

ACTION PLAN **for implementing sustainable** **measures for achieving resilient** **transportation in**

Metropolitan Area of PORTO



área metropolitana do porto

From: January 2019
To: March 2021



INTRODUCTION

Transportation in urban areas, particularly metropolitan regions, generates congestion and vast greenhouse gas emissions and thus imposes enormous challenges upon authorities in providing healthy living conditions for inhabitants and a supportive environment for businesses. Thus, the overall objective of the SMART-MR (Sustainable Measures for Achieving Resilient Transportation in Metropolitan Regions; Interreg Europe Programme) is to support local and regional authorities in improving transport policies and providing sustainable measures for achieving resilient low-carbon transportation and mobility in metropolitan regions. To tackle this issue, 10 project partners from 8 metropolitan regions (Oslo, Göteborg, Helsinki, Budapest, Ljubljana, Rome, Porto and Barcelona) have shared their experience in transport and mobility planning by organizing 7 topically interrelated workshops. For each workshop the partners have issued an in-depth analysis, describe good practices and organize a study visit. Practical experience have been presented and discussed, and policy recommendations developed. Through the project outputs, such as the guide Transforming European Metropolitan Regions: Smart Mobility for Better Liveability, selected good practice descriptions, and policy recommendations, and through dissemination events, such as political meetings, the final conference, and regional stakeholder meetings, SMART-MR contributes to Europe 2020 goals, Cohesion Policy, and the Interreg Europe Program by aiding managing authorities and regional and local authorities in setting new transport and mobility policies.

At the level of individual metropolitan region, the partners have used experiences, gained in the SMART-MR, to fine-tune own set of activities and goals, that are fully presented in this action plan.

ACTION PLAN

Part I – General information

Project: **SMART-MR: Sustainable Measures for Achieving Resilient Transportation in Metropolitan Regions**

Partner organisation: Metropolitan Area of Porto

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NUTS2 region: Norte

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Part II – Policy context

The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name of the policy instrument addressed:

North Region Operational Program (2014-2020) – North 2020

Action Plan

Sustainable Urban Mobility Plan for Porto Metropolitan Region

Background

Portugal is where the dependence of passenger transport by car it's one of the biggest in Europe (EU Member States, Candidate countries and EFTA countries), private cars accounted for close to 90% (passengers-kilometres) of all modes of passenger transport. The transport sector represents almost 25% of the total of greenhouse gas emissions.

In the last 25 years, Portugal has made a major structural investment on the highway in the detriment of the railroad, indicating a clear bet on mobility through the use of the private cars over public transport.

Thus, between 1990 and 2016:

- the number of registered passenger cars grew every year, the motorization rate increased by 140% (vehicles per 1000 inhabitants);
- the extension of the motorways increased by 912%, while the extension of the railway in use showed a decrease of 20%;
- The modal split changes from 31,7% to 10,9% by public transport (train, buses, trolleys,...) and from 68,2% to 89,9% by car;

In metropolitan area of Porto, the modal split was in 2017, car 67.6%, public transport 11.1%, soft modes (walking or bicycle) 18.9%.

Portugal has signed the Paris Agreement and for meeting the targets should change our modes of mobility in order to reduce the greenhouse gas emissions.

North Region Operational Program (2014-2020) – North2020

Our regional policy instrument is the Programme North 2020 (Regional Operational Programme North 2014-2020) which is a financial instrument to support regional development of northern Portugal, part of the Partnership Agreement PORTUGAL 2020.

North 2020 is a financial instrument to support regional development, set on the current cycle of structural funds of the European Union. It is assumed as an important contribution to regional development strategy, based on a dual path of convergence with the European and national

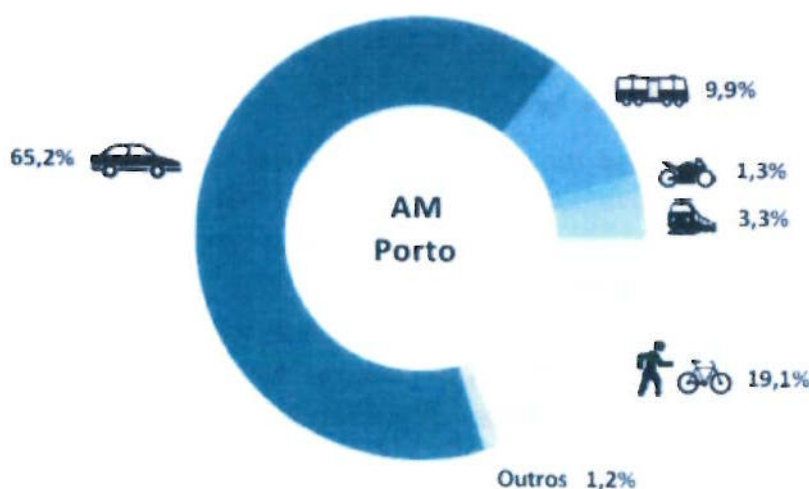
average. Its goal is to be able to produce goods and services that will recover the convergence trend at European level, ensuring a sustainability, yield increases and employment of the population. NORTH 2020 is organized into six thematic objectives. The goal, which is relevant for this project, is "Support the transition to low carbon content in all sectors" with following objectives:

- Promotion of energy efficiency and renewable energy use in businesses;
- Support for energy efficiency, intelligent energy management and renewable energy used in public infrastructures, including in public buildings and in the housing sector;
- **Promotion of low carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multimodal urban mobility and relevant adaptation measures.**

The objectives of North2020 are important and central in transforming our society to a sustainable low-carbon economy. However, it is important to transform the objectives into concrete and operational policies and measures as well as to give new and good practical examples of how to move towards low-carbon society. This can be achieving by channelling knowledge and experience.

SMART-MR and North2020

Over the past decades, Portugal performance in sustainability and efficient use of resources has made significant progress, for which the contribution of EU funds proved decisive. For the metropolitan mobility, we have to spotlight the construction of Porto Metro and all the investment in an intermodal ticket system. However, realized investments have not yet allowed overcome all challenges in this regard, we could confirm this statement when we look at our modal split:



Fonte: IMOB2017 (INE, AMP, AML)

Thus, the investment in new projects is fundamental, as well as collaboration with partners who share the same goal.

One of the specific objectives of North 2020 is within the framework of the national recommendations advocated by the Mobility Package, (notably NUTS III and, where appropriate, municipalities), integrated territorial strategies for the organization of accessibility and mobility management, with a view to sustainability, translated into integrated plans for sustainable mobility and urban transport. Observing the principles of integration, participation and evaluation for the Sustainable Urban Mobility Plans, these plans should frame measures aimed at energy efficiency, contributing to the more sustainable mobility compatible with economic development, environmental protection, diversification for cleaner energy sources and greater social cohesion.

Under this policy instrument AMP developed the Action Plan for Sustainable Urban Mobility in the Metropolitan region of Porto (PAMUS) in partnership with the 17 municipalities that belong to the region. The PAMUS lists a series of measures and actions to promote more sustainable travel modes with effective impact on reducing emissions of polluting gases into the atmosphere. The PAMUS aims to promote the use of healthy and sustainable modes of travelling, like cycling and walking; improve the attractiveness of public transport and increase their utilization rates; balance the allocation of public space to various modes of transport; promote public transport as element of social cohesion; provide public space with accessibility; create passenger interfaces; use of ICT in logistics management and promote public participation. It would be developed until 2020.

During the first phase of SMART-MR, we have had the opportunity to listen our regional stakeholders referring that this plan despite its importance lack the involvement of the stakeholders and the population.

Now is time to review, the AMP decided that instead of doing an ordinary review it would incorporate all the good practices that have learned into the SMART-MR project.

A work team was set up by technicians from the 17 municipalities and from AMP and the elaboration of a new mobility plan was internalized. It was decided that the plan would be more than a plan of action, it would be a SUMP. Work is ongoing at the same time as the existing PAMUS implementation. Good practices learned from SMART-MR and the lessons learned from PAMUS are being integrated.

Porto Metropolitan Area relevance for North 2020

Porto Metropolitan Area is the sub regional authority of public transports, actively participating in the definition of planning policies, management of the economic development strategy, and social

and environmental planning, particularly in transport and mobility. Porto is responsible for launching the process of new public transport lines for private operators. Porto has been engaged in various initiatives related to the Territorial Development Programme 2007-2013.

Porto Metropolitan Area has the competences of Regional Authority of public transports. It has the authority to participate in drafting plans and public investment programs focusing on the metropolitan area and to promote the planning and management of economic, social and environmental development strategy. Thus, it has an important role in defining public policy, namely in mobility and transport policies. It is empowered to directly influence the existing management tools and implement new projects.

Stakeholder group relevant for North2020 involved in SMART-MR

- 17 municipalities in Porto Metropolitan Area: municipalities have legal assignments to implement transport and mobility plans (according to the AMP SUMP);
- University of Porto: the university has expertise in mobility that can help built the action plan;
- Sociedade de Transportes Colectivos do Porto; Metro do Porto and Private Transport providers: the public and private transport providers are important agents in action plan implementation.
- Management Authority of the North Region Operational Program (2014-2020) in charge of North 2020, contribute knowledge.

The listed stakeholders are a group of key actors in the region that can promote the policies and objectives of a sustainable multimodal urban mobility, and a sustainable low-carbon economy. They can help develop and implement the action plan. These stakeholders will be invited to participate in the entire process and exchange their views and needs amongst themselves. The goal is to build an integrated approach and also stimulate cooperation and understanding across the different bodies of interests.

Actions to be implemented:

Action 1 – Elaborate the Sustainable Urban Mobility Plan for Porto Metropolitan Region

Action 2 - Simplification and reduction of public transport prices

Action 1	Elaborate the Sustainable Urban Mobility Plan for Porto Metropolitan Region
1. Background	



In the scope of a call for proposals from the programme North 2020 the Metropolitan Area of Porto developed the Action Plan for Sustainable Urban Mobility in the Metropolitan region of Porto (PAMUS) in partnership with the 17 municipalities that belong to the region. The PAMUS lists a series of measures and actions that will make it possible to promote more sustainable travel modes with effective impact on reducing emissions of polluting gases into the atmosphere. The PAMUS aims to promote the use of healthy and sustainable modes of travelling, like cycling and walking; improve the attractiveness of public transport and increase their utilization rates; balance the allocation of public space to various modes of transport; promote public transport as element of social cohesion; provide public space with accessibility; create passenger interfaces; use of ICT in logistics management and promote public participation. It would be developed until 2020.

The options proposed are evaluated mainly by cost-benefit analysis, the benefits are in line with the results that we intend to achieve, so in line with our policy instrument (North 2020).

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A work team was set up by technicians from the 17 municipalities and from AMP and the elaboration of a new mobility plan was internalized. It was decided that the plan would be more than a plan of action, it would be a SUMP. Work is ongoing at the same time as the existing PAMUS implementation. Good practices learned from SMART-MR and the lessons learned from PAMUS are being integrated.

The main influence of SMART-MR

Activity 1 (Sustainable Urban Mobility Plan for Porto Metropolitan Region)

Participatory transport planning

The first workshop of SMART-MR focused on participatory transport planning. Accordingly with the project first newsletter, participatory planning is planning that includes stakeholders in the planning process. Its aim is to foster partnerships and joint management instead of serving the vested interests of individual regional actors. Successful management of public participation

makes the planning process more effective by narrowing the gaps between different perspectives, shaping solutions acceptable to all social groups, preventing unproductive competition, ensuring the participation and motivation of local actors, participants' identification with decisions that concern their environment, and strengthening their creativity and recognition.

Integrating public views, ideas and visions into planning decisions gives the decisions greater legitimacy, and it also increases the public's empowerment, initiates a process of social learning, and builds local knowledge. It could inform and involve a more diverse public audience, deepen mutual understandings and cross interest relationships, explore and integrate new ideas and solutions that may not have been otherwise considered, and ensure that planning and decision making is informed by the needs and interests of the affected communities. The participation process strengthens regional identity and promotes comparative advantages based on local knowledge and learning as well as the establishment of connections at the local level. It is therefore necessary to take people's opinions into account and thus emphasize the special features of the region and to position it in the overall structure of regions (Zumaglini et al. 2008; Nared 2014; Nared & Alfare 2014, Nared et al. 2015).

Some measures that we are following:

- creation of public participation tools inspired on partners experiences and guidelines;
- The innovative approaches of the Lazio Regional Plan on Mobility, Transport and Logistics (PRMTL): The Plan looks mainly at the details, at the management, not at the big new civil engineering infrastructures.
- City of Helsinki transport planning principle towards sustainable modes of transport: The position and progress of sustainable modes of transportation is ensured through political will.
- Barcelona SUMP (Sustainable Urban Mobility Plan) - the wide participatory process that took place which led to a broad agreement as the political parties in Barcelona accepted the SUMP.

Activity 2 (Phase 4: Implementing the plan)

Shaping low carbon Areas

Redesign public open space in favour of pedestrians, cyclists, and public transport in metropolitan regions, an integrated design process according to

	<p>sustainable mobility principles (e.g., TOD principles) guarantees transport development toward sustainability-oriented objectives. Traditionally, public open space has been adapted to cars. Therefore, a revision of public space is required, giving priority to public transport and soft transport modes such as walking and cycling. In general, by applying a substantial reduction in road capacity for motorized traffic in favour of green space, lower pollution levels and greater liveability standards of public space are achieved.</p> <p><i>The influence on North 2020 (Regional Operational Programme)</i></p> <p>The PAMUS AMP was financed by our Regional Operational Programme with the aim to frame the financial support that the Municipalities intend to apply for their Regional Operational Program for the accomplishment of the typologies of action within the scope of investment priority: <i>“Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures.”</i></p> <p>The regional stakeholder meetings with the municipalities and with the management authority in order to prepare our SUMP allow that the regional authority agrees to introduce a new typologies of actions in the Call for proposal (AVISO N° NORTE-06-2018-44) influence by SMART-MR project. The new typology for projects eligible are <i>“Other interventions in the public space that promote pedestrianization of urban centers and the adoption of smooth mobility practices that guarantee the right to mobility of all citizens, in particular citizens with reduced mobility”</i>. For this new typology the measure has raised the initial budget in 2,5 millions euros – this budget is for all the North region, including our Metropolitan Area.</p> <p>In this typology, 3 proposals were already proposed to be finance from our PAMUS/SUMP (from 3 different municipalities) and if approved will be a direct consequence of SMART-MR project and will allow a better applicability of SMART MR good practices, namely the ones learn in workshop 4 (shapping low carbon areas).</p>
<p>2.Action description</p>	<p>Activity 1 - Sustainable Urban Mobility Plan for Porto Metropolitan Region</p> <p>Phase 1: Preparing well</p> <ol style="list-style-type: none"> 1. Determine your potential for a successful SUMP 1.1: Commit to overall sustainable mobility principles 1.2: Assess impact of regional/national framework 1.3: Conduct self-assessment 1.4: Review availability of resources 1.5: Define basic timeline

	<p>1.6: Identify key actors and stakeholders</p> <p>2. Define the development process and scope of plan</p> <p>2.1: Look beyond your own boundaries and responsibilities</p> <p>2.2: Strive for policy coordination and an integrated planning approach</p> <p>2.3: Plan stakeholder and citizen involvement</p> <p>2.4 Agree on work plan and management arrangements</p> <p>3: Analyze the mobility situation and develop scenarios</p> <p>3.1 Prepare an analysis of problems and opportunities</p> <p>3.2 Develop scenarios</p> <p>Phase 2: Rational and transparent goal setting</p> <p>4: Develop a common vision and engage citizens</p> <p>4.1: Develop a common vision of mobility and beyond</p> <p>4.2: Actively inform the public</p> <p>5: Set priorities and measurable targets</p> <p>5.1: Identify the priorities for mobility</p> <p>5.2: Develop SMART targets</p> <p>6: Develop effective packages of measures</p> <p>6.1: Identify the most effective measures</p> <p>6.2: Learn from others' experience</p> <p>6.3: Consider best value for money</p> <p>6.4: Use synergies and create integrated packages of measures</p> <p>Phase 3: Elaborating the plan</p> <p>7: Agree on clear responsibilities and allocate funding</p> <p>7.1: Assign responsibilities and resources</p> <p>7.2: Prepare an action and budget plan</p> <p>8: Build monitoring and assessment into the plan</p> <p>8.1: Arrange for monitoring and evaluation</p> <p>9: Adopt Sustainable Urban Mobility Plan</p> <p>9.1: Check the quality of the plan</p> <p>9.2: Adopt the plan</p> <p>9.3: Create ownership of the plan</p> <p>Activity 2</p> <p>Phase 4: Implementing the plan</p> <p>10: Ensure proper management and communication (when implementing the plan)</p> <p>10.1: Manage plan implementation</p> <p>10.2: Inform and engage citizens</p> <p>10.3: Check progress towards achieving the objectives</p>
<p>3. Main players involved</p>	<p>- 17 municipalities in Porto Metropolitan Area: municipalities have legal assignments to implement transport and mobility plans (according to the AMP SUMP);</p>
<p>4. Time Frame</p>	<p>Phase 1: Preparing well (stakeholders meetings)– Jan to September 2019</p>



	Phase 2: Rational and transparent goal setting – Finish: September 2019 Phase 3: Elaborating the plan – Finish: March 2020 Phase 4: Implementing the plan – Finish: February 2021 (Start 2018 with PAMUS)
5. Costs	ACTIVITY 1 – 2 Human Resources * 1,5 day/month * 18 entities * 22 months ACTIVITY 2 – 400.000 euros (estimated – we don't know yet the approved projects – influence by the SMART-Project)
6. Funding sources	Activity 1: AMP and Municipalities budget. Activity 2: Programme North 2020 (80% FEDER) + Municipalities

Action 2	Simplification and reduction of public transport prices
1. Background	<p><i>“Sustainable mobility in metropolitan regions primarily depends on the provision of public transport.” – SMART-MR Guide</i></p> <p>Problem address</p> <ul style="list-style-type: none"> - Expensive PT prices and unfair PT prices; - The System Intermodal Andante (metropolitan ticket system) just covers part of the metropolitan area - Many different tariff systems: <ul style="list-style-type: none"> - 29 bus operators; - Metro - Train - People don't trust Public Transport <p>To ensure the success of the strategy for a sustainable and resilient transportation in metropolitan regions it's important to implement measures in a short term that could achieve significant gains in a period of four years. This short-term wins should be communicated in order to mobilize the stakeholders and the citizens around the same targets. In the workshops of SMART-MR, partners, specialists and stakeholders have had the opportunity to identify measures that enable areas to show this kind of positive and visible results.</p> <p>There are short-term possibilities to improve mobility solutions in cities as well. The SMART-MR emphasized the use of public transport, which is an effective way of moving people, and should be the backbone of the transport system.</p>



	<p>To speed up the increase of public transport users, we will implement the simplification and reduction of public transport prices: one Metropolitan Public Transport Pass: to be used in all public transports: metro, train and busses; one price per month covers all metropolitan area (flat price), under 12 years is free.</p> <p>SMART-MR learning experience INTEGRATED MOBILITY MANAGEMENT IN BUDAPEST The Municipality of the city of Budapest as the competent authority for local transport established Centre for Budapest Transport (BKK) as an integrated transport authority for managing transportation issues in Budapest. BKK as a public company, manages tasks and activities such as strategic mobility planning, road safety, public transport, strategic road management and maintenance, parking, taxis and transport Information, including ticket system. Through the cross-sectoral integration of all transport modes, BKK organises the integrated mobility management.</p> <p>Creating an integrated transport authority ensures a holistic approach to mobility as a whole, instead of sectoral views. It also helps to make tasks and responsibilities clear. BKK is responsible for all travelers regardless the purpose, the aim and the mode of transport. Travel demand is influenced based upon sustainability principles, real society demands and reasonable economic costs.</p> <p>This a good practice that AMP wants to replicate. The new ticket system will allow an integrate management, first, of the "tradicional" public transport (metro, buses, trains) and second, all the share mobility. The creation of an enterprise to manage the mobility in metropolitan area of Porto is something under discussion.</p> <p>NORTH 2020 This action improves the policy instrument in two different ways. For one hand, it will be a pilot project that allows replication in other areas of the North Region. The simplification and standardization of the ticketing system are actions able to be financed by this policy instrument. For other hand, it will complement and power the actions in PAMUS/SUMP financed by North 2020.</p>
<p>2. Action description</p>	<p>1st faze:</p> <ul style="list-style-type: none"> - February/March 2019: negotiation with the transport operators;



	<ul style="list-style-type: none"> - 15 March: Agreements with the Andante transport operators – AMP will support the cost of the measure (12 (3 public e 9 private)) - 1 April: Start the measures for the transport operators with lines in the intermodal System (andante) <ul style="list-style-type: none"> - One price per month covers all andante area (flat price): 40 euros - 3 or less zones: 30 euros <p>2nd faze:</p> <ul style="list-style-type: none"> - March to September 2019: <ul style="list-style-type: none"> - Agreements with the transport operates outside the system - technological compatibilization of ticketing systems - Maio: <ul style="list-style-type: none"> - All metropolitan area with the intermodal zoning - 1 September: <ul style="list-style-type: none"> - Under 12 years is free - Agreements with almost all transport operators - Until December 2019: <ul style="list-style-type: none"> - One Metropolitan PT (public transport) Pass - Under 12 years is free <p>Objectives:</p> <ul style="list-style-type: none"> - All metropolitan territory with one metropolitan pass – 40 euros - All metropolitan territory with one municipal pass – 30 euros
3. Main players involved	Transport operators Municipalities Central State
4. Time Frame	March 2019 – December 2019
5. Costs	Around 15 million euros
6. Funding sources	State budget + Municipalities



Management Authority of the North Region
Operational Program (2014-2020)

AMP - Porto Metropolitan Area

Date:

09 - 09 - 2019

Date:

25 - 07 - 2019

Signature:

O PRESIDENTE DA CCDR-N

(Fernando Freire de Sousa)

Signature:

Stamp of the organisation:

Stamp of the organisation:

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