

Heritage Greenways

NORTE ON BIKE Initiative: Sustainable Urban Mobility

Guimarães, 29th november de 2018



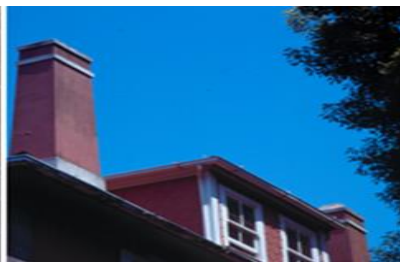
Comunidade
Intermunicipal
do Ave



- **NORTE On BIKE Initiative Framework**
- **Instruments to Support Cycle Mobility: ROP NORTE 2020**
- **Cycle Lane: Infrastructure to Support Cycle Mobility**
- **Key ideas**

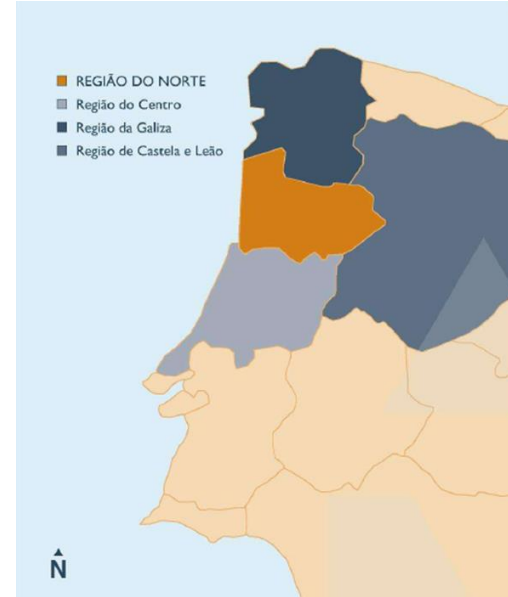
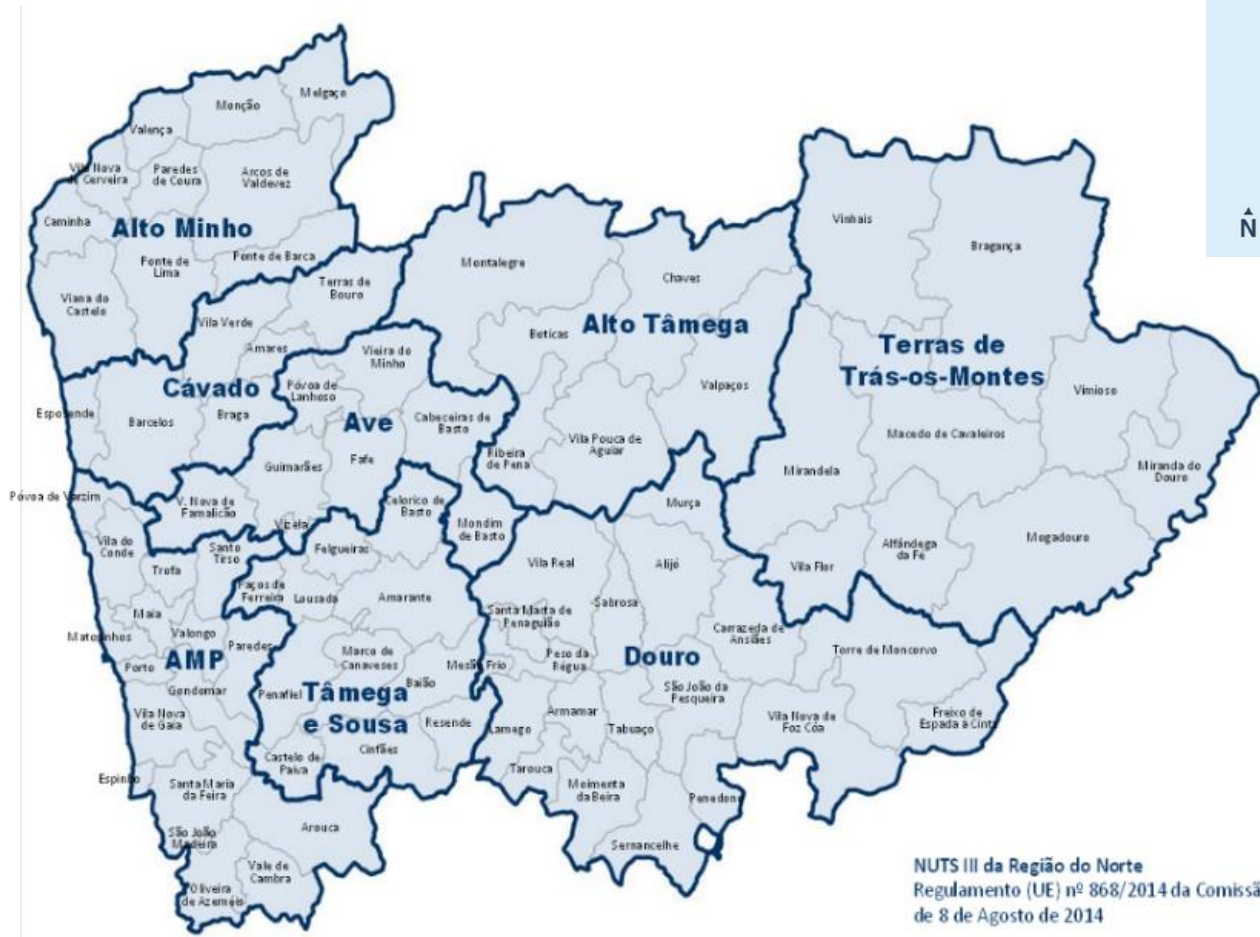


- ▶ **History:** Established in 1971 as a Regional Development Agency, it is currently a central government organisation integrated in the Presidency Council of Ministers and overseen jointly by the Minister of Planning and Infrastructure and Environment.
- ▶ **Global Objective:** integrated and sustainable development of the Norte Region of Portugal, contributing to the country's competitiveness and cohesion.
- ▶ **Main Atributions:** Support for local government, Land Use Planning, Environment, **Management of Cohesion Policy instruments and Territorial Cooperation.**



Geographical Area of Intervention

- ▶ **8 NUTS III**
- ▶ **1 Metropolitan Area**
- ▶ **7 Intermunicipal Associations**
- ▶ **86 Municipalities**



“The Bicycle commitment:

More than a mean of transportation”

- "Industrial object" with a chain value;
- Important for local/proximity trade”;
- Opportunity for “renewing” public space;
- Contribution to a Low Carbon Economy and Mobility
Challenge for a healthier lifestyle
- Relevant touristic value

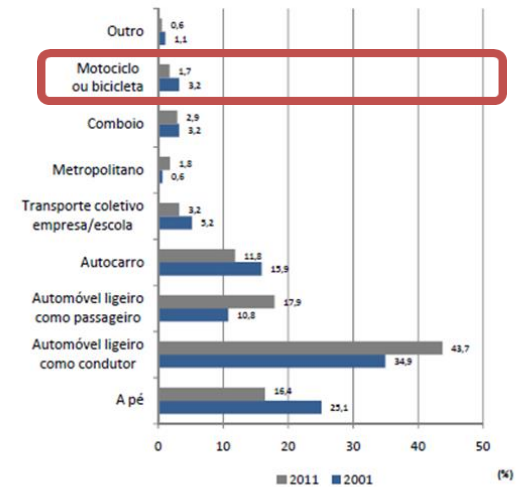
A logo consisting of two interlocking circles, one red and one teal, with a white outline.

**COMPROMISSO
PELA BICICLETA**

- The territorial reality in Portugal regarding the use of the bicycle as a means of transport is vast and complex: **We have a growing number of users with different motivations - from day-to-day travel, sports, leisure or tourism.**
- The census operation in 2011 showed a worrying “trend”: preference for individual transport in the face of public transport and soft mobility
- Tendencies underlying urban-related bicycle operations:
 - (i) to qualify travel patterns based on the creation / improvement of infrastructure;
 - (ii) Higher protection for cyclists;
 - (iii) Usually associated with the renewal of water fronts and in some cases, with sacrifice of the pedestrian area.

It is therefore important to strengthen the appreciation of the bicycle, especially in soft mobility dimension!

Meio de transporte utilizado nos movimentos pendulares, 2001 e 2011



Fonte: INE, Recenseamento Geral da População, 2001 e 2011



Analysis of the implementation of the different territorial policy instruments in the Norte Region regarding Cycle Mobility

4.5. "Promotion of low carbon strategies for all types of territories, including urban areas, including the promotion of sustainable multimodal urban mobility and adaptation measures relevant to mitigation"

- ERDF Budget EP 3: €27.742.325 FEDER
- ERFD Budget EP 5: €209.277.052 FEDER
- Total ERDF Budget: €237.019.377 FEDER

Max. Co finance rate: 85%

2 years Operations (24 months)



6 eligible tipologies/3 Components

Soft Mobility

Increase of soft mobility (bicycle and pedestrian), through the construction of bicycle lanes or footpaths (**excluding those with leisure purposes as main objective**), and elimination accumulation points of accidents involving pedestrians and cyclists.

Public Transports

Improvement of the network of interfaces, paying particular attention to the quality of the service provided, its access to pedestrians and bicycles, its functional organization and its urban insertion in the territory, with a view to reinforcing the use of public transport and such soft modes .
Structuring of high demand urban corridors for public transport and soft modes: BUS, BRT and LRT corridors.
Reinforcement of multimodal integration for public urban public passenger transport through the improvement of integrated ticketing solutions.

ICT for Management Support

Real-time user information systems.

Management and information systems for transport that ensure the articulation between urban territories and territories of low population density.

NORTE 2020: Regional Operational Programme (ROP)



Main Goals:

Consolidation of infrastructures and services related to the use and promotion of the bicycle.

Preparation of documents for methodological orientation and improvement of practices.

Provision of information related to the use and promotion of the bicycle (number of users, number of cycle lanes, "bike sharing" systems).

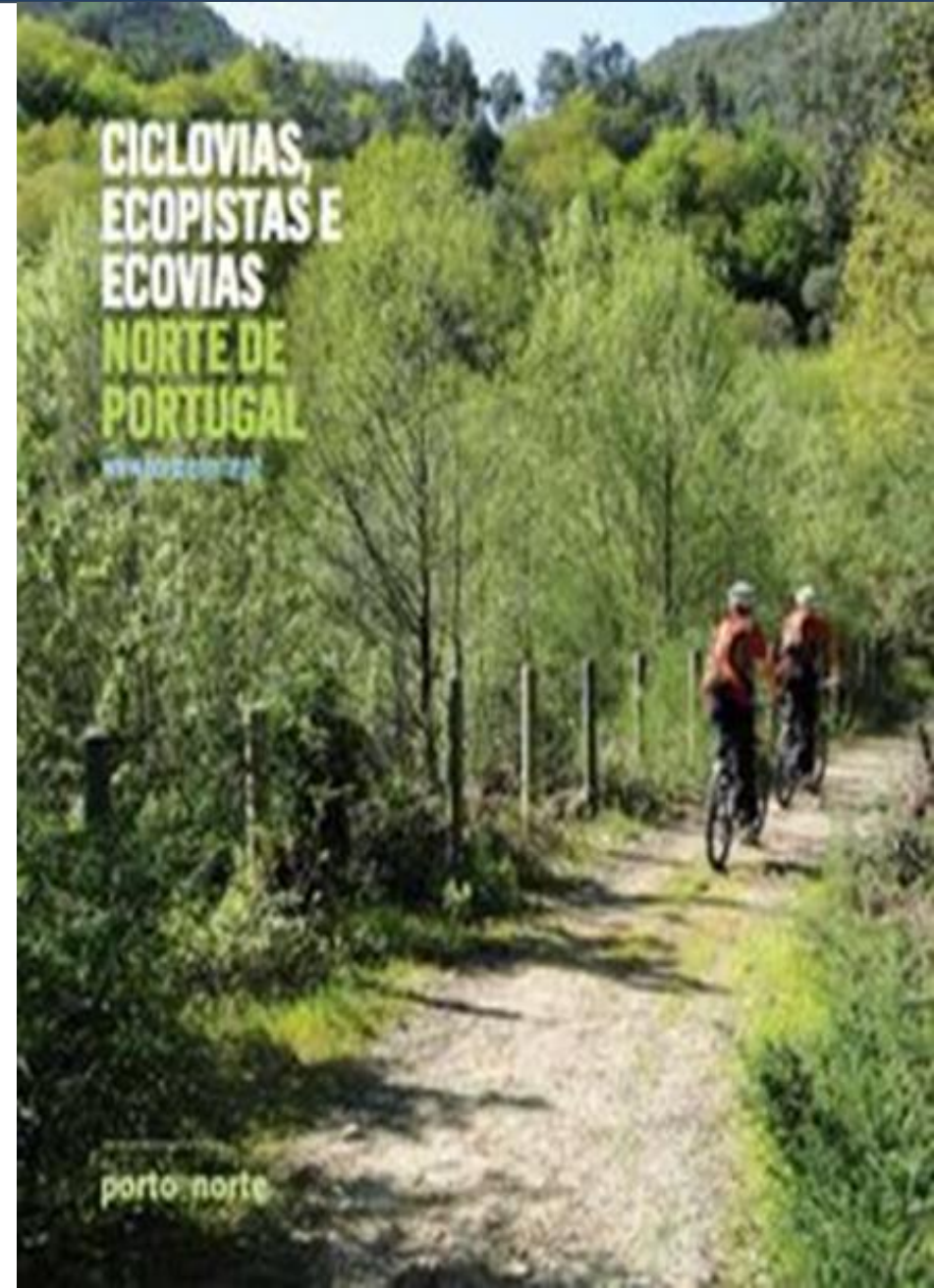
Assessment of the possibility of participating in international networks that allow exchange of experiences associated with the promotion and use of the bicycle (ex: bikesharing).

Promotion of the bicycle as a relevant “tool” for tourism development of touristic routes and products

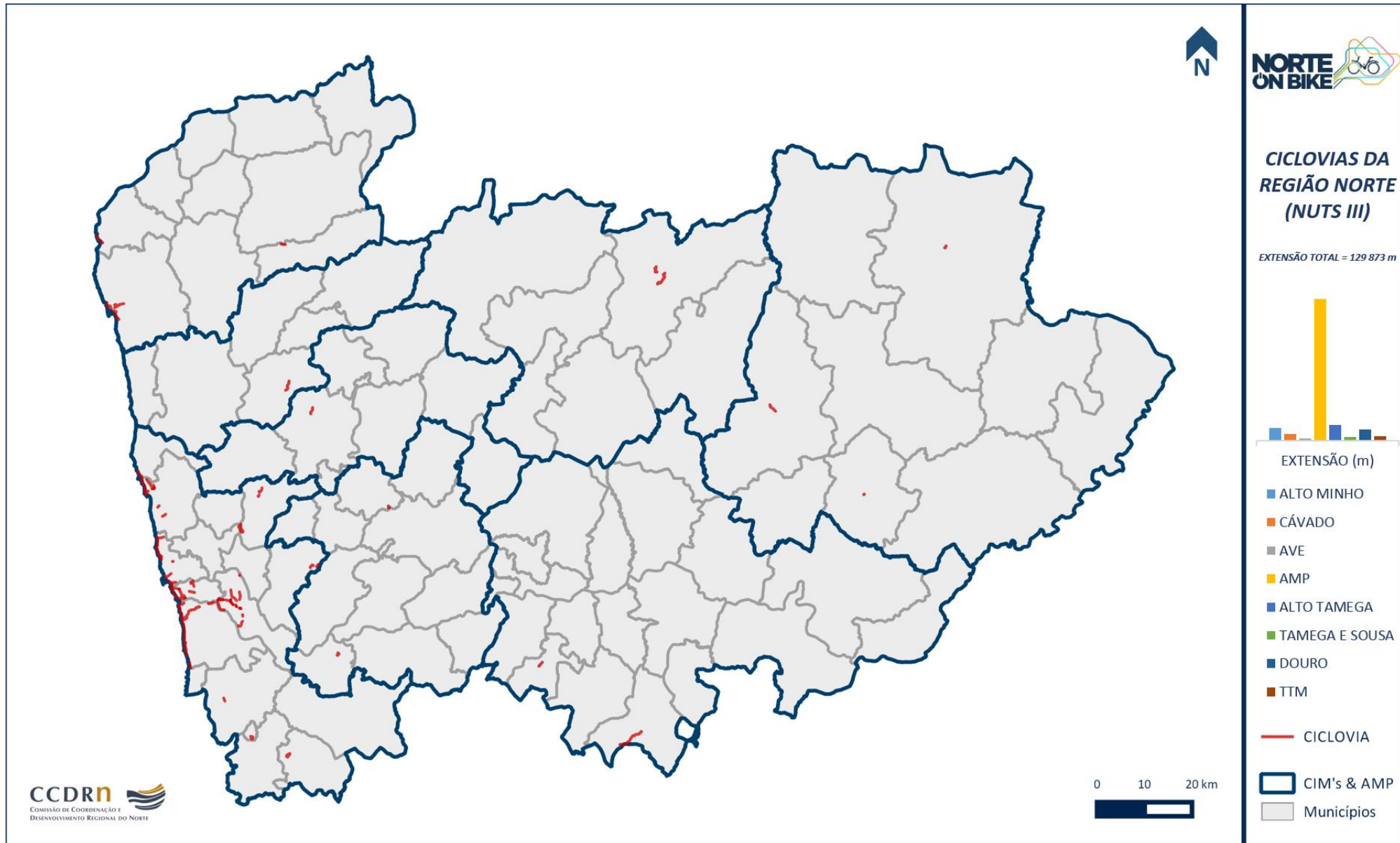


Typology:

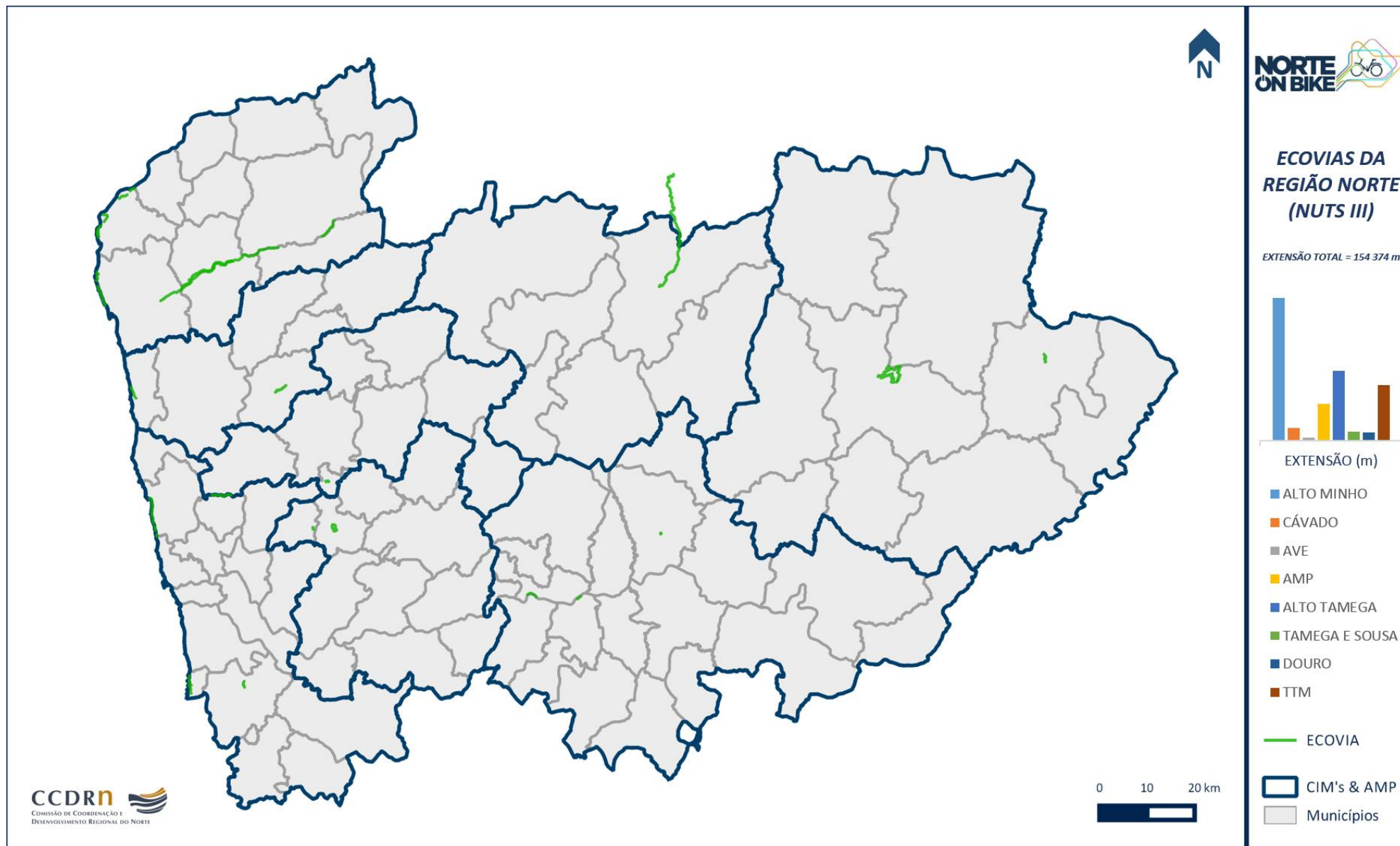
- **Bicycle lane (or cycle lane):** land route, regular floor, specifically intended for people using bicycles (bicycles).
- **Eco Lane:** Infrastructure intended for circulation on foot or by bicycle and whose main characteristic is the connection with areas with environmental potential
- **Green Ways:** designation attributed to routes using old disabled railroad tracks. With permeable, clay or gravel floor, with a markedly rural implementation.



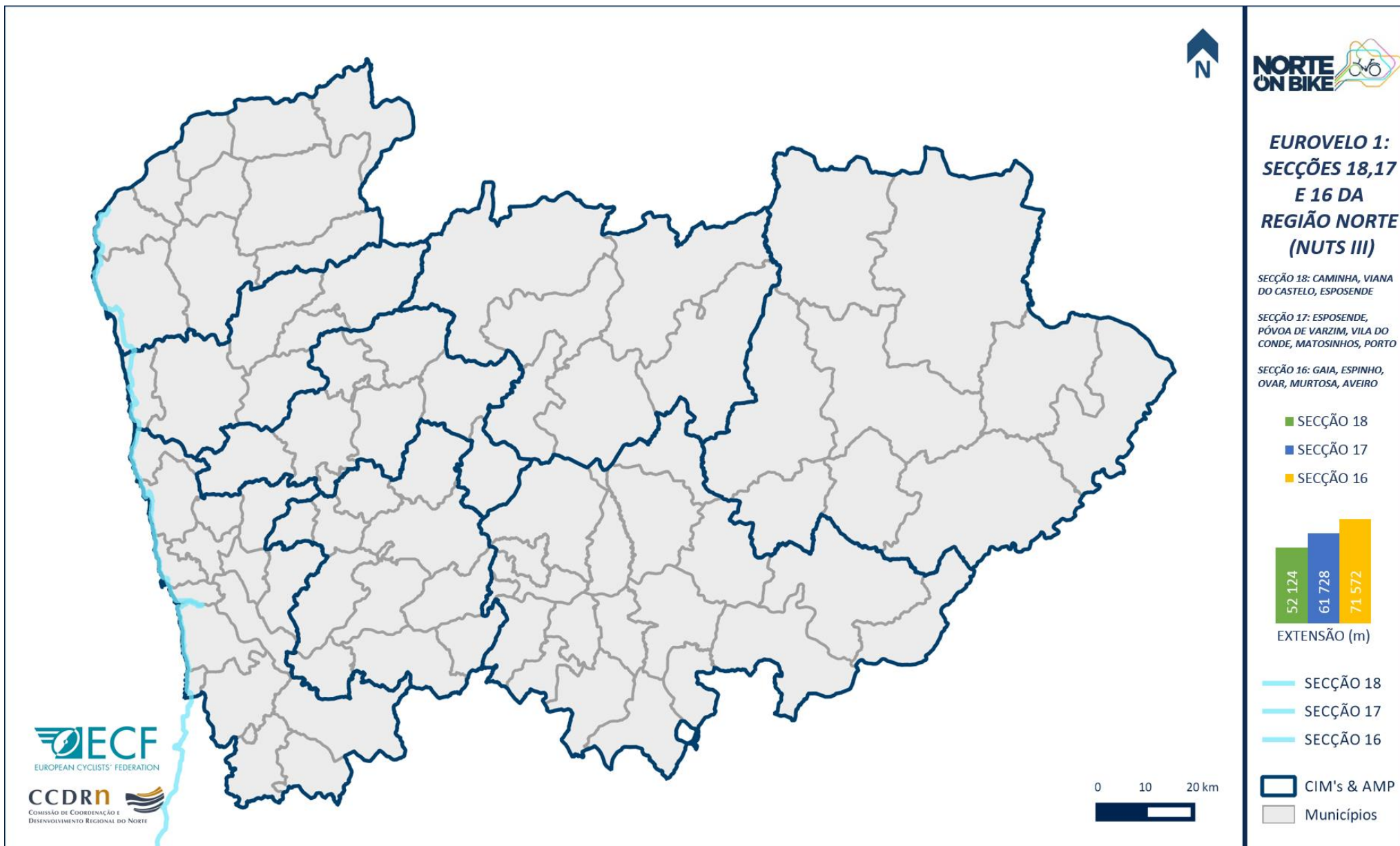
CycleLane : Infrastructure to Support Cyce mobility



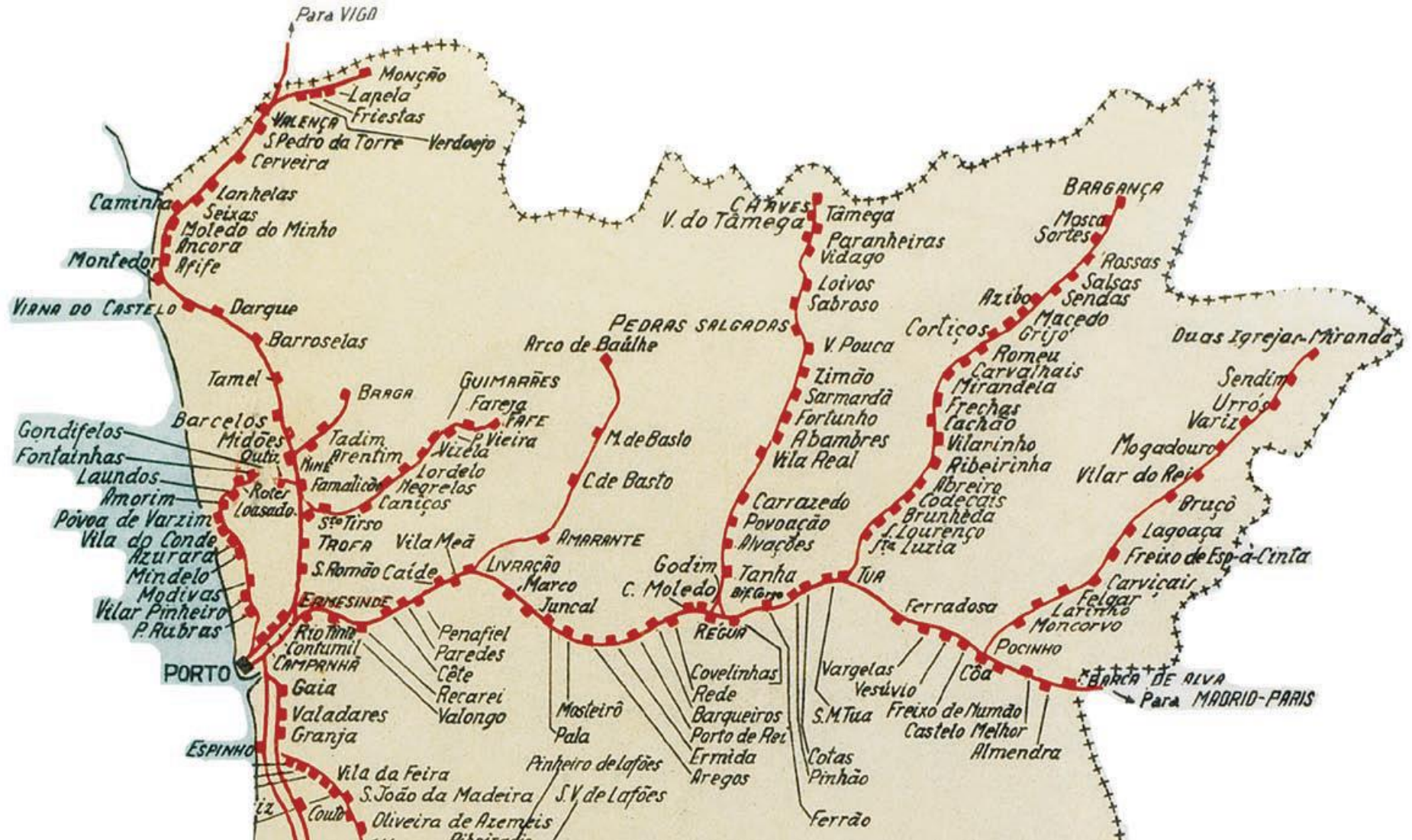
CycleLane : Infrastructure to Support Cyce mobility



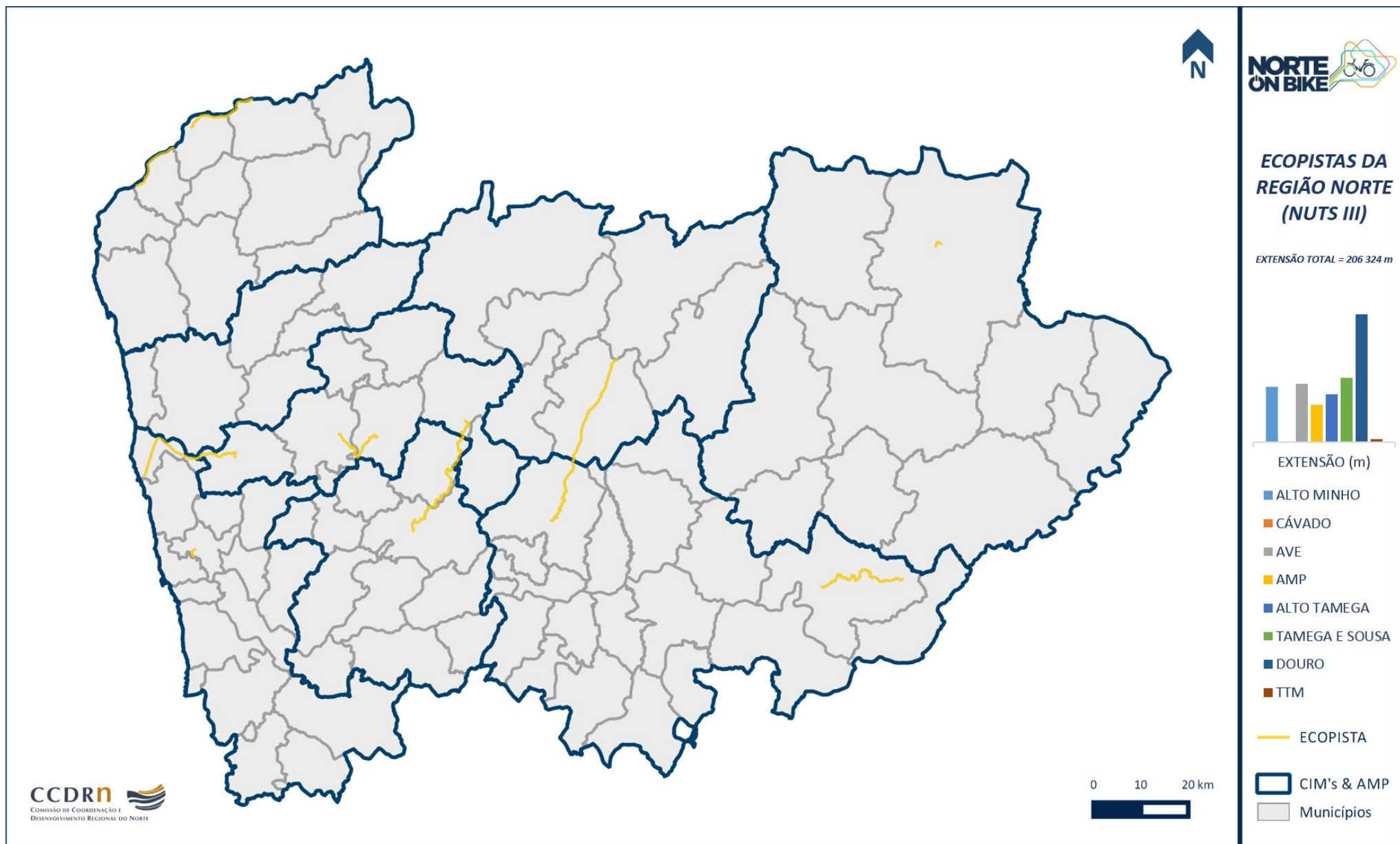
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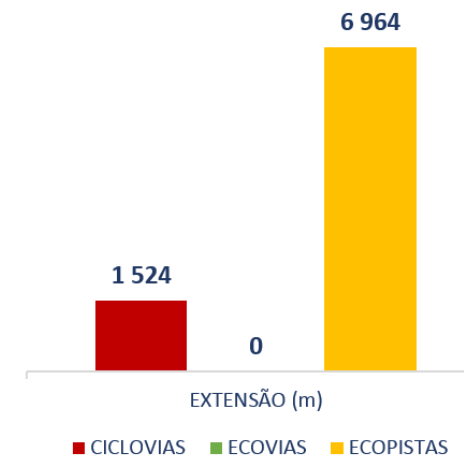
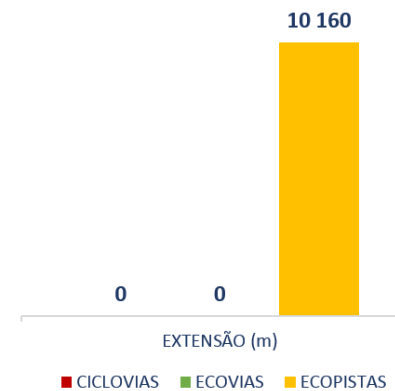
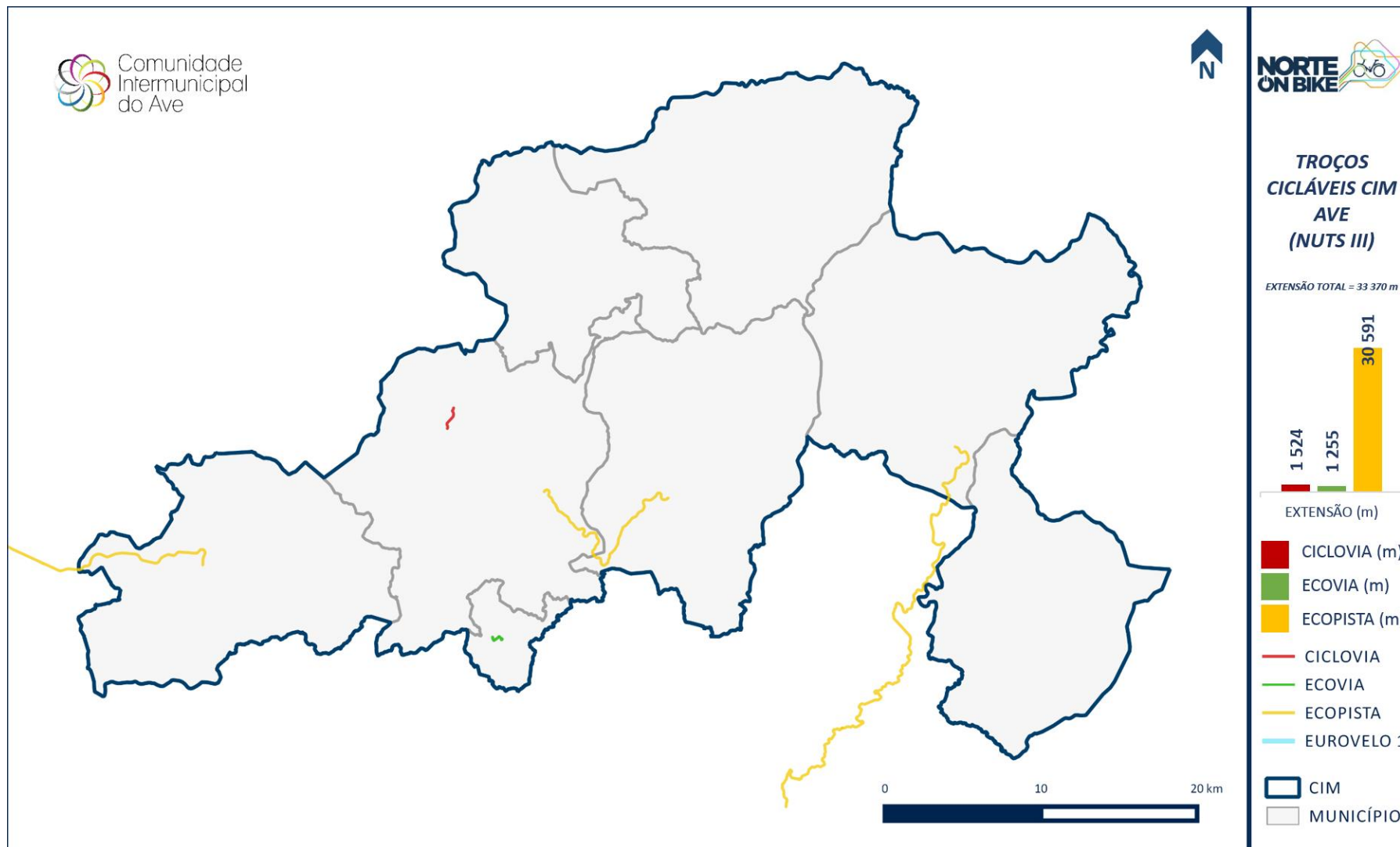
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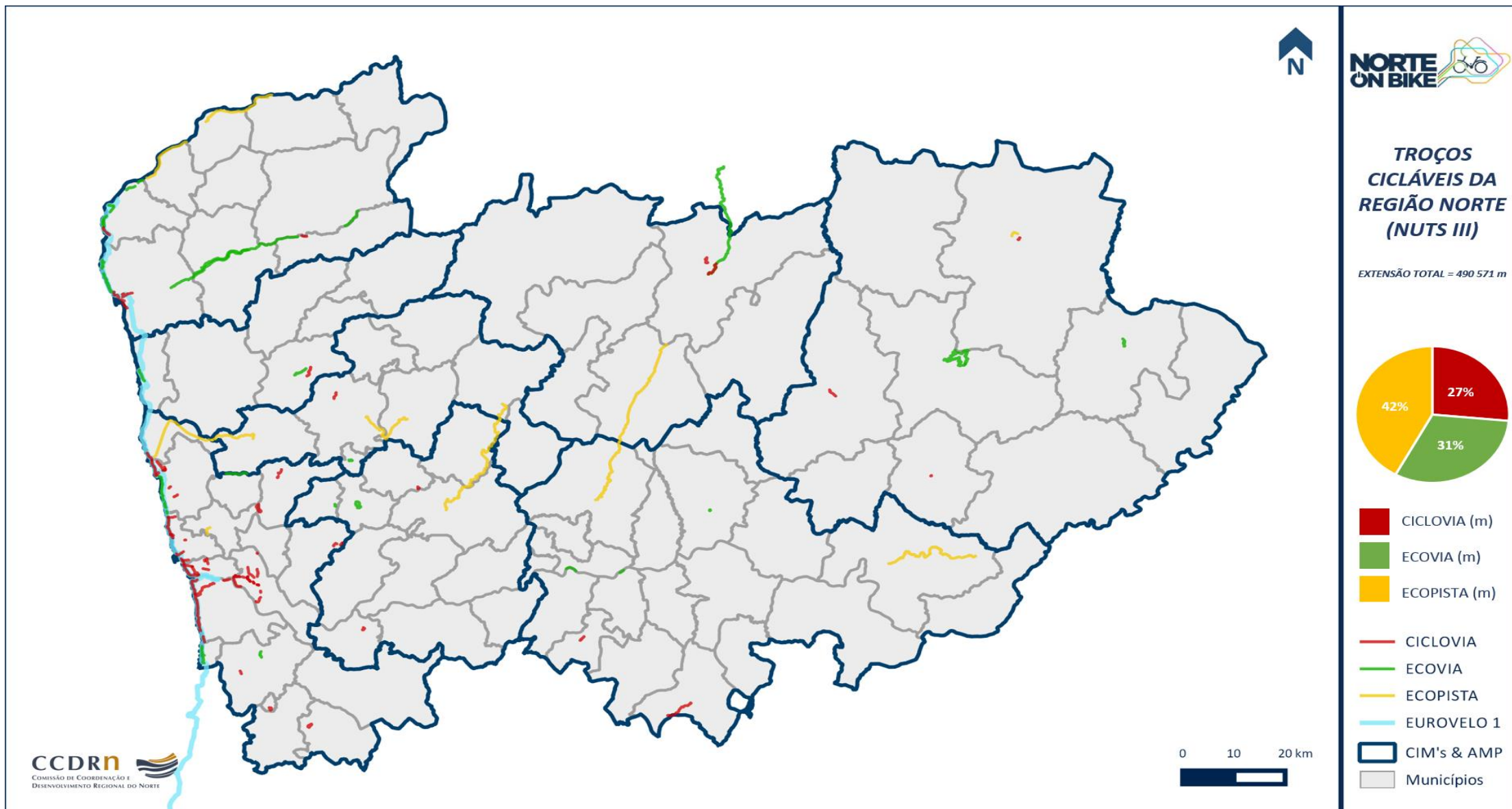
Minho Greenway – Considered 4th Best Greenway in Europe (European Meeting of Greenways, Belgium, 2009)



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Key Ideas

- Norte region: “A Bike Friendly Region”
- On going debate on our Railroad Network;
- New Cohesion Policy Objects:
OT2. A greener, low carbon economy
OT5.A Europe Closer to Citizens: sustainable development of rural, urban and coastal areas
LEADER approach to community-led local development (CLLD)
- A new look for the bicycle, more utilitarian and not just for leisure/sport
- Cities have “bicycle use quotas” on commuting trips less than 1%;
- Cycling Portugal 2030: a window of opportunity?;



*And Now? Keep on pedaling!!!!
Thank YOU!*

Fernando Gomes

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NORTE
ON BIKE
MOBILIDADE URBANA SUSTENTÁVEL

