



2020 TOP 100 GOOD PRACTICE STORY

Title of the Story: Torres Vedras | Urban bike routes

Destination Name: *(include any state, province or region)*

TORRES VEDRAS

Country: PORTUGAL

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Position: Mayor of Torres Vedras

Nomination Category: *(Please check the boxes that indicate the focus of your story)*

- Culture & Communities
- Environment & Climate
- Nature & Ecotourism
- Islands & Seaside
- Immediate responses in dealing with the COVID -19
- Post COVID -19 recovery
- One of the 17 SDGs* *(if yes, which one)* Click or tap to choose

*The Sustainable Development Goals (SDGs), also known as the Global Goals, were adopted by all United Nations Member States in 2015 as a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030. The 17 SDGs are integrated—that is, they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. What are the Sustainable Development Goals? <https://www.undp.org/content/undp/en/home/sustainable-development-goals.html>

For further information on Tourism for SDGs: <http://tourism4sdgs.org/>

Find detailed instructions for submitting good practices [here](#)



DESCRIBE YOUR GOOD PRACTICE STORY

Address each aspect of your good practice story in the different sections being specific including relevant quantitative and qualitative information.

Issues faced

The growth of cities, namely the expansion of urban perimeters to the peripheries, gave rise to new mobility issues. The decentralization of some economic activities has caused population movements to these peripheries, resulting in new transport needs. Accompanying this development, the public transport network has been adjusting to needs. In the same perspective, the creation of a network of cycle paths and a network of availability of public bicycle stations, aims to encourage the change of modes of travel, especially from individual transport to soft modes. Urban cycle network aims to contribute to the achievement of the following strategic objectives:

- a) Encourage changes in the modal split in urban travel;
- b) Contribute to the reduction of primary energy consumption and gas emissions;
- c) Contribute to the reduction of noise levels in urban areas;
- d) Ensure conditions of accessibility, convenience, comfort and safety, when using bicycle paths;
- e) Contribute to the improvement of users' physical and mental health;
- f) Avoid traffic congestion;
- g) Contribute to traffic calming in the city;
- h) Reinforce local identity.

Methods, steps and tools applied

The network of Cuclye Torres Vedras cycle routes was designed to serve home-work or home-school travel. The project consisted of building a set of cycle paths to be implemented in the city. The analysis that gave rise to the Mobility Strategy of the city of Torres Vedras allowed us to conclude that a large part of the population's journeys are short-distance and performed mainly in private vehicles, to the detriment of pedestrian mode, public transport and cycling. This situation partly results from the inadequacy of the routes for walking or cycling. On the other hand, there are sociological questions: the population is not yet trained to change their movements in individual transport, by the soft modes. If "about 50% of urban journeys are less than 3 km, it is possible to conclude that soft modes can represent a real alternative to motorized modes on many trips."

The network of cycle consists of three types of cycle routes:

Type 1: bicycle lane with a segregated corridor from the motor vehicle lane implanted on the road platform and properly marked.

Type 2: Bicycle lane with a corridor implanted at the sidewalk level and segregated from the pedestrian circulation area.

Type 3: Bicycle lane in a shared corridor with motor vehicles.

The solutions presented for the cycle path corridors in each of the three types adopted, seek to ensure the best safety conditions for both cyclists and pedestrians, especially in situations where the cycle path is on the same platform as the pedestrian.



Key success factors

1066/5000

The city's cycle path project follows two main guidelines:

On the one hand, it is part of the development strategy carried out by the municipality in recent decades, which has been programmatically, consistently and progressively adjusting its model of territorial and socio-economic development to the challenges resulting from the application of the principles sustainable development, energy efficiency and mitigation and adaptation to climate change. Following the Mobility Strategy of the City of Torres Vedras, there has been a very significant set of interventions on the networks, modes and mobility system, in which the Promotion of soft modes stands out.

On the other hand, the project responds to the challenges, and is in line with the national and European sustainable urban development strategies that today place sustainable urban mobility as an absolutely essential tool for the decarbonisation of territories and subsequent urban, environmental, social and economic requalification of cities.

Lessons learned

The analysis of indicators such as the motorization rate allowed us to conclude that 41% of residents have one vehicle per household and 49% belong to households with two or more vehicles, thus being a high rate. The motorization rate suffered between 2006 and 2014, in the municipality of Torres Vedras, an increase of 17%, translated into a variation of 456 to 533 vehicles / 1,000 inhabitants respectively. So the main mode of transport used by the resident population in commuting is the automobile. Excessive road traffic, poor accessibility and the lack of adequate signage, sidewalks and parking, result in the need to implement measures that promote the improvement of urban mobility. On the one hand, mobilize the population to travel on foot or by bicycle over short distances; on the other, to encourage the use of public public transport (whether urban or intercity), to the detriment of the individual over greater distances. As described by the Western Sustainable Urban Mobility Action Plan, the bicycle thus emerges, as a response to the disincentive of car use, to the minimization of the city's environmental problems related to the high number of CO2 emissions and as an alternative to mobility sustainable. This project thus responds to the challenge, and to the need, to guarantee a structured network of cycle paths that allows access to the main points of the city that generate and attract travel, whether they are residential areas with a high population density, service buildings such as the Court, the Hospital and schools.

Results, achievements and recognitions

With the completion of this project, an increase of 600 new bicycle users was estimated, corresponding to 3% of the population of the city of Torres Vedras, residents and workers. Based on the 600 new users, traveling 5km per day, this is reflected in an economy of 162 Ton CO2 per year.

Additional references



https://www.youtube.com/watch?v=_BqU-VgP1sE

<https://www.youtube.com/watch?v=vW4Jzq-TeWw>

<http://smart-cities.pt/smn/rede-ciclovias-torres-vedras-1206/>

