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SHARED MOBILITY IN LISBON: CHALLENGES AND OPPORTUNITIES

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Short Description

The municipality of Lisbon has developed a strategic vision for mobility in 2030, an instrument that intends to guide the city in the next decade. It is based on optimizing and integrating different layers of the mobility ecosystem, bringing the city back to the people.

Main part

In Lisbon, mobility issues are assumed as priorities. The last decades were strongly marked by the urban sprawl, supported by individual transport and it is now fundamental to guarantee a more rational, sustainable, and accessible mobility.

The municipality has developed a strategic vision for mobility in 2030, an instrument that intends to guide the city in the next decade, seeking for a more balanced modal split and with the aim of achieving an integrated mobility solution in which public transport operates in perfect harmony with active modes and shared services, in which the most important aspects are the user-friendliness of the system, based on information systems built on data sharing, and ensuring a better linkage between public space and transport infrastructures.

“Creating a people-centred mobility ecosystem that is accessible, useful, reliable, and safe, built on an integrated public transport network complemented by innovative solutions that enable conscious and sustainable choices, positioning Lisbon as the European capital of reference in the area of mobility by 2030” is the vision defined for 2030.

The mobility strategy focuses on optimizing and integrating different layers: walking, bicycling, public transport, interfaces, road traffic, parking, shared mobility services, urban logistics, tourism related transports and other mobility services, namely for schools.

The Mobility Vision 2030 is supported on six main pillars:

- More Integration: Promoting integrated mobility solutions on a metropolitan scale.
- More Trust: Increasing reliability, speed, and safety of public transport.
- More Connections: Ensuring connected transport with real-time information, encouraging the use and data sharing.
- More Accessibility: Strengthening the accessibility, inclusiveness, convenience, and proximity of the network and of the cost of transport to all.
- More Innovation: Turning Lisbon into a ground-breaking city, and one where innovative mobility solutions are experienced in real but controlled environments, generating a positive impact both on the economy and users.
- More Responsibility: Making citizens and businesses aware of the modal options and mobility products available, sensitising them to the impact of using the private vehicle, promoting alternatives whenever they exist, and developing pedagogical actions which promote the public space and sustainable mobility. It includes a large set of measures of which the following stand out:
 - Increase walking conditions; In this matter, the initiative “A square in each neighborhood” is transforming large areas from parking back to quality public spaces;
 - Deploy sharing services to complement public transport offer and make it more flexible and attractive, ensuring the last-mile;

What is new?

The last decades were strongly marked by a car-based mobility planning. This Vision is now focused on bringing the city back to the people, creating a people-centred mobility ecosystem. Also, the goal to reverse the growing trend of car use to a modal share of private car to 1/3 of all trips, increase the use of bicycles to 10% and zero road fatalities makes this strategic vision innovative and ambitious.

What is transferable to other cities and regions?

Lisbon is a capital city and the strategic Vision defined for the city can be transferable to other capital cities.

What are outcomes and conclusions?

The strategic vision for mobility is an instrument that intends to guide the city in the next decade. Although it is an ongoing project, some of the measures already applied are now being rewarded, as the share of car trips in the city has declined for the first time in decades and is now on 46%, especially due to the increase in the use of walking. On the other hand, in Greater Lisbon, car modal share is still growing, although at a slower pace.

Who are the main target groups?

Municipalities, public managers, transport companies.