary to densify the number of actions and promote a high rate of implementation

- We need to **promote, test, measure** and verify new approaching methodologies and techniques;
- We must establish the approach to accessibility, mobility and transport, **stabilize concepts, processes, technical contents and regulations**;
- We must learn to adjust and develop **flexible solutions** according to local specific characteristics;
- We must **embrace new and unconventional** modalities of providing public transport services;
- We need to **give the street back to the citizens, to soft and collective modes of transport, other than IT**, and create a new philosophy for the coexistence of different transport modes;
- We need to **articulate public policies** in the areas of planning, environment, energy, social inclusion and transport;
- It is necessary to **decentralize, at different territorial scales, the transport system planning and mobility management capacity**.



Further steps?

- **Political and institutional approval of the Mobility Package documents :**
 - ☐ National Guidelines on Mobility;
 - ☐ Technical and financial State support.

- **Definition of the legal framework for:**
 - ☐ Mobility and Transport Plans for municipalities and groups of municipalities;
 - ☐ Sustainable Mobility and Transport Plans for companies and main trips generators / attracters.

- **Integration in current PMOTs of the recommendations from:**
 - ☐ Guideline on Accessibility, Mobility and Transport in Municipal Land Use Planning Instruments (PMOT)s.



Further Steps

PUBLIC CONSULTATION
Web

2 months

www.conferenciamobilidade.imtt.pt

**Revision of documents
considering contributions**
EDITION

2

+

1 month

DISSEMINATION

Workshop Évora + Coimbra

FORMATION (TRAINING)
Target-groups focus

2012 / 2013





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