



Direcção Municipal da Mobilidade

March 2021

[www.lisboa.pt/a-rua-e-sua](http://www.lisboa.pt/a-rua-e-sua)

## 2019 Edition | Pre.COVID

- Last Sunday of the month events May to Dec. 2019

## 2020 Edition | Pandemic Response

- Measures approved by the Lisbon Assembly
- Terrace parklets as local economy support
- Public space interventions
  - Selection criteria & materials
  - Some examples of implemented interventions

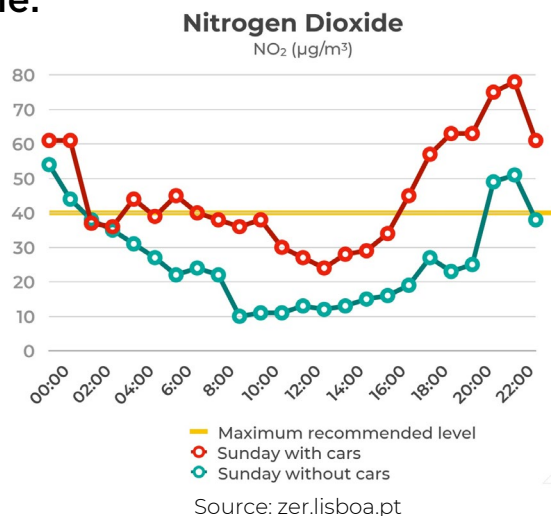
## Arroios Market Proposal

- Location
- Site Characterization
- Initial Studies
- Concept
- Proposed Plan
- Proposal Data - Areas & Parking
- Implementation
- Street Art Collectives Competition
- Before & after images

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- On the last Sunday of each month, since May 2019 until the last Sunday of the year, the central lanes of Avenida da Liberdade have been closed to car traffic.
- People could experience the city without cars one day per month having events to enjoy it, like Cargo Bike Fest and other that promote Active Mobility.
- Noise Levels were reduced significantly, in the morning (12 dB), and in the afternoon, even with music concerts and DJs' playing and thousands of people attending, the Avenue was less noisy than with motor traffic.
- Even on a day with little traffic (Sunday), the difference in pollution and air quality was noticeable.



Due to the pandemic, the municipal program has changed its initial concept<sup>1</sup>.

It now contemplates a set of interventions, implemented together with the local Councils, which give more space to people in the streets, ensuring physical distancing, promoting active mobility, improving access to local commerce, increasing areas for terraces and creating new leisure spaces.

The interventions aim to:

- Create or increase in area, spaces for safe walking, eliminating car parking, to prevent and mitigate public health risks still arising from the pandemic;
- Support local businesses by increasing the number of parklet terrace areas;
- promoting temporary or permanent urban art interventions in public spaces so that people can experience streets without cars.
- create coexistence or pedestrian areas for the enjoyment of public space, also creating shaded and comfortable spaces;

<sup>1</sup> Deliberation no. 151/AML/2020 - Proposal no. 273/CM/2020 approved unanimously by the Lisbon Assembly



# A Rua É Sua | Esplanadas – Parklet Terraces





## Esplanadas Parklet Terraces

- 273 Applications received
- 12 Under Review
- 222 Approved
  
- Currently all outdoor & Indoor dining is closed
  
- Outdoor dining is set to re-open on April 5th, two weeks before indoor dining is allowed (with several limitations), so we expect an increase in applications in the coming weeks.



## Selection Criteria

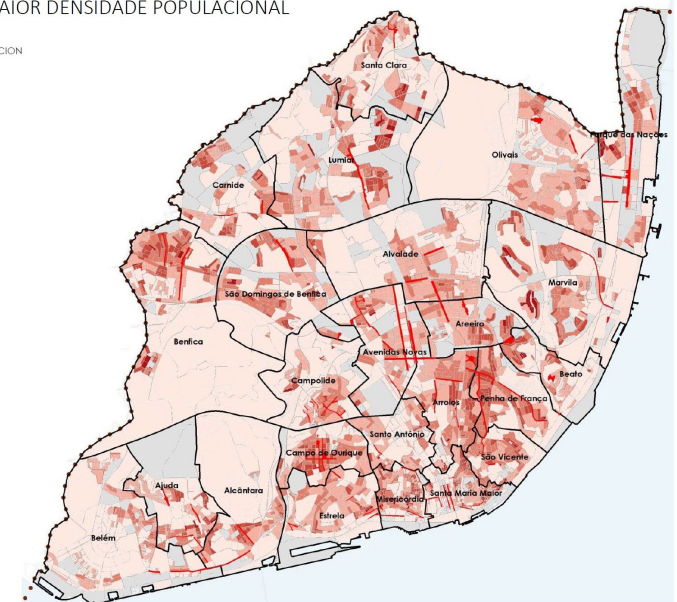
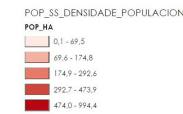
- Areas with higher population density in contrast to the existing public space.
- Urban axes highly exposed to heat islands.
- Serve more populated statistical sub-sections, with the tie-breaker criterion being areas with a more fragile population and with more elderly people.
- Areas with high pedestrian affluence, such as those surrounding social, educational or health equipment, commercial areas and transport interfaces, whose sidewalks are too small for the load of services and existing uses.
- Integrate the Structuring Pedestrian Network or connect identified centralities and micro-centres.
- Cross the pop-up cycling network.

## Tactical Urbanism Materials

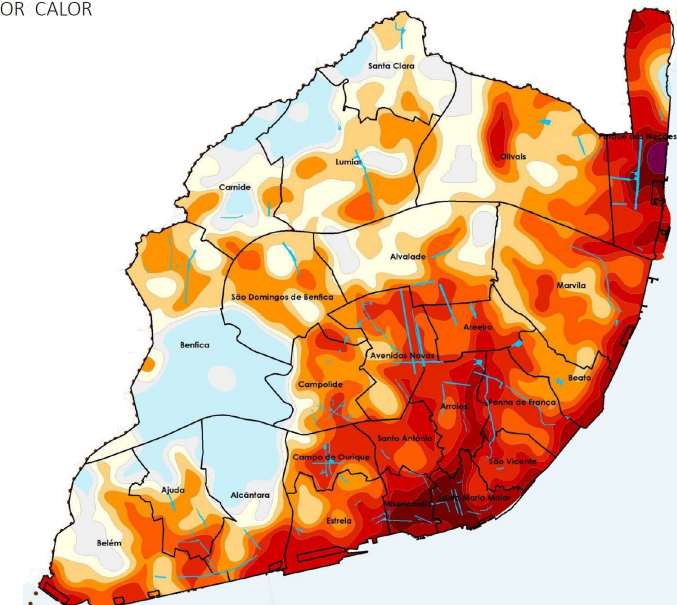
The materials to be used in the project fall into the following categories:

- Horizontal signage through painting of road markings
- Vertical signage for parking changes
- Colorful painting with artistic intervention in pedestrianized area
- Removable elements consisting of planters and street benches and flexible bollards

3. INTERVENÇÕES NO ESPAÇO PÚBLICO \_ áreas de intervenção  
ZONAS COM MAIOR DENSIDADE POPULACIONAL



3. INTERVENÇÕES NO ESPAÇO PÚBLICO \_ áreas de intervenção  
ONDAS DE MAIOR CALOR





## Type/Status:



7 Events



12 Proposal Phase



1 Execution Phase



15 Implemented

## Pedestrian Area Gains

Planned	3.190 m <sup>2</sup>
Execution in progress	1.326 m <sup>2</sup>
Implemented	4.511 m <sup>2</sup>
<b>Total</b>	<b>9.027 m<sup>2</sup></b>



## Rua dos Bacalhoeiros

**Type:** Pedestrian Area for Outdoor Dining

**Date:** July 2020

**Pedestrian Area Gain:** 455 m2



## Rua João das Regras

**Type:** Pedestrian Area for Outdoor Dining

**Date:** July 2020

**Pedestrian Area Gain:** 396 m2



## Rua Nova da Trindade

**Type:** Pedestrian Area for Outdoor Dining

**Date:** July 2020

**Pedestrian Area Gain:** 525 m2



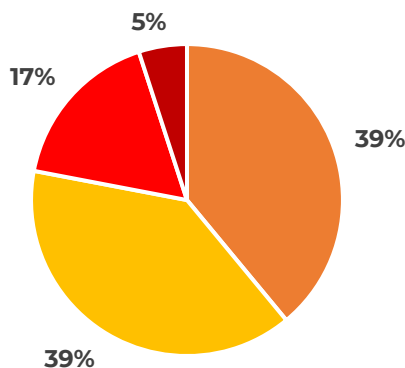


The success of the initiative was measured through a survey, conducted in November among the restaurant & shop owners of Rua João das Regras, Rua Nova da Trindade and Rua dos Bacalhoeiros, which had the following results:

- ✓ 78% are satisfied or very satisfied
- ✓ 73% have more customers
- ✓ 83% have improved business
- ✓ 89% have the perception that customers are satisfied and very satisfied
- ✓ 94% want to maintain the programme even after the pandemic
- ✓ 67% have not laid off workers

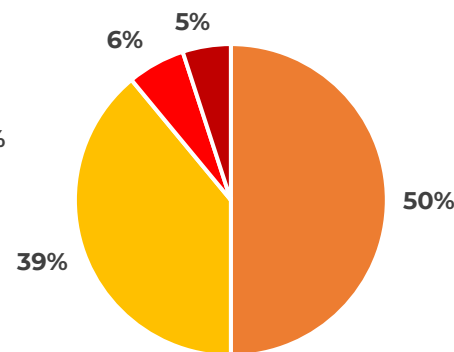
Although this is only an initial survey its results are quite positive.

### Programme satisfaction



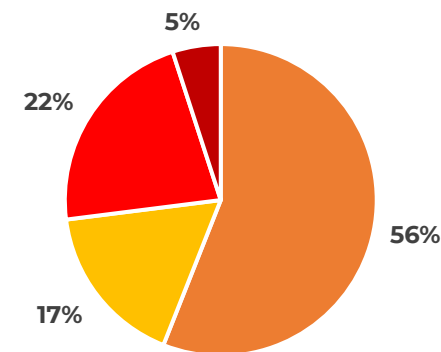
■ Satisfied    ■ Very satisfied  
■ None    ■ Dissatisfied

### Customer satisfaction



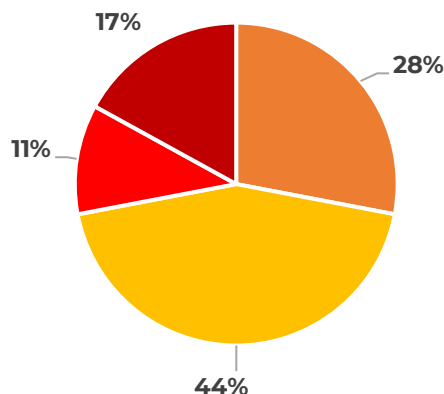
■ Satisfied    ■ Very satisfied  
■ None    ■ Dissatisfied

### Impact on business performance



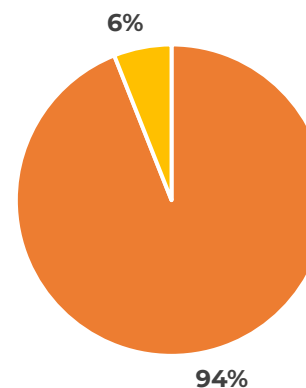
■ Improved    ■ Improved a lot  
■ None    ■ Worsened

### Store details



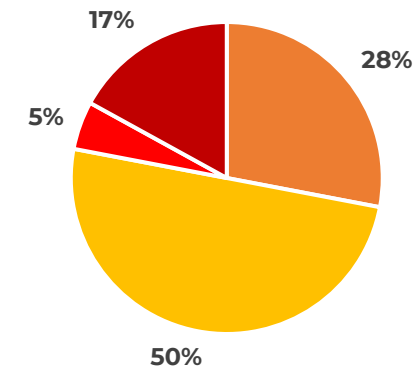
■ Restaurants with terrace unchanged    ■ Improved terrace restaurant with programme  
■ Other type of store    ■ Restaurants without terrace

### Programme continuation



■ Yes    ■ No

### Return to previous model



■ Dissatisfied    ■ Very dissatisfied  
■ None    ■ Satisfied

## Rua Poços dos Negros

**Type:** Road Closed to Traffic during the Weekends

**Date:** From 25<sup>th</sup> of July until 18<sup>th</sup> December 2020

**Scheduled to Restart** April 2021



## Rua da Silva

**Type:** Road Closed to Traffic during the Weekends

**Date:** From 25<sup>th</sup> of July until 18<sup>th</sup> December 2020

**Proposal to be permanently pedestrianised**



## Rua Claudio Nunes

Type: Pedestrian Area for Outdoor Dining

Date: July 2020

Pedestrian Area Gain: 442 m2



## Largo dos Sapadores

**Type:** Road Closed to Traffic during the Weekends

**Date:** All Weekends of September 2020

A community garden wall & a proposal to increase the pedestrian area permanently resulted from the events.

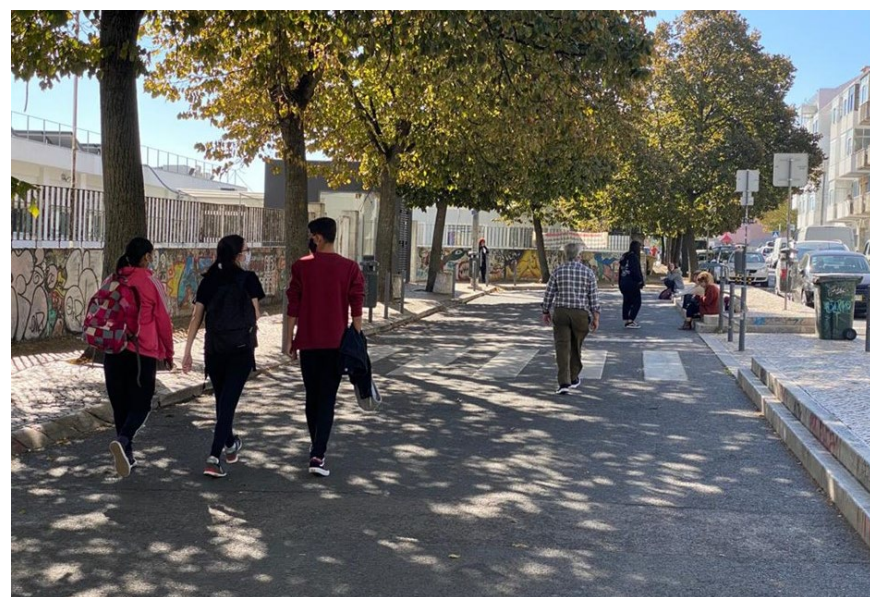


## António Arroio School

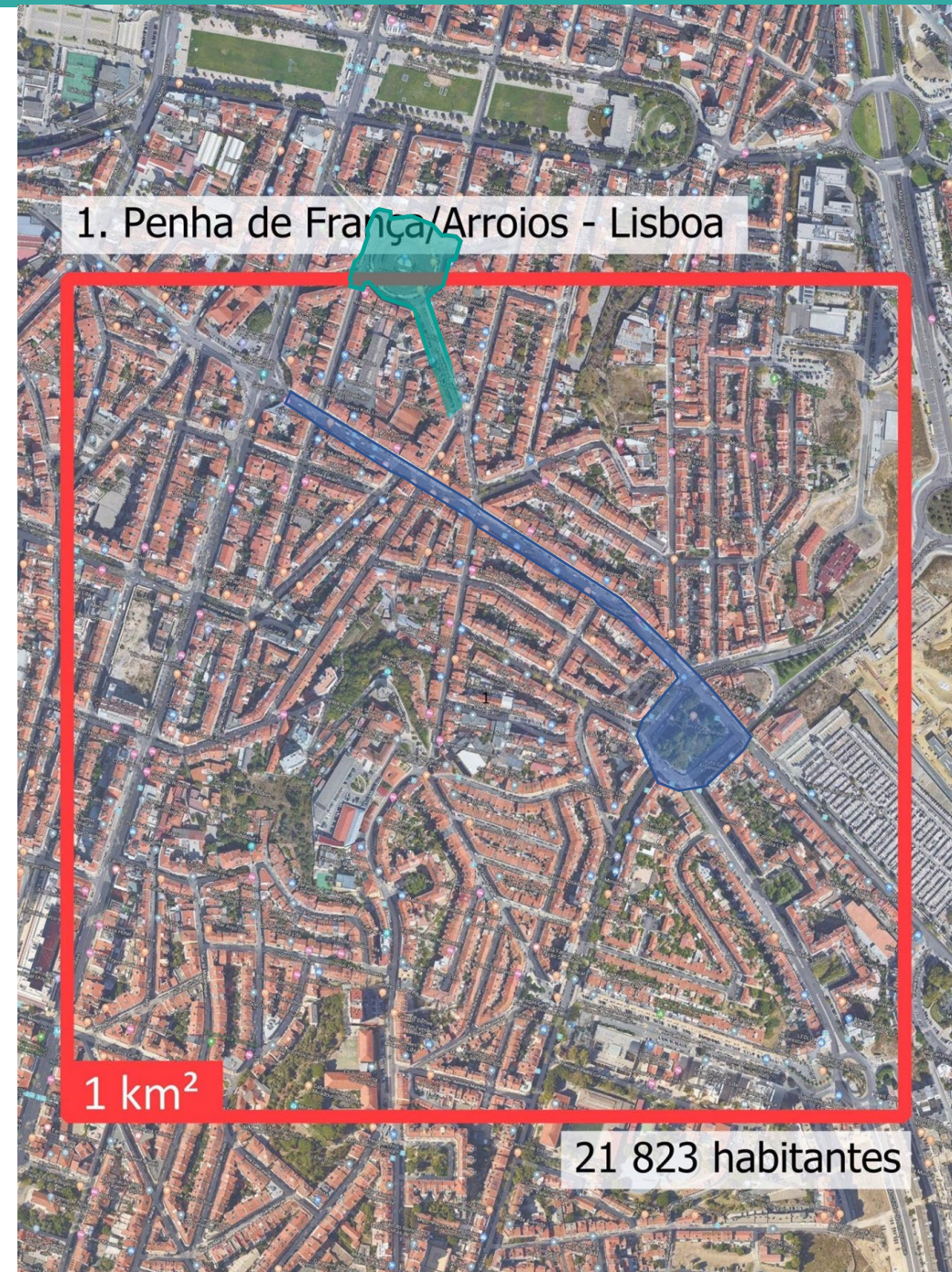
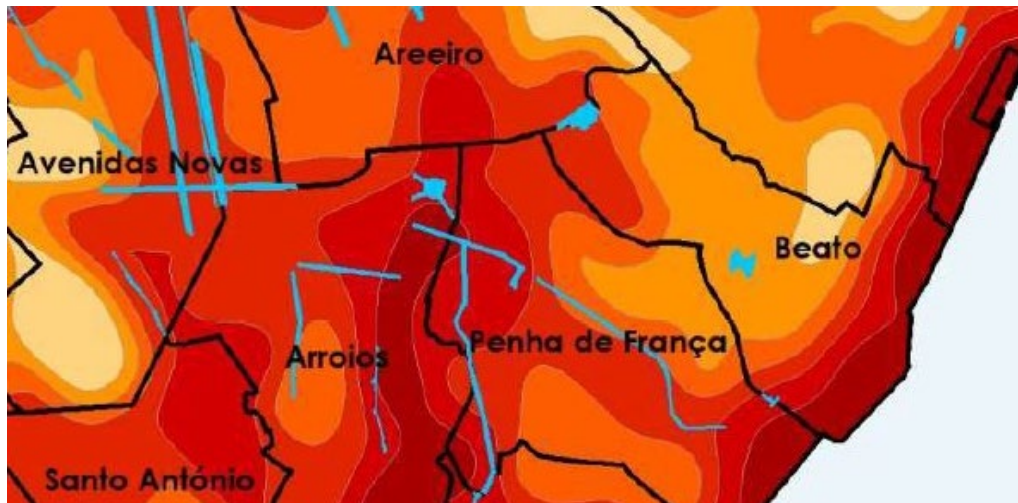
**Type:** Pedestrian Area + Traffic Calming

**Date:** September 2020

**Pedestrian Area Gain:** 329 m2



- The **MORE project Lisbon** is at the center of the most densely populated km<sup>2</sup> of the city of Lisbon and Portugal, with 21,823 inhabitants, according to Eurostat data from 2011. It has more population than the most populated km<sup>2</sup> in the UK - Maida Hill in London, with 20,000 residents. The **Arroios Market** is partly in this km<sup>2</sup>
- Area with great lack of qualified public space. The Proposal had to include an increase in pedestrian space;
- Area affected by Heat waves, with record of maximum temperature variations from 2.0° to 3.5° above normal.







## Identified Problems

- Long Pedestrian Crossings
  - Too long, 26 and 17m long
  - Constantly occupied or covered by vehicles.





## Identified Problems

- **Long Pedestrian Crossings**
  - Too long, 26 and 17m long
  - Constantly occupied or covered by vehicles.
- **Illegal Parking**
  - **Sidewalk Parking**
  - **Crosswalk Parking (or blocking its visibility)**
  - **Double Parking**
  - Other Illegal Parking
- Illegal parking is a great danger as, by obstructing the visibility of both pedestrians and cars, it leads pedestrian hits and car accidents.
- The accident record from the National Road Safety Authority shows that at the streets around the market there were 15 accidents in the last 10 years, 10 pedestrian runover resulting in 10 people injured and 5 collisions resulting in 7 slightly injured.





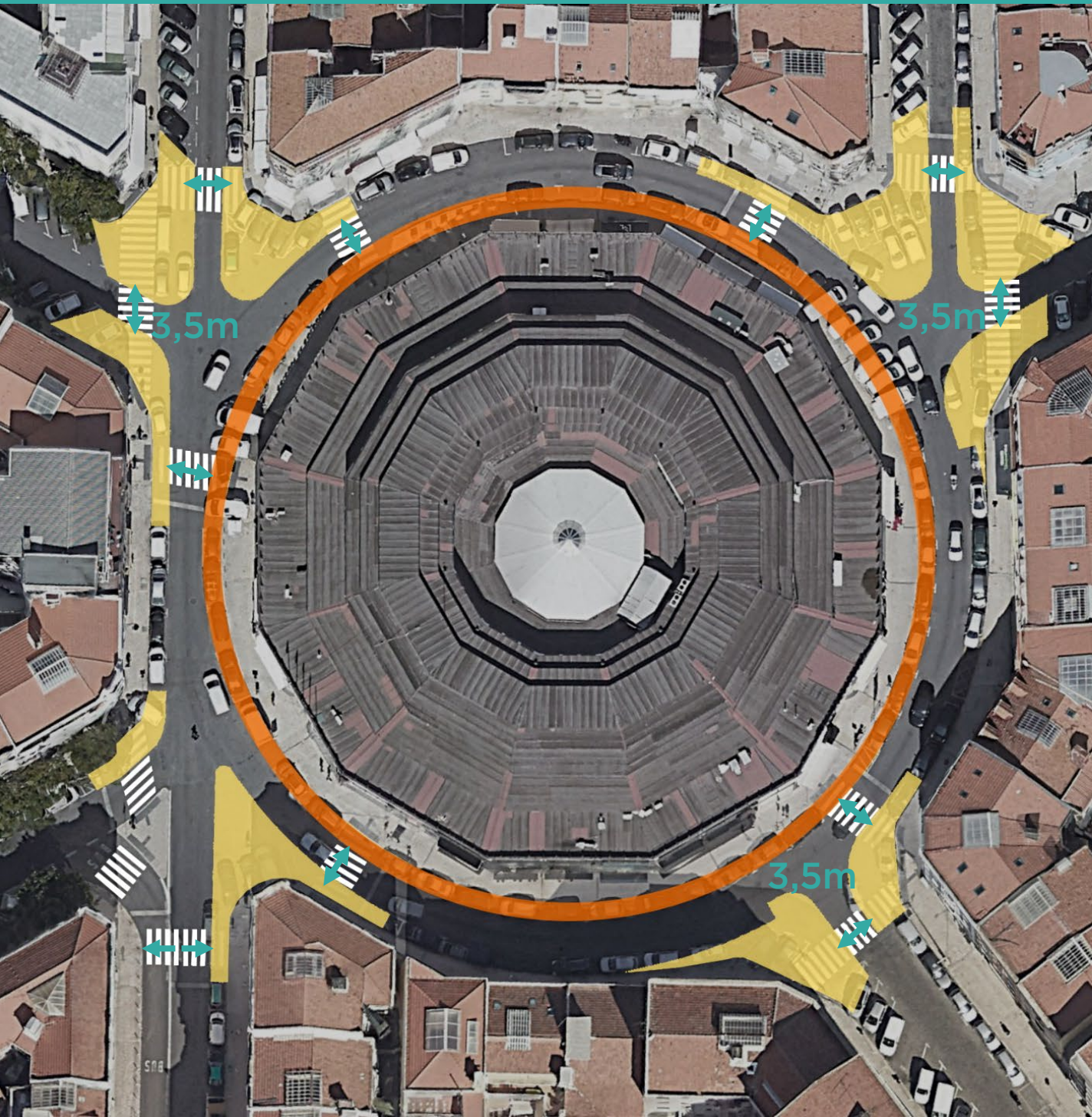
## Concept

- **Market Inner Parking Ring dedicated to Directly Market Functions:**
  - Wider Pedestrian Area to Improve Pedestrian Access to the Market
  - Loading Bays
  - Disabled Parking
  - Parklet Terraces



## Concept

- Long Pedestrian Crossings
  - Too long, 26 and 17m long
  - Constantly occupied or covered by vehicles.



## Concept

- Street Corners are extended to reduce Long Crossings improving road safety:
  - 26 and 17m long Crossings Reduced to 3,5m long
- 1174 m<sup>2</sup> in Pedestrian Area Extension, Gained to Road Space mostly used for illegal parking, so that the Pedestrian access to the Market is done safely, with due physical distance, in accordance with the recommendations of the DGS. These areas will include furniture to enjoy this new public space, placed insuring physical distancing.
- The pavement will include an urban art intervention to give a new identity to the space, making it a pleasant pedestrian area and minimizing the road character it had until now.





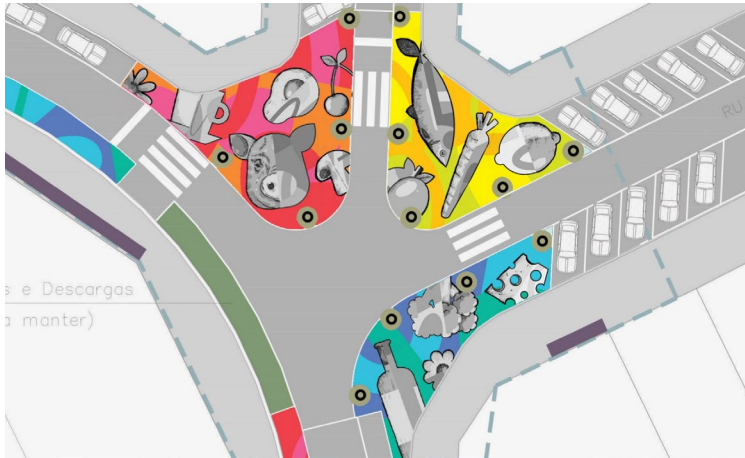
## Final Proposal

- **Market Inner Parking Ring dedicated to:**
  - **Wider Pedestrian Area to Improve Pedestrian Access to the Market**
  - **Public Parklets**
  - **Parklet Terraces**
  - **Disabled Parking**
  - **Loading Bays**
  - **Passenger Drop-off**
  - **Paid Parking**
- **1174 m<sup>2</sup> in Pedestrian Area**
- **Rua José Ricardo:**
  - **Paid Parking Increased to balance the legal parking spots lost near the Market** **14 trees to Be Planted** under The Program “Uma árvore em cada esquina”









**DRAW  
CONTRA**



STUDIO  
**BOAHORA**

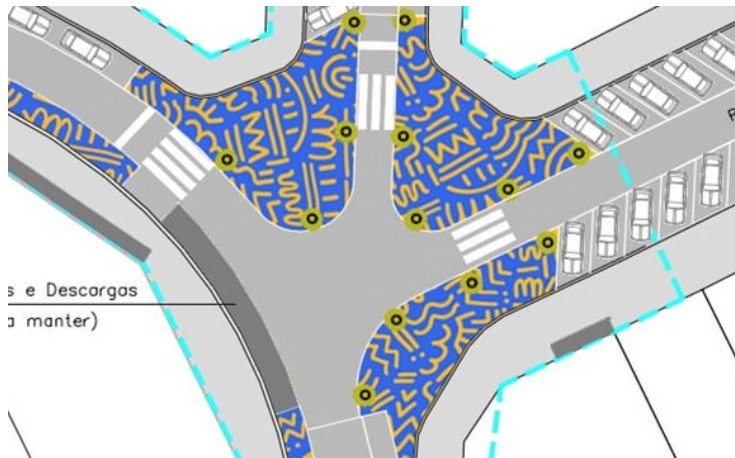


## Street Art Competition Organized By G.A.U.

The theme of the competition was the functional aspect of the market and its products mixed with the Multiculturalism of this neighborhood (claimed by the Council to have 92 different nationalities among its residents)



**FLIX**



**VANESSA TEODORO**



## Winning Proposal

The pavement of these decompression zones received this Urban art, by a collective of artists, whose proposal was selected by the Urban Art Gallery together with the Council of Arroios.

This intervention has a strong visual impact that helps to change the identity of the space, immediately losing its road character to become a space of enjoyment that promotes safer and active mobility.







