

WALK LISBON! LISBON'S PEDESTRIAN ACCESSIBILITY PLAN



Project Summary

The City of Lisbon prepared a pedestrian accessibility plan as an essential building block for their sustainable mobility policy.

A GIS analysis of the city explored the two issues considered most problematic for walkers – topography and pedestrian crashes. Despite being famous for 7 steep hills, the survey revealed 75% of the street network had low inclinations. Furthermore, the crash analysis revealed more victims were hit on the crosswalk or its immediate vicinity than anywhere else, with more than a third of all fatal and serious victims being elderly citizens. A map of pedestrian potential was created for the city.

In response, a large participatory session got the city's public space and traffic officials working together with community organizations from various sectors: disability, child safety, pedestrians, automobile clubs, public transport operators, and more. They were asked what they thought were the biggest obstacles to people walking more in Lisbon, and above "money" were: "pedestrians are treated as secondary"; "there is no political commitment"; "the City doesn't set an example"; and, "there is inefficient management and oversight".

It was agreed to make a significant cultural shift at the city authority level to address the concerns. A strategy was developed based on the following principles:

- **Clear and operative political commitment**
Political will was converted into clear priorities where technical officials could find guidance for day to day dilemmas – for example, do we chose safety over traffic speed, flow, or parking? The City Council agreed to spend 3% of the annual budget for public works on pedestrian accessibility.

 **LOCATION:**
Lisbon, Portugal

 **ORGANISATION:**
Lisbon City Government

 **KEY OUTPUTS:**
Lisbon Pedestrian Accessibility Plan; Map of Pedestrian Potential; 3% budget commitment for walking

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The Lisbon City access improvement team.

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- **Research and design models**

New design models were developed through good practice reviews and user testing to support the detailed standards required for delivering better crosswalks, bus stops, sidewalks and traffic calming measures.

- **Multi disciplinary teamwork**

A central planning team-coordinated advice, developed tools, motivated staff, built public support and lead by example.

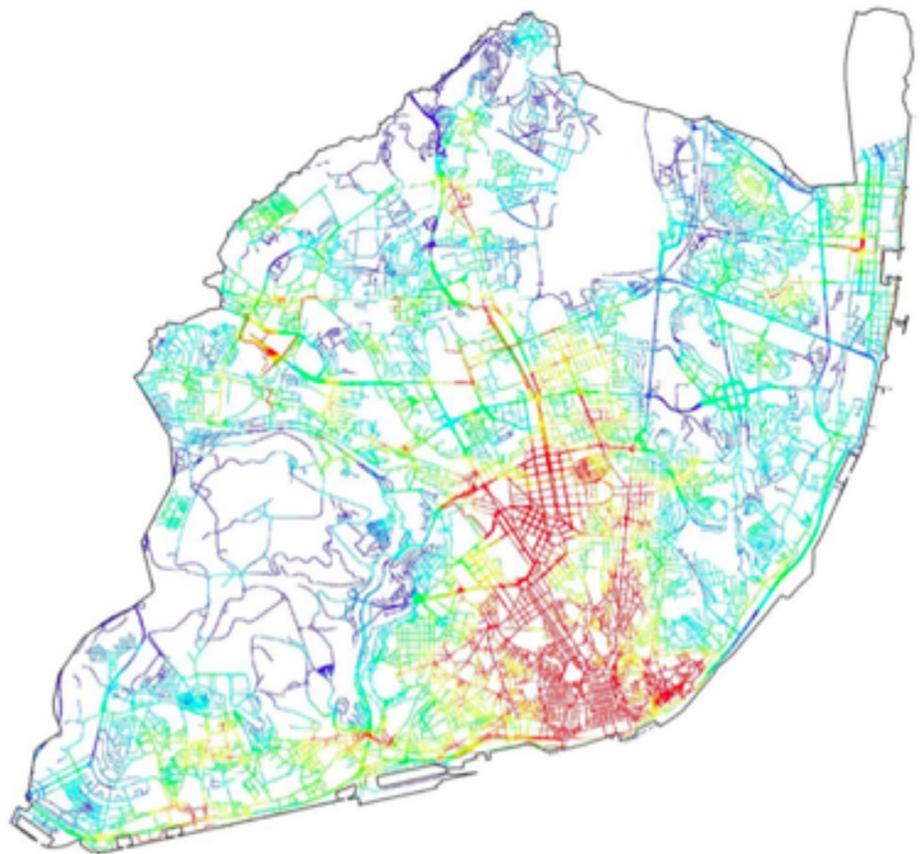
- **Capacity building and support**

Capacity building was made a cornerstone of the delivery strategy - manuals and training were backed up with new tools, practical advice, in-house consulting and technical support to steer the entire decision making and delivery process in the authority.

Through the process, the pedestrian network of transport infrastructure was made visible by the plan and evaluated to ensure it responded to the functional needs and safety requirements, especially considering its most vulnerable users. The City Council has allocated at least 3% of the budget for public works to be invested in pedestrian accessibility each year.



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GIS map of Lisbon showing Pedestrian Potential in the city.

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