LAP – Porto

The ENTER.HUB experience
LAP - Porto
Country / Region

Portugal
(Todas as Nuts)

População Residente
10.561.614

Famílias
4.048.932

Alojamentos
5.877.991

Edifícios
3.543.595

Norte | População Residente: 3.609.609

Portugal

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>10.356.117</td>
</tr>
<tr>
<td>var.</td>
<td>+205.497</td>
</tr>
<tr>
<td>var. (%)</td>
<td>+2.0</td>
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</tbody>
</table>
### LAP - Porto
Region / Metropolitan Area

#### Norte (NUTS II)
- Population Residency: 3,689,609
- Families: 1,332,301
- Apartments: 1,850,813
- Buildings: 1,209,830

#### Greater Porto – NUTS III
<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
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</thead>
<tbody>
<tr>
<td>2001</td>
<td>1,260,680</td>
</tr>
<tr>
<td>var.</td>
<td>+26,596</td>
</tr>
<tr>
<td>var. (%)</td>
<td>+2,1</td>
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</tbody>
</table>

#### North Region
<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>3,687,293</td>
</tr>
<tr>
<td>var.</td>
<td>+2,316</td>
</tr>
<tr>
<td>var. (%)</td>
<td>+0,1</td>
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</tbody>
</table>
AMP – Porto’s Metropolitan Area:
Population*: 1 576 943 (14 municipalities)
Total Daily Trips **: 3 047 282

Porto City:
Population*: 237 584 (14%)
Total Daily Trips: 1 711 910 (56%)

Morning Peak (7H30 – 9H30)
- Private Transport: 37,991 (29%)
- Walking: 12,621 (10%)
- Public Transport: 36,884 (28%)
- Other: 42,523 (33%)

AMP
- Private Transport: 53%
- Walking: 19%
- Public Transport: 28%
- Other: 19%
MULTIMODAL INTERFACE CAMPANHÃ
TERRITORIAL FRAMEWORK – NODES and CENTRALITIES
Multimodal Interface Campanhã
Territorial Framework - Road Network
MULTIMODAL INTERFACE CAMPANHÃ
TERRITORIAL FRAMEWORK – RAILWAY NETWORK
Thematic Workshop 5, Mobility, Implementation Phase I Girona 10th–11th July, 2014
MULTIMODAL INTERFACE CAMPANHÃ
MULTIMODAL INTERFACE CÂMPANHÃ
MULTIMODAL INTERFACE CAMPANHÃ
MULTIMODAL INTERFACE CAMPANHÃ
MULTIMODAL INTERFACE CAMPANHÃ
INTERVENTION – INTERFACE AND PARKING
MULTIMODAL INTERFACE CAMPANHÃ
MOBILITY PLAN – SOFT MOBILITY / PEDESTRIAN
EFFICIENCY
- operability,
- circulation in the built space interface
- circulation in the outer zone of the interface
- sustainability

USABILITY
- accessibility
- safety and accident prevention
- personal safety
- biophysical integration

READABILITY / UNDERSTANDING
- orientation
- permeability
- information

QUALITY
- perception
- architectural quality
- public space
- identity

CONCEPTUAL CONSIDERATIONS

MULTIMODAL INTERFACE CAMPANHÃ
NATIONAL RELEVANCE
MULTIMODAL INTERFACE CAMPAÑA
BUS TERMINAL - PROPOSAL
needs

• BUS passenger terminal

• improve accessibility towards city center

• facilitate/ support local stakeholders initiatives

proposed solutions

degraded area empty of functions

call the attention of local stakeholders

more urban centrality

problem setting

decision making
In our days it is not possible to think that large scale urban interventions might, in the short or even medium term, be levers for developing a new urban centrality, even motivated by the accessibility provide by a speed train national interface.

Hence, in the case of Porto, the main issue is potentialise the interface as a catalyst for urban regeneration in its immediate surroundings.
15´walking
GENERAL OBJECTIVES

I. IMPROVE THE QUALITY OF LIFE

II. ATTRACT INVESTMENT

III. PROMOTE ACCESSIBILITY AND TERRITORIAL COHESION

MACROTHEME

URBAN CENTRALITY

SPECIFIC THEME

URBAN AND TERRITORIAL INSERTION
MULTIMODAL QUALITY CORRIDORS

Improving infrastructure for soft modes and environmental qualification
GREENING RING ROAD TERRITORY

LOW SPEED ZONES

PRIVATE PARKING NETWORK

whose locations are not yet defined

CYCLEWAYS & GREENWAYS
‘FRONT DOOR’ STREET PLATFORMS

1. Scares dos Reis Plaza
2. Camilo Am. / Antonio Carneiro Str.
3. Padre Antonio Vieira Street
4. Mira Flôr Street
5. Estação Square
6. Pinheiro de Campanhã Street
7. Conquera Garden

TEMPORARY STREET TRANSFORMATION

SIDEWALK EXTENSION
PERMANENT EVENTS
PLATFORM AND ARTIST RESIDENCES

MOBILITY AND CITIZENSHIP PROJECTS

AN URBACT II PROJECT

CONNECTING CITIES BUILDING SUCCESSES
INFORMATION SYSTEM BETWEEN SPEED TRAIN HUB AND LAP AREA

SIGN POSTING

APPS + WEB

BROCHURE
## SPECIFIC OBJECTIVES

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
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<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boost cultural events in public space</strong></td>
<td><strong>Bring people to street life</strong></td>
<td><strong>Improve environmental quality</strong></td>
<td><strong>Increase the economic vitality in the area</strong></td>
<td><strong>Promote interaction with local players</strong></td>
<td><strong>Improve the connections to the inner-city</strong></td>
<td><strong>More shared spaces and better quality corridors for walking and cycling</strong></td>
<td><strong>Improve technological systems for intermodality</strong></td>
<td><strong>Promote low-cost car parking for residents, ‘P+R and events</strong></td>
</tr>
</tbody>
</table>

### 5 transversal themes

- **A - governance and participation**
- **B - economy**
- **C - New technologies**
- **D – Urban Planning**
- **E - Mobility**
LAP – Porto

The ENTER.HUB experience

Conclusions

- The cooperation and benchmarking -- the essence of URBACT;
- Results from the transnational exchange and learning;
- Exchange of good practices between the cities;
- Opportunity to know other dynamics of Mobility and urban planning, in a different cultural and socio economic context;
- Development of innovate planning tools enhancing urban planning and city policy (ULSG);
- Exploiting territorial effects and urban benefits of the city hubs and promote their economic profitability (LAP);
- Promote cultural and tourist potential of railway infrastructure and their synergy with the city and the region;
Grazie Thanks
Danke Merci Gracias
Ευχαριστώ multumesc
Такк dziękuję dakujem hvala
Obrigado dziękować
tänan kiitos köszönöm aciu
Tack děkuji paldies
nižžík hajr dank u wel