

CYCLE MOBILITY IN PORTUGAL

A STRATEGY FOR A SUSTAINABLE FUTURE



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**NATIONAL STRATEGY FOR
ACTIVE MOBILITY - CYCLING**

STRATEGIC MEASURES AND DIMENSIONS

51 MEASURES
TO BE IMPLEMENTED BY 2030
ORGANIZED IN 6 STRATEGIC DIMENSIONS

Strategic Dimensions	Number of Measures
Framework and Legislation	11
Research and Development	2
Intervention Area 1. Infrastructures and Intermodality	11
Intervention Axis 2. Capacity Building and Support	15
Intervention Area 3. Culture and Behaviour	7
Monitoring and Evaluation	5

GOALS

GOALS	2025	2030
Modal share of bicycle travel on national territory	3%	7,5%
Modal share of cycling in cities	4%	10%
Total length of cycle paths	5 000 km	10 000 km
Reducing road accidents involving cyclists	25%	50%

Interministerial Commission for Active Mobility - Cycling

Advisory Council

Focal Point Network



Associação pela
Mobilidade Urbana
em Bicicleta

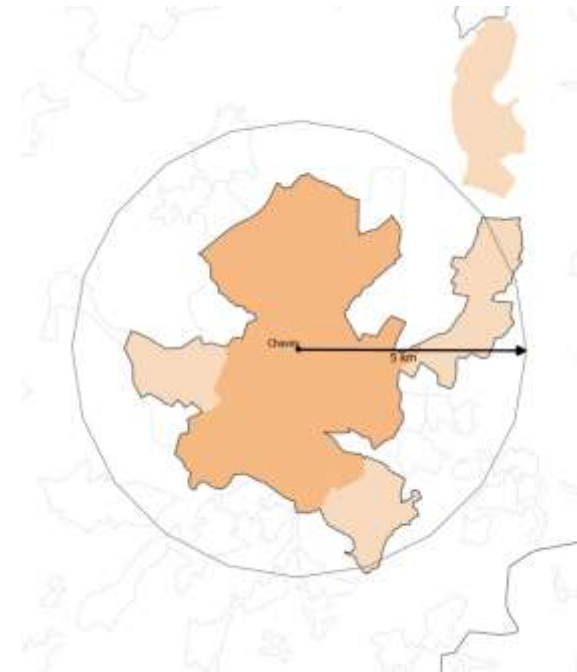
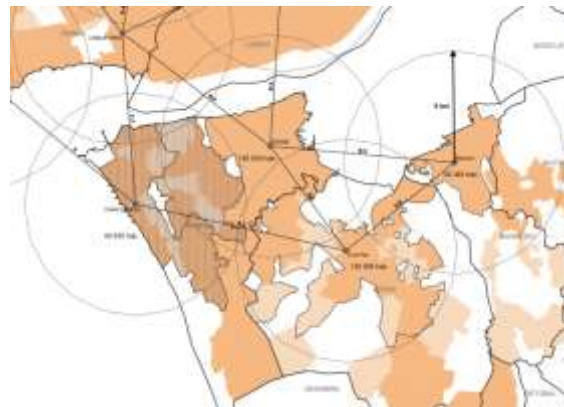
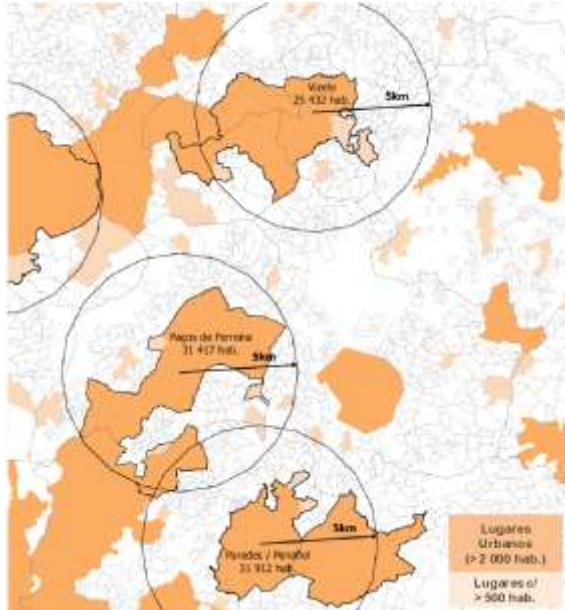
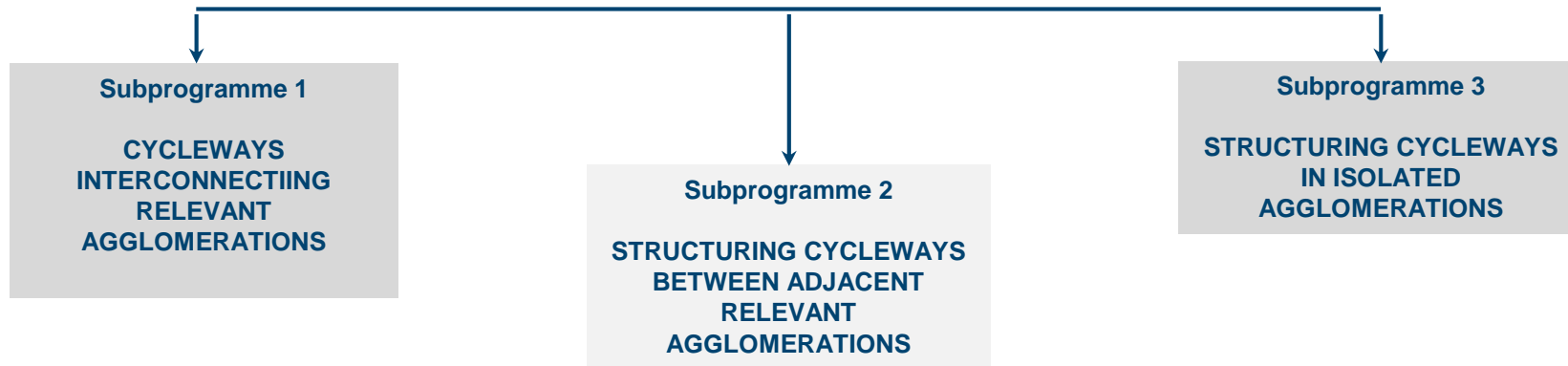




**BIKEABLE PORTUGAL 2030
PROGRAMME**

DIVISION IN 3 SUBPROGRAMMES

BIKABLE PORTUGAL 2030

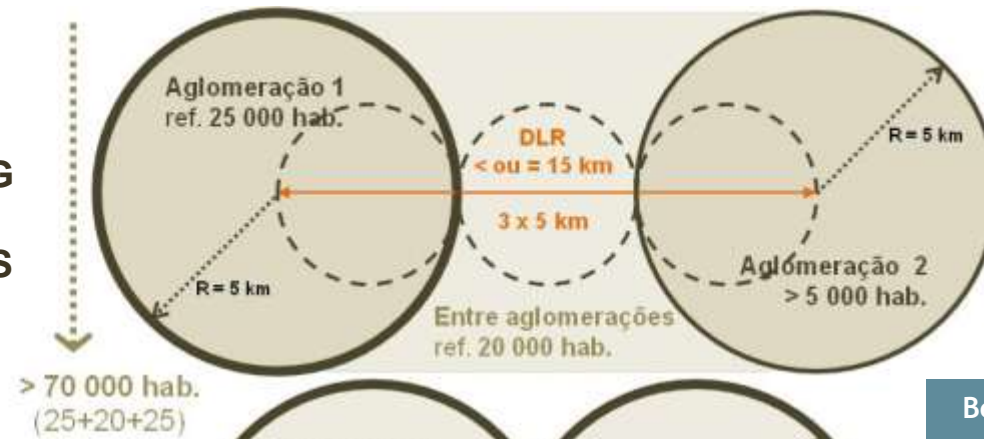


SELECTION CRITERIA

Subprogramme:

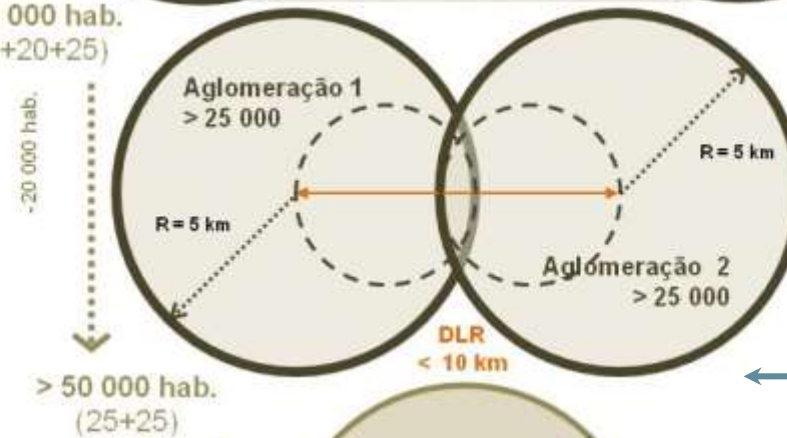
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**CYCLEWAYS
INTERCONNECTING
RELEVANT
AGGLOMERATIONS**



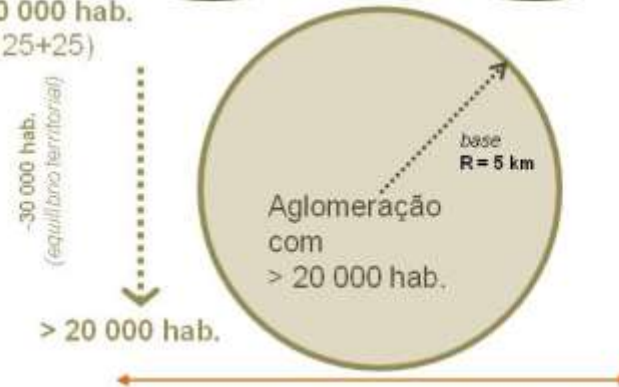
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**STRUCTURING
CYCLEWAYS
BETWEEN
ADJACENT
RELEVANT
AGGLOMERATIONS**



3

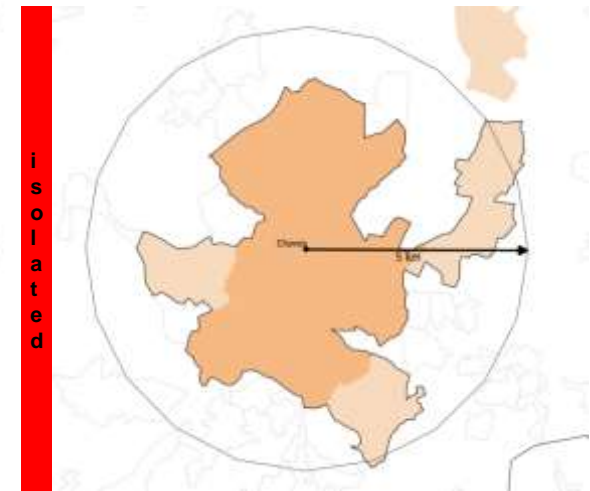
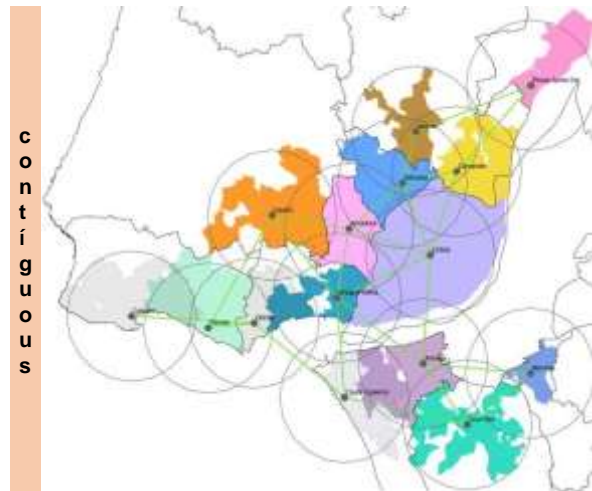
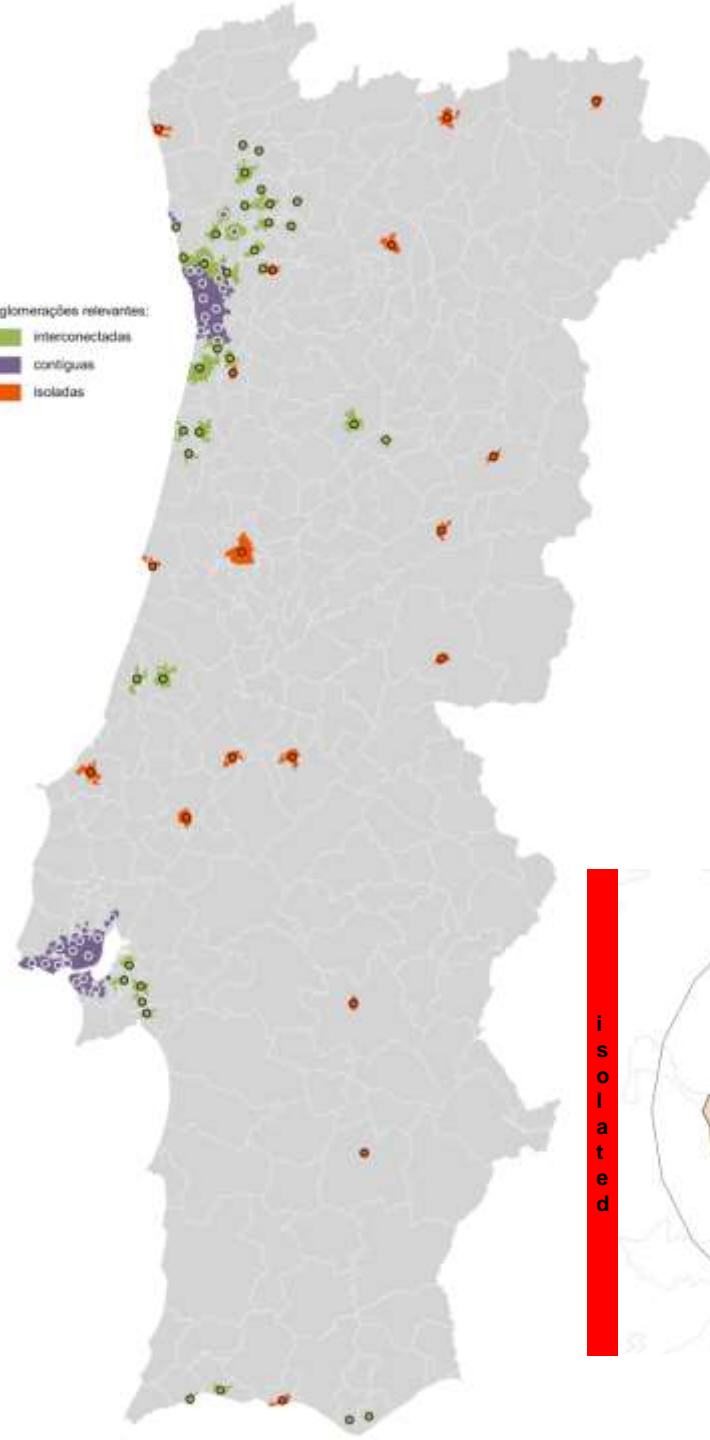
**STRUCTURING
CYCLEWAYS IN
ISOLATED
AGGLOMERATIONS**



DISTRIBUTION BY SUBPROGRAMME



Aglomeraciones relevantes:
■ interconectadas
■ contiguas
■ aisladas



FINANCING SCHEME AND EXPECTED OUTCOMES

	Subprogramme	Total length (Km)	Total financing (M€)	Number of projects
1	CYCLEWAYS INTERCONNECTING RELEVANT AGGLOMERATIONS	400	160	34
2	STRUCTURING CYCLEWAYS BETWEEN ADJACENT RELEVANT AGGLOMERATIONS	400	110	55
3	STRUCTURING CYCLEWAYS IN ISOLATED AGGLOMERATIONS	160	30	21
	TOTAL	960	300	110

Admissible interval for CO2 emissions avoided (2031)

23 000
to
50 000
CO2 tons

CO2 emissions reduction regarding total light-duty vehicle emissions (2031)

0,274%
to
0,580%
CO2 tons



**NORMATIVE GUIDELINES
FOR CYCLING INFRASTRUCTURE**



Measure A25.92

“...standards aimed at guiding planners and municipal managers towards the adoption of common rules and parameters for the planning and design of municipal roads,”



DESIGN STANDARDS FOR URBAN ROADS



ENMAC 2030

Measure E1.1

“Develop and apply national standards for physical interventions.”

- infrastructure and equipment
- uniform criteria in the road design and in the planning of the urban environment
- Facilitate the implementation of appropriate and attractive solutions for cyclists, compatible with the different uses

DESIGN STANDARDS FOR URBAN ROADS



LABORATÓRIO NACIONAL
DE ENGENHARIA CIVIL



Fundamentals about
road users and road
network



Geometric characteristics
for roads with **motorized**
vehicles



Geometric
characteristics of **non-**
motorized traffic roads



Traffic Calming
Measures and other
traffic devices

<http://www.imt-ip.pt/sites/IMTT/Portugues/Paginas/PENSE2020.aspx>

DESIGN STANDARDS FOR URBAN ROADS

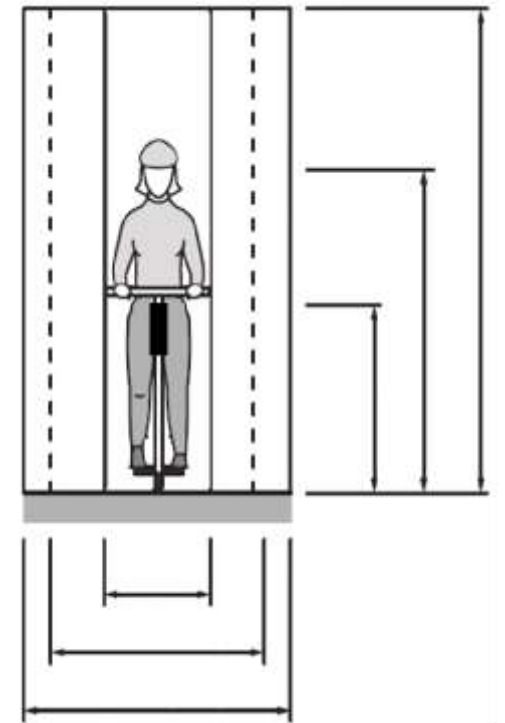
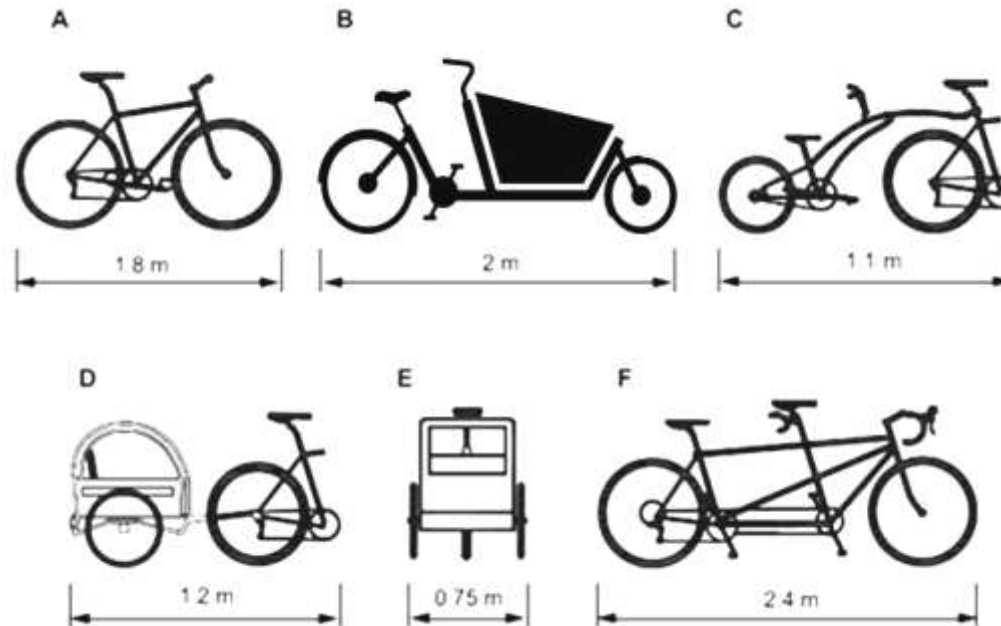
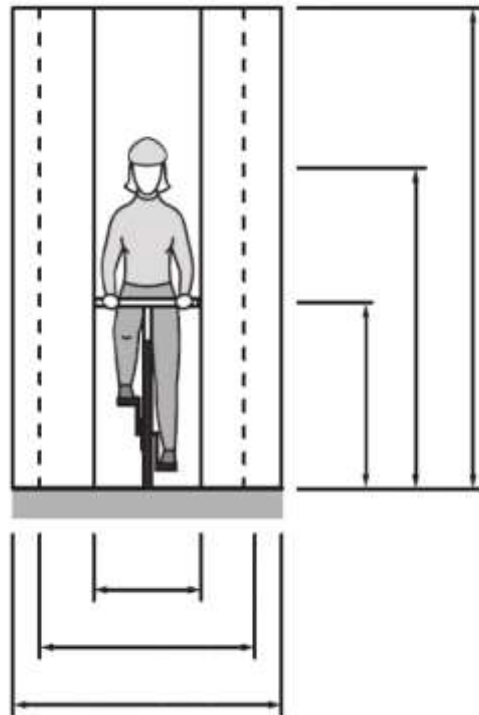
Booklet I - Fundamentals about road users and road network

3 | Characterisation of the elements of the traffic system

3.3 Non-motorized vehicles

3.3.1 Bicycles

3.3.2 Scooters



DESIGN STANDARDS FOR URBAN ROADS

Booklet III - Geometric characteristics of non-motorized traffic roads

3 | Cycle lanes

3.1 Typologies

3.2 Conception, selection and dimensioning

3.2.1 Design

3.2.2 Selection

3.2.3 Dimensioning

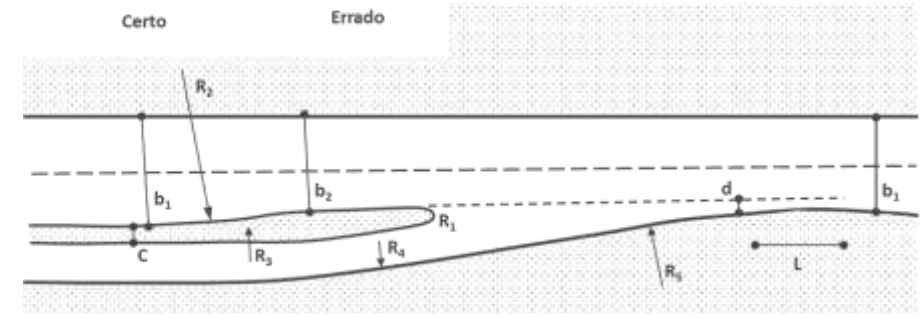
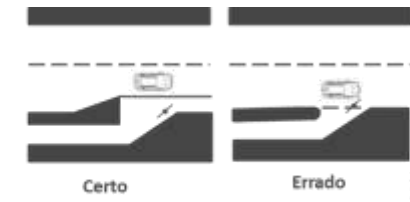
3.3 Site Specific Configuration and Measures

3.3.1 Cycle paths

3.3.2 Start and end of cycle lanes

3.3.3 Intersections

3.3.4 Garage and car park accesses

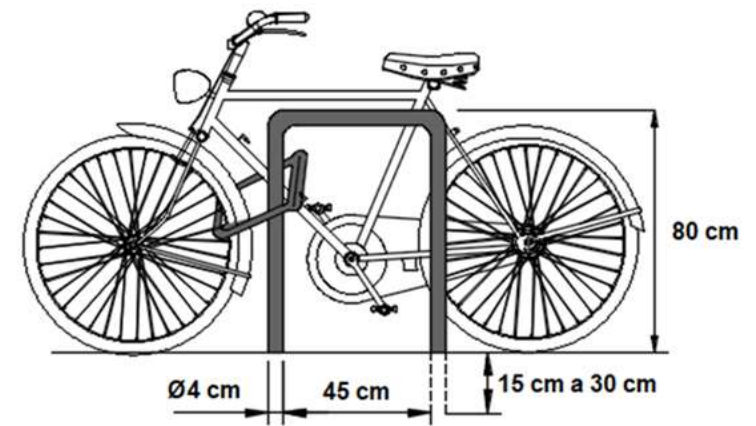
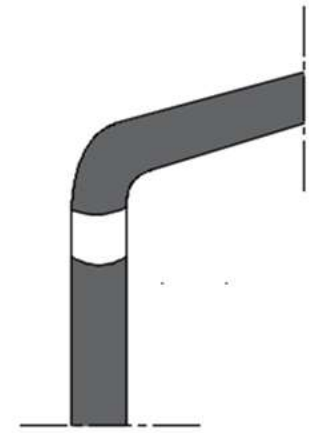


4 | Parking places

4.1 Types

4.2 Bicycle parking

4.3 Parking for shared use scooters



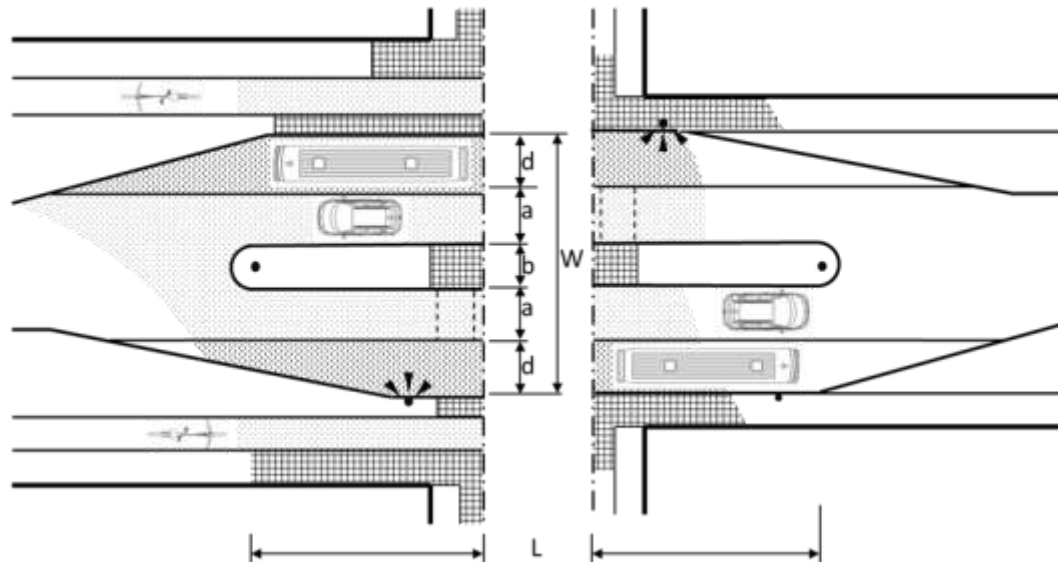
DESIGN STANDARDS FOR URBAN ROADS

Booklet IV - Traffic Calming Measures and other traffic devices

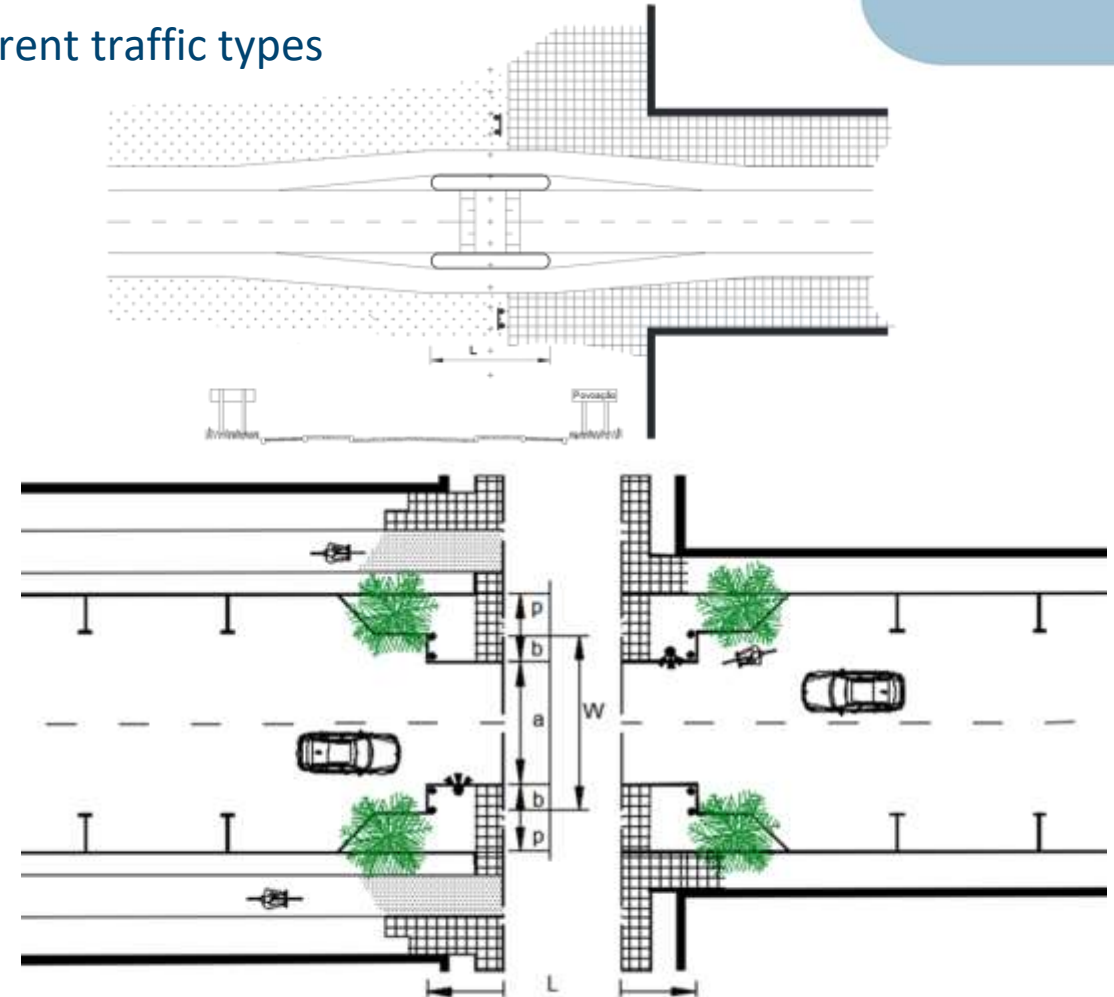
4 | Traffic devices. Characteristics and design principles

- 4.1 Transition zones between different cross sections and different traffic types
- 4.2 Changes in horizontal alignments
- 4.3 Changes in vertical alignments
- 4.4 Junctions
- 4.5 Other elements

(1) Ciclista em pista



(2) Ciclista em faixa de rodagem





NATIONAL GREENWAYS PLAN

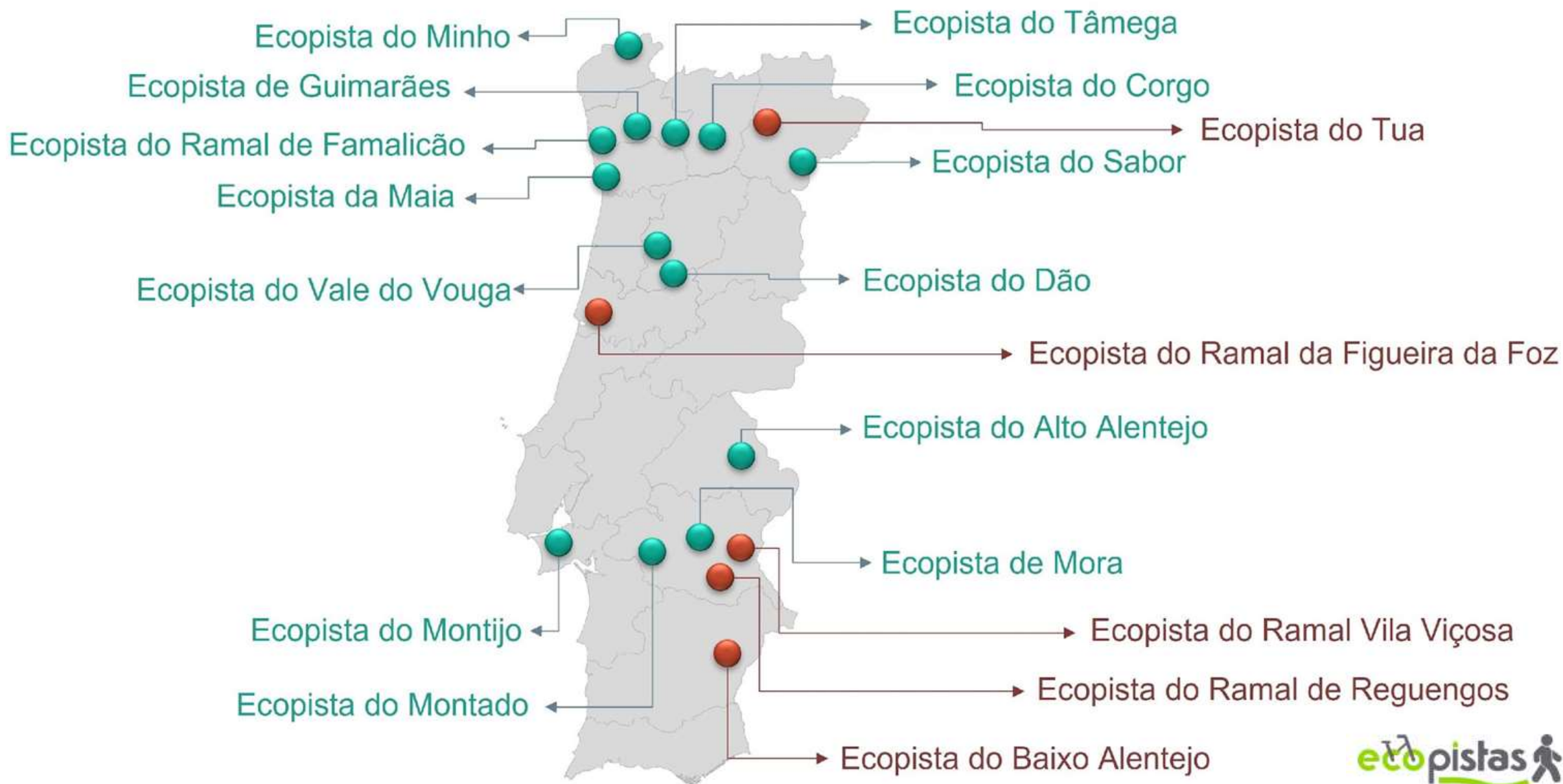


NATIONAL GREENWAYS PLAN DEFINITION

Ecopistas are autonomous communication routes, for soft and sustainable mobility means, which use non-operating railway lines.

Easy-to-use, safe and pleasant infrastructure as a touristic, leisure, sport, educational and environmental awareness routes, for the practice of cycling, walking, wheelchair, roller skating and other means of soft mobility.





**SUB-CONCESSION OF REAL ESTATE
ALLOWING THE EMERGENCE OF NEW
FEATURES AND ACTIVITIES**

**PROMOTION OF GREENWAYS IN
BICYCLE TOURISM**

**BOOSTING THE DEVELOPMENT OF
THE LOCAL ECONOMY**

**ENCOURAGE THE DEVELOPMENT OF
REGIONS THAT ARE NOT DESTINATIONS FOR
“MASS” TOURISM**

**PROMOTE AND PRESERVE THE
RAILWAY HERITAGE**

**MOBILIZE MUNICIPALITIES AND
INTERMUNICIPAL COMMUNITIES**

**NATIONAL RAILWAY
NETWORK**

3.600 Km

**NON-OPERATING
NETWORK**

≈ 1.000 Km

**19
LINES**

**650 Km
CONTRACTED**

**336 Km
IN USE**

**245 Km
IN PROJECT**



PORTUGAL
A CYCLING DESTINATION
for all travelers

www.portuguesetrails.com



Tourism Strategy focused on Sustainability:

- Discover Culture & Nature – on walking & cycling trails
- Coast and interior
- All year, especially low season
- Less emissions
- Contact with communities



PORTUGUESE TRAILS

**A national project for
Walking & Cycling**

PARTNERSHIP

- **Public entities / Business**

EMBRACING PROJECT

- **Territory**
- **Product development**
- **Promotion&Sale**

www.portuguesetrails.com

Portuguese Trails - CYCLING

20 Routes and > 350 Trails

1 Atlantic Coast Route - EuroVelo 1

> 20 MTB Centres

~15 000 km of trails

> 300 bike-friendly companies and accommodations

> 140 cycling tourist programs





**TO
IMPROVE
TOURIST
EXPERIENCE**

- **Bike-friendly requests for companies and accommodations**
- **Financial support to create and qualify Cycling Routes**
- **Security and Safe approach for managers and companies**
- **Training and good practices sharing**
- **Programs and Routes for different motivations and markets**
- **NEW - 100% Responsible Programs**



TO CONTINUE WORKING ON...

- Routes management
- Demand monitoring
- Business opportunities for companies
- Increase number of **100% Responsible Programs**



SCHOOL SPORTS ON WHEELS



The Project

«SCHOOL SPORTS ON WHEELS»

(ENMAC/ME/DGE)

Road Education

Learning the "ride a bike" motor pattern

Citizenship Education

Goals

- Behavioural changes with children and young people
- Daily bicycle use
- Active and healthy lifestyles
- Road safety and citizenship
- Inclusive education (DL n.º 54/2018)

Pedagogical Model

- Physical Education Teachers (general specific training)
- Diverse learning (2x or 3x weekly)
- Contents for each school cycle
- School Education Project (DAC – DL. n.º 55/2018, de 6 de julho)
- Connection with the project "The Cycling goes to school" - Portuguese Cycling Federation

Technical-Pedagogical and Didactic Tools

- Support Manual for Teachers and Qualified Technicians (DGE e FPC)
- Surveys and practical screenings (diagnostic evaluation)
- Level Gymkhana (levels 1 and 2)
- Dashboard (skills, levels, success criteria and variants)
- Pedagogical progression exercises
- Identification of support conditions and resources (material and human)

Implementation Axes

**School
Education
Project**

**Prevention
and road
safety
circuits**

**Teacher and
student
training**

**Pedagogical
and didactic
programmes**

**Partnerships
and
protocols**

**Support
spaces for
bicycles at
School**

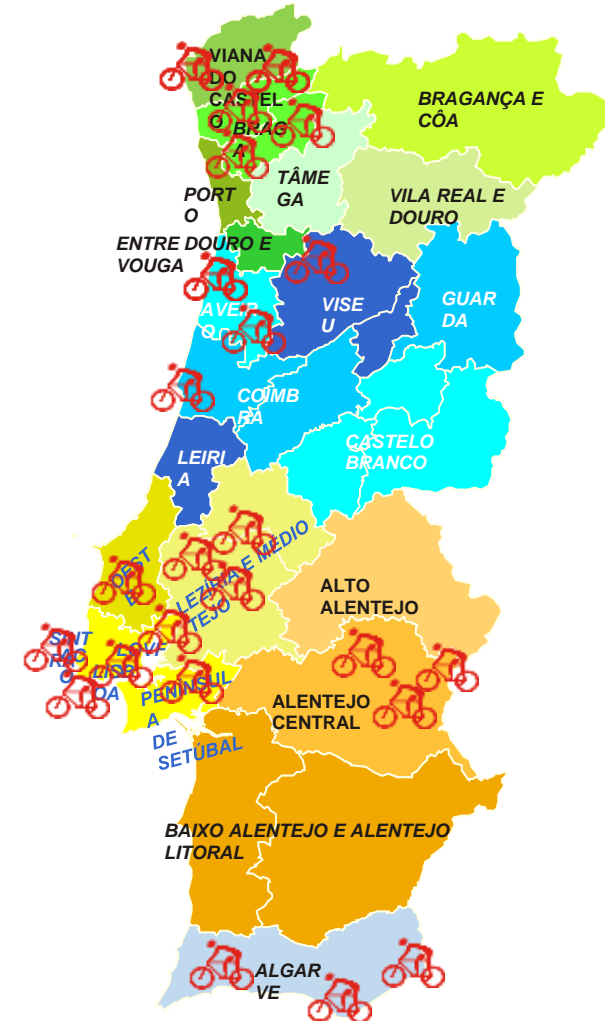
**Cycling
initiatives
open to the
local
community**

**Safety paths
for school
circulation**

Partnerships and Protocols

- Bicycle Acquisition and Reuse
- Maintenance and equipment
- Bicycle parking lots
- Financial, material and human resources
- Transport of students and materials
- Municipal Mobility Plans

DEVELOPMENT AND SUSTAINABILITY





“Pedalling from School to Life” Opportunities

Challenges

- Humanization of localities
 - Reduction of carbon footprint
 - Objectives of ENMAC 2020-30
- Project with Pedagogical Model for national implementation
 - Commitment School – Families – Municipalities
 - Education as a vector for changing mobility habits
 - Active citizenship in future generations
 - Socially equitable and inclusive transport
 - Attracting young people to sports training

<https://desportoescolar.dge.mec.pt/>



THANK YOU

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