

Portugal's National Strategy for Active Pedestrian Mobility 2030

Background

- The National Strategy for Active Pedestrian Mobility 2030 (ENMAP 2030) is a groundbreaking initiative by the Portuguese government aimed at promoting walking as a fundamental mode of transportation. With a vision to enhance urban liveability, reduce greenhouse gas emissions, and foster public health, ENMAP 2030 is aligned with national priorities and the European Union's sustainable mobility goals.
- Portugal has witnessed a rapid urbanisation trend over recent decades, accompanied by an increasing reliance on private vehicles. This has led to a range of challenges, including traffic congestion, air pollution, and a decline in physical activity amongst citizens. Recognising these issues, the government developed ENMAP 2030 to create a paradigm shift towards active and sustainable mobility.
- The strategy is overseen by the Institute for Mobility and Transport (IMT), with contributions from local municipalities, urban planners, public health experts, and civil society organisations. These stakeholders collaboratively designed the framework to ensure its adaptability to the diverse geographical and socio-economic contexts across the country.
- At its core, ENMAP 2030 focusses on three pillars: infrastructure, awareness, and policy reform. It emphasises the creation of pedestrian-friendly streets and neighbourhoods through urban redesign, including the expansion of pavements, pedestrian crossings, and traffic-calming measures. Public awareness campaigns aim to highlight the benefits of walking, such as improved health and reduced transportation costs, while policy reforms advocate for integrating pedestrian mobility into urban planning processes.
- The strategy also targets inclusivity by addressing the mobility needs of elderly citizens, children, and individuals with disabilities. Accessibility standards are incorporated into all infrastructure projects to ensure universal design principles are upheld.
- ENMAP 2030 serves as a model of ambition and innovation, seeking to transform urban areas into spaces that prioritise people over vehicles. By 2030, the strategy aims to achieve a 15% increase in walking as a primary mode of transportation, contributing to Portugal's broader environmental and social objectives.

Key Activities

- Urban redesign to create pedestrian-friendly environments, such as wider pavements and improved crossings.
- Public awareness campaigns that promote walking as a sustainable mode of transport.
- Integration of pedestrian mobility into urban planning and policies.
- Supervision of public space use and prevention of cars blocking public pavements.



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Impact

- Increase the modal share of pedestrian journeys to 35%, expand accessible pedestrian space by 50%, and reduce sedentary lifestyles by 15% by the year 2030.
- Enhanced urban liveability and reduced air pollution.
- Improved public health outcomes due to increased physical activity.
- Positive feedback from municipalities and local communities on infrastructure improvements.
- Transform Portugal into a country where walking is safe, attractive, and a preferred mode of transport.

Challenges & Solutions

- **Challenge:** Coordination across municipalities with differing priorities and resources.
- **Solution:** Establishing a centralised oversight body (IMT) to harmonise efforts and provide technical support.
- **Challenge:** Public resistance to reducing car-centric infrastructure.
- **Solution:** Launching targeted campaigns to highlight the benefits of walking and involving citizens in the planning process.

Tips for Similar Projects

- Develop clear national guidelines while allowing flexibility for regional adaptations.
- Invest in training programmes for urban planners to integrate pedestrian-focused design principles.
- Use comprehensive data collection and public consultations to inform infrastructure and policy decisions.

Identified Limitations/Weaknesses

- The pace of implementation varies significantly between regions due to differing resources and priorities.
- Monitoring and evaluation mechanisms require further strengthening to ensure long-term accountability.

Resources/Links

- Read about the strategy in this [article](#) by the European Commission



Partners

