Objectives of the measure

- **At measure level:**
  - Influence student's mindset towards active modes and boost children's autonomy;
  - Increase safety at school perimeter;
  - Improve public space;
  - Reduce congestion.

- **Contributing to city level objectives of:**
  - Showcase different modes to pendulum between school and home.

Description of the measure

- **Situation before**:

School-aged students' mobility is one of the biggest triggers to car use. Parents prefer to use private car while taking kids to school and fail to understand that it contributes to congestion, poor safety, poor air quality and public space chaos around the schools. Consequently, children recognize no other forms of mobility since they are continuously carried around by car.

- **General description:**

This measure proposes the implementation of traffic restrictions around municipal schools and other facilities to promote safer and more active modes around schools. Blocking the school perimeter for (non-resident) car users promote a safer environment for students to meet and play on the way to and from classes, frees the sidewalk from illegal car stopping, and promotes alternative modes, like bike or PT to school.

The UPPER tools can help understand the impact that these restrictions may have on the surrounding areas, analyse, and compare the changes in flows (before and after). This knowledge can be used to anticipate potential challenges and support decision-makers to implement these actions more broadly.

The annual 'Hands Up' Survey will help monitor the modal change in schools where the measure has been implemented.

This measure should be trialled in parallel with *Amarelo* and *Navegante Escola* card measures, to strengthen the uptake of modal change.

- **Measure outputs:**

This measure will deliver:

  - 4 pilot school traffic restrictions project;
  - a guide describing the process for future uptake.

- **Supporting activities**:

  - Public space transitory design;
  - Simulation of the changes in mobility flows in the surrounding areas (before and after intervention);
  - Participatory actions with the school community, parish councils and citizens (mostly residents);
  - Communication and dissemination activities.

- **Interaction with other city measures: UPPER and non-UPPER measures:**

This measure is related to other measures in the city of Lisbon aimed at school mobility:

  - **LIS_03_04:** New municipal road safety plan;

- **LIS_04_01:** *Amarelo* pilot;
- **LIS_04_02:** *Navegante escola* transport card;
- Bike trains to school.

Target groups and/or geographical impact areas

- **Target groups:** Car users, PT users, Bike users, Pedestrians and Vulnerable users (children, elderly, women, handicapped).

- **Geographic impact area:** City of Lisbon and more specifically the surrounding of the schools where the measure will be implemented.

Stakeholders

The following stakeholders will be required for the implementation of this measure.

- **Municipal partners:** Namely, planners, police and communication departments;

- **Parish councils:** Facilitators for resident involvement;

- **School community:** Parents, teachers, students.

U-tools support

The implementation of this measure will be actively supported by three IT tools from the UPPER toolkit:

- **U-NEED:** This tool may help define the specific perimeter to be restricted, while contributing to the understanding of the mobility flows;

- **U-SIM.plan:** This tool may serve the evaluation of the effect of traffic restrictions and the impact on nearby streets;

- **U-GOV:** This tool shall enable participatory actions.

Link to other UPPER measures

This measure is similar to UPPER measures implemented in other cities, especially:

- **VAL_01:** Redistribution of urban space with a focus on Mobility as a Right

- **ROM_08:** (Re)Designing the urban space to promote active travel modes, PT and environmental "30 zones"

- **MAN_08:** Redesign urban space and test alternatives of using it for social purposes

- **IDF_03:** Impact evaluation and future design of low emission zones and restricted traffic zones

Process of implementation of the measure

Stages	Description	Intermediate milestones
Design	Data collection, and analysis of movement in the surrounding streets.	- Historical data collection regarding pedestrians; illegal parking (second row parking/parking over the sidewalk); cyclists; PT services; private vehicles flow; location of Bus stops; - Historical data analysis of road fatalities.
Preparation	Selection of schools more adequate for the pilot. Stakeholders and citizens engagement.	- Cross data with '*Amarelo*' measure and 'Hands Up' Survey results (with significant car modal split tendency) to select schools; - Select traffic restrictions points; - Participatory and Communication actions.
Implementation	Pilot action on the premises.	- Articulation with municipal police, to restrict access near the pilot schools; - Pilot monitoring and corrective actions.

Sub-measures and preliminary indicators

Measure	Sub-measure *(if applicable)*	Impact indicators
LIS_01	N/A	- Modal split (Hands Up Survey) of the pilot schools - Number of road accidents