











INTEGRATED ACTION PLAN (IAP) FOR THE VILLAGE OF NAZARÉ

NAZARÉ MUNICIPALITY

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1. INTRODUCTION ↩

In recent years, there has been an increase in changes in mobility patterns, because of the intensification of motorization rates, giving rise, in areas with larger urban agglomerations, to a progressive degradation of the population's quality of life.

The motto that the quality of life involved the ease of travel by car, the speed and ease of arrival at destinations, quickly created chaos in terms of mobility in large urban centers. Traffic congestion and air and noise pollution are some of the problems caused by the progressive increase in motor vehicles in villages and cities, which also cause stress and health problems, resulting in a progressive decrease in the quality of life in urban centers.

Additionally, it is known that urban occupancy densities play a decisive role in the pattern of travel and the need to travel. Higher occupancy densities can contribute to making public transport more viable and can encourage shorter journeys and therefore greater use of soft modes.

On the other hand, low occupancy densities, often in territories where urban growth took place in a linear fashion, largely based on the route of road axes, make it difficult to design and structure a public transport offer capable of meeting the needs of populations.

No less relevant, with regard to mobility options taken by citizens, but also for the policies to be developed by decision-makers, is the fact that the current national and international economic situation, sometimes with successive increases in fuel prices, guides the decision to be taken. New options in the mobility management strategy, promoting “new” forms of mobility, which tend to be more sustainable.

Thus, awareness of the need to establish a new culture of mobility in villages and cities has increased, with the introduction of sustainable mobility standards, where smooth modes of travel are established as a priority.

In the specific case of territories highly marked by seasonality, as is the case of Nazaré, the promotion of soft modes is particularly important, in order to reduce the pressure caused by cars, which in high season can translate into the chaotic use of urban spaces.

2. VILLAGE CONTEXT AND DEFINITION OF THE INITIAL PROBLEM/POLICY CHALLENGE ↩

2.1. Statistical and referenced evidence to demonstrate and define village context and challenges

2.1.1. Population statistics and demography

The village has 14.180 inhabitants with a higher share of seniors from 65 years of age (20%) and the largest population group in the age of 25-64 years (56%).

During high tourism season in July and August, the actual number of people staying in Nazaré is beyond 100.000.

2.1.2. Location of the village

Nazaré is one of the most popular seaside places in Portugal. It is located on the coast, in the centre of Portugal, it is about 100 km north of Lisbon and about 230 km south of Porto.

Nazaré is a place where tradition and modernity go hand in hand, characterized by a rich maritime cultural heritage and diversity of sea/beach sports activities with international projection.

Nazaré is structured in three different plateau levels: in the lower part, near the sea, called Praia, and in the upper hill two spots called Sítio and Pederneira, respectively in the north and in the East of Praia.

The two-level layer with two hills, form difficult conditions for active transport connections between the three parts of the village.

Climate conditions in Nazaré see warm and dry summers and cold, wet, windy winters. Over the course of the year, the temperature typically varies from 7°C to 25°C and is rarely below 3°C or above 31°C.

2.1.3. Unemployment and employment statistics and industrial/employment composition

The dominating economic factor in Nazaré is tourism. Else, mold & ceramic industry as well as fishery and agricultural industry are additional economic sectors for the village.

Average income levels in Nazaré are below the Portuguese average being about 75%. Unemployment rates are low though with 3,4 %.

2.1.4. Mobility data

The modal split of Nazaré saw an increase of car trips over the recent year and is now at 63% of all trips.

Walking accounts for the second largest share of trips with 23% leaving public transport with 12% as the third considerable trip choice by Nazaré population.

Between 2011 and 2021, car ownership has increased drastically from 502 cars/1000 inhabitants to 642 cars/1000 inhabitants.

Taken by numbers only, traffic volumes of roads seem to be low, but considering the road space always being one lane each the maximum, volumes of 7.000 vehicles/day at the Avenida Vieira Guimarães are high though.

About 8,8% of people working in Nazaré commute in from surrounding villages.

2.1.5. Summary of relevant Operational Programmes (ERDF and ESF) covering the village

The Strategic Urban Development Plan of Nazaré (PEDU Nazaré), submitted to Portugal 2020/EU, is the Municipality's programming instrument which, in the scope of Portugal 2020/EU supports contracting with the Regional Operational Program Management Authority of Portugal's Center Area (CENTRO2020/ERDF/ESF) for a set of investments to be mobilized in the areas of sustainable urban mobility, the regeneration of urban rehabilitation areas (ARU) and the inclusion of socially disadvantaged communities.

PEDU is also the aggregator element of three planning instruments that support each of those investment priorities:

- Sustainable Urban Mobility Action Plan (PAMUS), with territorial scope of level NUT III (CIM Oeste);
- Urban Regeneration Action Plan (PARU), with territorial scope in historical centers, riverine areas or abandoned industrial zones, within an Urban Rehabilitation Area (ARU);
- Integrated Plan of Action for the Disadvantaged Communities (PAICD), with territorial delimitation corresponding to critical areas of the territory, namely in social and functional terms.

2.2. Current state of play with regard to the theme tackled by the Integrated Action Plan

2.2.1. Summary of institutional context – roles and responsibilities of different agencies

The Municipality of Nazaré has a large scope of competencies: mobility and infrastructures, public transport, public space, spatial planning and urban development, education, culture and heritage, healthcare, tourism, leisure and sports, youth, environment, social welfare, economic development, civil protection, etc.

Municipality's programming instruments usually supports contracts with the Regional Operational Program Management Authority of Portugal's Center Area (CENTRO2020) for the co participation on a set of investments to be mobilized in the areas described above.

It is highly important for the Municipality of Nazaré to submit the city council approved projects to the financial co participation of EU funds (ERDF/ESF) for the development of the council, because many times the EU financial support could reach the 85% of the total investment.

2.2.2. Summary of existing local strategies and policies relevant to this field

Nazaré places priorities on pedestrian network and places, parking and its public transport interchange by two main strategies: the Municipality Strategy Urban Development Plan (2016) and Sustainable Urban Mobility Plan (SUMP) (2018).

The major goal for mobility development has been set out in the SUMP by turning the current mobility paradigm on its head (Figure 1).

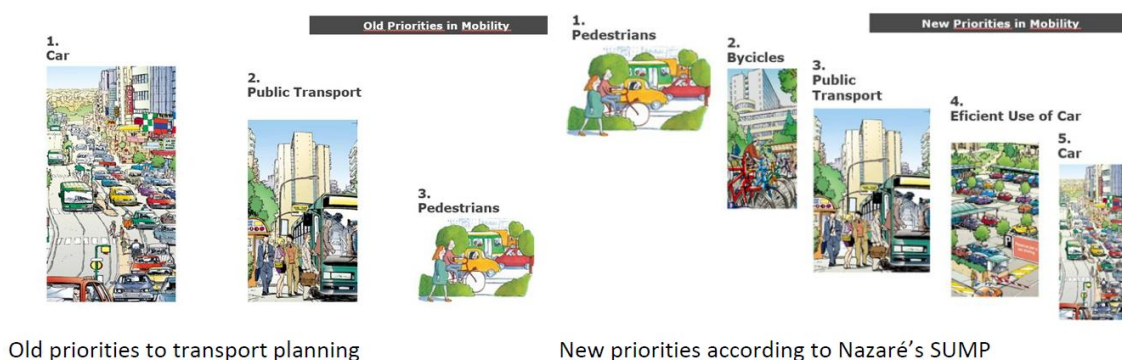


Figure 1 Old and new mobility priorities

2.3. Information from baseline research / expanded SWOT analysis

Table 1 SWOT analysys

| Strengths | Weaknesses |
|--|---|
| <p>Temporary closure of coastline road in the evening of high summer tourism period.</p> <p>Highly dedicated and engaged political leadership.</p> <p>Branding of Nazaré as touristic and sports location.</p> <p>Investment projects for bus hub, 2nd funicular and municipal avenue in the pipeline.</p> | <p>Unattractive entry situation for visitors by “preliminary” bus hub.</p> <p>Car traffic peaks around schools at school starts create congestion and safety problems.</p> <p>High accessibility of cars to the narrow roads in the historic centre.</p> <p>Car based access only to Pederneira hill área.</p> <p>Public road space in residential areas over-used for parking cars.</p> <p>Outdated pedestrian space design in terms of quality and quantity - lack of places to stay.</p> |
| Opportunities | Threats |
| <p>Use of peak tourism period and beach located sports event for experimenting with changes to traffic system.</p> <p>Parking management and enforcement is going to be subject of municipality only soon.</p> <p>Experimentation with road closures to traffic other than residents favourable on small street structures of historic centre.</p> | <p>Shopkeepers and gastronomy highly valuing car customers, only interest is own profit.</p> <p>High difference in catering mobility needs between summer tourism peak and rest of the year.</p> <p>Provision of car parking spaces for high tourism season impacting mobility choices of inhabitants over the entire year.</p> <p>High pressure on public space use from touristic peaks.</p> <p>High value perception of cars in population.</p> |

2.4. Presentation and analysis of problems and options for solutions

One of the main objectives is to redistribute public space, which is, now, dominated by car use, to the use by people.

Humanizing public space is one of the biggest goals, with the creation of conditioned car access zones, 30 zones and home zones. Specific objectives are:

- extension of pedestrian areas over the entire historical village in Praia in 2 steps
- exchange of on-street parking with off-street parking
- dedicated parking spaces for tourist buses and regulating bay side parking
- improve and enforce loading and unloading regulations

- enlarging 30 km/h speed limit zone

Pedestrian space: The responsible entity is the municipal administration in cooperation with the village's parishes (the latter is performing small-scale maintenance and repairs mainly). The surface quality in most of the pedestrian network does not provide universal accessibility and is thus not well accessible to all users.

The pedestrian network itself is not continuous with some interruptions and lower quality parts in all three village districts, Praia, Pederneira and Sítio. Good solutions for pedestrian use and public spaces in general are mainly at hand at the coastline, the historical centre of Praia structured by narrow streets, the library square of Praia, Praça Dr. Manuel Arriaga and Praça Sousa Oliveira squares at the coastline of Praia and the central square of Sítio.

Moreover, public spaces in Nazaré has two shortcomings: only little green spaces in the entire village and small-scale deficiencies of public space design distributed all over the village.

Parking management: Parking policy is in the responsibility of the Municipality of Nazaré and the Public Municipality Company "Nazaré Qualifica". Enforcement is with Nazaré Qualifica" by a decision of the Municipality.

On-street parking is either free of charge, paid and time-limited or booked for special purposes such as residents, businesses or hotels. Off-street parking is free on-surface and paid in underground garages. The municipality manages a central underground parking neighbouring the municipal library at Avenida Municipal.

Enforcement works well except for deliveries to the main coastline roads, especially during high tourism time in summer.

Summer peak tourism causes as well large challenges for parking in the area of Praia to accommodate tourists vehicles and the increased traffic from local businesses due to the tourism peak.

Intermodal hubs and public transport interchanges: The bus terminal of Nazaré is located near the municipal library at the entry to the village. Since more than 10 years, it is a provisional solution originating from the removal of the previous terminal in a more central location. However, the new intermodal hub is already in construction and will open in June 2023. Nazaré connects Praia and Sítio by a funicular and will add another funicular to connect Praia with Pederneira directly opposite the new bus terminal's location.

Nazaré faces a set of challenges in public space design and use.

Relating to the historical central area in Praia, the narrow road structure is still to a larger part accessible to cars and allows parking – even reserved parking as indicated by single signposts each.

The coastline still grants access to cars after the latest redesign that actually increased pedestrian space already and is especially over summer tourism peak overcrowded. Connected to the historical center, the main access road Avenida Municipal, is unattractive for non-car users and gives a poor first impression to arriving to the village for car users and public transport users (out of the provisional bus terminal).

Changes for public space design meet reluctance and even resistance by shopkeepers and gastronomy out of their fears for loss in profits, if car access is further restricted. This important target groups places its main focus on summertime tourism as their main source of income putting all other aspects and times of the year behind their interests.

A specific aspect of this are the outside gastronomy places installed as boxes heavily impacting the quality of space in main squares of Praia. Moreover, small pieces of equipment and furniture like menu plates are blocking the way of passage for pedestrians.

Another major challenge for the entire Praia area is the different traffic volumes connected to tourism season in terms of parked cars. Nazaré needs to accommodate up to 10 times the persons in summer than its actual inhabitants figures.

Cars are parked everywhere, partially on agreement with private persons using empty land parcels, but as well leaving the cars wherever there is space. Nazaré needs to find a solution to accommodate vehicles over tourism peak with having in mind that possible solution needs to suit the quality of public space in the village outside of tourism season, too.

The challenge of car traffic, mostly for parking space search, is directly connected to this. The challenge of parking refers to tourist buses and caravans, too, aside the main issue of cars.

Outside Praia, Nazaré faces the challenge of one central primary school being the destination of many car trips around school start. The results are congested roads each school day morning and unsafe conditions for non-car road users.

For all the village area, two aspects need improvement: the lack of green space and the removal of many small-scale deficiencies in public space design to the benefit of inhabitants and tourists alike.

2.5. Explanation of how the problem has evolved since the start of the project

The problems reported have been gradually resolved, however the pandemic caused by COVID19 has mitigated some of the constraints caused by the access of crowds to Nazaré, so it

will only be possible to effectively verify the impact of some changes introduced when the situation normalizes.

Some of the changes were related to the temporary closure of some streets to car traffic, the elimination of on-street parking, the elimination of some lanes with two-way traffic, among others.

However, any analysis carried out based on the years 2020 and 2021 is severely affected by the pandemic.

3. SETTING OF FOCUS AND OBJECTIVES ↩

3.1. Description of focus of Integrated Action Plan and analysis of why this has been selected

The focus of this IAP is to turn around public space use from car domination to human space. Despite the existence of a set of actions available to foster this paradigm shift, the following were selected:

1. Cutting out car traffic from the historical centre

Nazaré aims to develop measures acceptable to all connected stakeholders for the pedestrianization of the historical centre in Praia. These will cut out access to the roads for car traffic except for residents as much as still feasible within the narrow road space taking a step-by-step approach. Tests of access restrictions for some parts of the centre are planned as well in the scope of Space4People.

The planning process will be done jointly with the stakeholder groups of shopkeepers, gastronomy and residents to meet their partially opposing needs.

As part of cutting out car traffic from the historical centre, Nazaré will extend the current practice to close the coastal main road for traffic at evenings during summer tourism peaks, too. Part of this will be a stricter enforcement of both, car parking and goods deliveries regulations.

In the wider scope, Nazaré aims to employ other forms of conditioned car access by discussing and testing home zones and area covering speed limits.

The participation of shopkeepers and gastronomy is used as well to find better solutions for presenting their services than furniture blocking pedestrian space.

2. Regulating and catering parking needs in summer tourism peak

Nazaré will investigate schemes to cater the parking need of tourists – cars, vans and buses alike. The objective is to clear the centre from on-street parking.

For this, the village needs to discuss and negotiate with private landowners, place dedicated parking spaces at the edge of Praia and supply all persons arriving to the village with well working information on the available parking options beforehand or at the arrival situation to Nazaré. In parallel, people parking their car in the centre still need to be addressed and advised where to park, too.

3. Solutions to school start related traffic

Nazaré plans to apply solutions to school related traffic peaks. The latter implies to offer suitable solutions for accessing the main primary school by other mean than bringing one's

children to school by the own private car. A specific challenge that will be addressed is the more remote location of the main primary school on the village hills.

4. Improving the overall quality of public space

Nazaré created a catalogue of small-scale deficiencies in public space design and will address these jointly with the respective residents and stakeholders within Space4People.

Adding more greeneries and green spaces is part of the approach to create a more pleasant public space all year around.

3.2. Information on why this is a key priority, where possible making reference to input from URBACT Local Group members / external stakeholders in this process

The characterization of displacements in terms of soft modes is, today, a relevant step in the context of mobility management in contemporary cities. In the municipality of Nazaré is no exception.

Soft modes are understood as low speed means of travel and transport, occupying little space and with little impact on public roads and without emissions of gases into the atmosphere such as simple pedestrian walking or travel using bicycles, skates, skateboards, scooters or any other similar, seen as an economic, social and environmental asset, and a real alternative to the car.

Currently, urban centers are saturated with motor vehicles. This increase over the years has resulted in a worsening of noise and atmospheric pollution and has led to congestion in the circulation and parking space, which has become increasingly scarce.

In the context of sustainability, the European standards in force are drastic and have strict parameters that must be complied with, with a view to the sustainability of the territories that make up the member states.

The introduction of forms of soft mobility, with direct impacts on the environment and, consequently, on the health of individuals, is at the heart of the concerns of mobility and environment strategies in the European Union. In this sense, there was an increase in demand from European citizens for alternative transport, such as collective transport (bus or train), bicycle or other two-wheeled motor vehicles.

Several studies show that the pedestrian mode is the most efficient for trips up to 1km, while the bicycle is the most competitive option for trips up to 4km, being in these cases even faster than individual car transport, when considering the travel time. access to the vehicle and the search for parking.

Walking has significant health and fitness benefits. As opposed to ways of life based on the continuous use of motorized means when traveling, especially the private car, walking helps to maintain physical shape and avoid diseases associated with a sedentary lifestyle such as obesity, diabetes, high blood pressure, cholesterol, cardiovascular risks and other associates.

Numerous studies have shown that moderate physical activity, such as walking and cycling regularly, reduces the risk of coronary heart disease, heart attacks and other chronic diseases, also contributing to an increase in the quality of life in any age group, and a greater functional independence of people, particularly in the elderly population.

Walking is a cheap and accessible mode of transport and a good pedestrian network can promote equitable access to services and facilities. It can even be understood that sidewalks are the most democratic spaces in cities and villages, because people of any age, group or social class circulate freely, without the need for a driving or vehicle license.

Traveling on foot is present in the mobility/daily activities chain of the active population and its importance cannot be overlooked in the context of the different modes of travel. Almost all trips include, simply or combined with other modes of travel, a walking route.

Improving the quality of pedestrian travel, through investment in the construction, qualification and rehabilitation of infrastructure, will have a significant impact on people's quality of life. On the other hand, in an aging society, resulting from the significant increase in the number of elderly people in view of the decrease in the birth rate and the increase in life expectancy, they pose new challenges to the planning of smooth mobility, imposing a multidisciplinary approach aimed at the application of integrated concepts of urban design.

Urban design plays a fundamental role in the context of pedestrian movements and must function as an element of social inclusion and, thus, respond to the needs of the entire population, based on the concept of "Universal Design", "Inclusive Design" or "Design for all".

The non-organization of public space and the urban elements that are part of it can lead to the creation of unthought and unwanted places. For the creation of inclusive places, all elements of street furniture that are normally located in public space must be placed in their proper places, thus providing organized and inclusive spaces. Thus, pedestrian circulation is privileged, taking place intuitively, without any surprise elements that make the accessible route difficult.

In fact, analyzing the inputs provided by ULG members on 30/04/2021 and 19/11/2021, the contributions provided were evident, tending to the urgent need to restrict car traffic in the historic center of the village and provide it with a network of accessible, safe and comfortable walking routes.

3.3. Summary of main aspirations for the Integrated Action Plan

More than an action plan to be used by the Municipality of Nazaré, this IAP intends to constitute itself as a process of communication and collaboration with the population in general, demonstrating, through good international practices, the multiple possibilities of consequent and positive actions for the common good undertaken by a group of European cities and towns.

In fact, despite the strong investment in pedestrian and cycling mobility and in public transport, with strong actions taken to reduce the space dedicated to the car, business, commerce and the general well-being of the population were reinforced.

3.4. Summary of how it links to the network as a whole and if / how learning from transnational exchange has informed the choice of focus

The participation in the Space4People network, the interaction with its member cities and with external experts who provided their global vision and experience in terms of sustainable urban mobility, allowed the consolidation of the entire path that has been developed by the Municipality of Nazaré since the beginning of the elaboration of the Nazaré Sustainable Urban Mobility Plan.

3.5. Information on any other learning which has been used from elsewhere to inform the choice of focus

As a result of the work carried out, the Municipality of Nazaré organized a site visit to the Spanish city of Pontevedra (23 and 24/11/2021), where, in a meeting with the local administration and municipal technicians, we became aware of the policies developed by the city administered by Miguel Anxo Lores since 1999.

Pedestrianization of the historic center, inclusive urban design, reduction of car circulation speeds in the city center with the constitution of Zona 30 City, strong supervision of the occupation of public space by the car, redesign of school environments, were some of the strategies explained and verified in the ground by ULG stakeholders.

3.6. Presentation of strategic goal or vision

Considering the most recent best practices in terms of sustainable urban mobility, the reference documents in this area and the purpose of elevating Nazaré to the municipality of reference in Portugal in this theme, also subscribing, unequivocally, to the balance between the values of economic and environmental sustainability and social, the vision of this IAP is defined as the materialization of a “VILLAGE, TENDING TO BE ZERO CARBON”, whose mission is related to IMPROVING THE QUALITY OF LIFE OF CITIZENS.

3.7. List of key objectives

Normally, the discussion on urban mobility is limited to the efficiency of transport modes and not to the village model that is conceived with them, with a poor articulation, both theoretical and practical, between mobility and urbanism. However, this debate is incomplete and insufficient. The question that must be asked is: what model of village do you intend to build from the different mobility options?

The premises of this IAP are the promotion of sustainability (balance between economic, environmental and social vectors), the quality of the urban environment and the territorial cohesion of Nazaré.

Indeed, mobility is one of the factors that most affect the quality of life of citizens. Thus, taking into account the most recent good practices of urban mobility, the reference documents in the area and the purpose of elevating Nazaré to the reference municipality in this theme, it was defined these six objectives:

Objective 1 - Promoting sustainable modes of transport and their integrated articulation, as viable and attractive alternatives to individual motorized modes, contributing to the reversal of the current modal split;

Objective 2 - Refocusing mobility on the person, instead of trying to maximize the conditions of motor vehicles;

Objective 3 - Guarantee universal accessibility throughout the public space, justice and social inclusion;

Objective 4 - Ensuring safety in travel;

Objective 5 - Humanize the public space;

Objective 6 - Contribute to a better balance between the environmental aspect and economic and social concerns, namely through the reduction of noise, atmospheric and visual pollution levels.

3.8. List of expected results and indicators

Next, the indicators and goals that are intended to be achieved are presented, which are considered essential in the pursuit of the strategic and specific objectives proposed by this Plan. These are quantified and answer the question “What to achieve?”

The proposals presented in the next chapter are the concrete measures that allow reaching the goals, respecting the identified objectives, thus answering the question “how to achieve?”. It should be noted that these measures are only possibilities, with other ways of achieving the proposed goals.

| INDICATOR |
|---|
| Increase predominantly pedestrian areas (m ²) |
| Increase the percentage (%) of trips made on foot |
| Reduce the municipality's motorization rate (car/1,000 inhabitants) |
| Increase the number of occupants per vehicle (pax/vehicle) |
| Reduce the number of fatalities resulting from accidents (pax) |
| Increase the percentage of modal split corresponding to individual motor vehicle transferred to sustainable modes (%) |
| Increase the percentage of the population reached by some information and education campaign (%) |
| Reduction of emissions associated with the transport system (ton./CO ₂) |

4. ACTIONS AND SCHEDULE ↩

4.1. Breakdown of planned activities / actions / projects which will be developed and delivered to help meet these objectives and achieve results

The planned small-scale actions are (see also Table 2):

- Extend the road closure on the seafront avenue to entire days or more hours per day:

The seafront avenue is closed to car traffic only during certain time periods and only during the bathing season. The objective is to increase the closing periods so that, gradually, the population incorporates the benefits of having a space with reduced car traffic, which tends to be zero.

This process will begin with an increase in the closing time period during the summer, which can be extended, through permanent evaluations, to the entire day, weeks or months and, as an ideal objective, proceed with its total closure, in a effective and permanent.

- Testing road closures in some areas of the historical center in Praia:

In the old area of Nazaré there is an abusive occupation by cars, whether by residents or visitors who park their car there throughout the day. This area of the village has an intricate urban morphology, with streets with a reduced profile and that do not support the presence of the car, other than for occasional operations, whether for urban logistics or access to residences.

Thus, the closure of certain roads will be tested, in selected spaces of this area of the village, which will make it possible to be the embryo for the definitive closure of this space, only accessible to a set of users to be defined, namely, residents, traders, access to certain relevant institutions and emergency and urban maintenance vehicles.

- Test small-scale changes to public space design:

Vila da Nazaré presents a set of weaknesses in terms of public space design. Due to the existing budgetary restrictions, it is not feasible to develop requalification projects for the entire public space that presents these weaknesses, so that, in places where it is not foreseen to develop integral requalification projects, small tactical interventions will be developed that make it possible to grant comfort to the circulation of pedestrians, namely by lowering access to pedestrian crossings, maintaining the pavement of pedestrian paths, removing barriers to pedestrian circulation, among other actions.

- Apply car restriction measures to the primary school location:

As a result of the still high rate of motorization of the population of Nazaré, schools at different levels of education still experience high car pressure caused by the parents of students during school entry and exit hours.

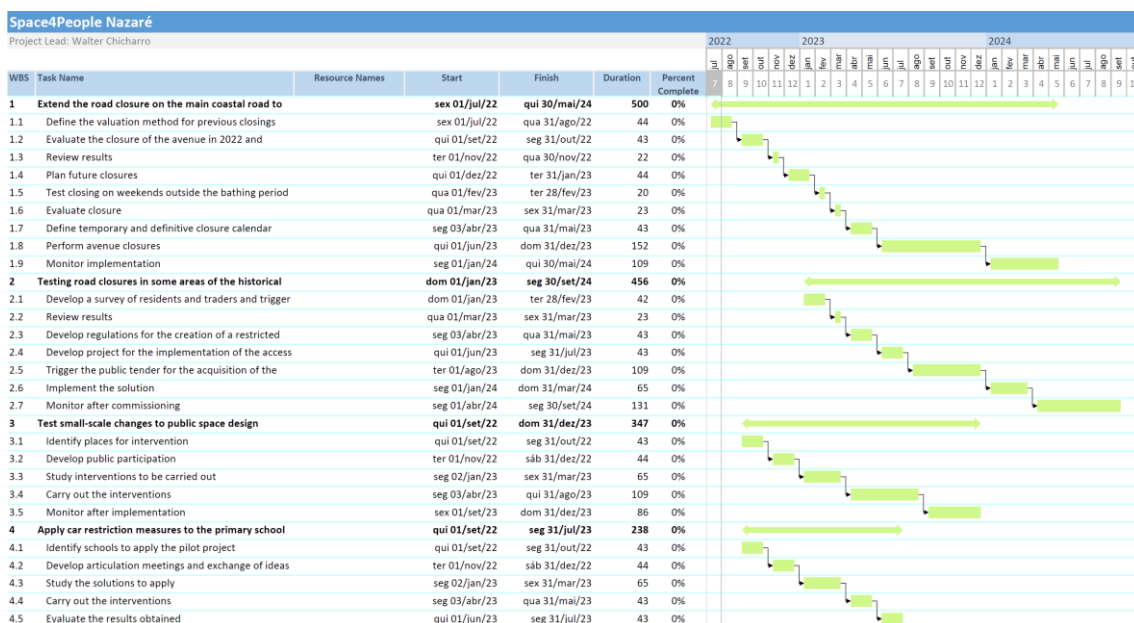
A test will be carried out on the temporary closure of some streets next to school establishments, starting with time restrictions in periods of greater pressure and, using the evaluation of the results obtained, it will eventually be possible to proceed with the total closure of the streets that give direct access to the main entrance of schools, requiring that access, at least in the last minutes, be carried out in sustainable modes of travel.

Table 2 Action table

| ACTION | INTENDED RESULT | RESOURCES/ ASSETS | LEAD AGENCY | KEY PARTNERS | TIMESCALE |
|--|--|---|---------------------|--|---------------------------------|
| Extend the road closure on the main coastal road to entire days or more hours per day | Increase the space available for pedestrians, humanize public space, reduce noise, visual and atmospheric pollution, etc. | Temporary physical barriers to prevent access to cars, temporary signage, urban furniture, communication and publicity material, etc. | Nazaré Municipality | Nazaré Qualifica, E.M. (parking management), Serviços Municipalizados da Nazaré (public transport operator), shopkeepers, police | July 2022 to May 2024 |
| Testing road closures in some areas of the historical center in Praia | Increase the space available for pedestrians (mainly residents), humanize public space, reduce noise, visual and atmospheric pollution, etc. | Temporary physical barriers to prevent access to cars, temporary signage, urban furniture, communication and publicity material, etc. | Nazaré Municipality | Nazaré Qualifica, E.M. (parking management), Serviços Municipalizados da Nazaré (public transport operator), residents, police | January 2023 to September 2024 |
| Test small-scale changes to public space design | Improve pedestrian circulation conditions in public spaces, increasing their safety | Human resources to identify and solve small scale problems (e.g. from the | Nazaré Municipality | Associations related to people with reduced mobility | September 2022 to December 2023 |

| | | | | | |
|--|--|---|---------------------|---|-----------------------------|
| | and comfort, particularly for people with reduced mobility. | identification and realization of the architectural and engineering project to the implementation) | | | |
| Apply car restriction measures to the primary school location | Increase safety in student travel, especially in the “last mile”. Increase their independence, promote urban living and the use of public space. | Temporary physical barriers to prevent access to cars, temporary signage, urban furniture, communication and publicity material, etc. | Nazaré Municipality | School administrations, police, parents association | September 2022 to July 2023 |

4.2. Information on when these activities will be delivered



4.3. Communication with residents, stakeholders and public on joint work for objectives, actions and scheduling as well as agreed results

The promotion and communication of the Integrated Action Plan implementation will be done by:

- Presenting to the City Council in an official ceremony the final IAP & kick-off implementation phase;
- Public announcement and implementation;
- Press release to media and City Council official communication channels;
- Social activities, marketing and pilot activities for the planned actions;
- Collect feedback from population;
- Check for the (re)scheduling and monitoring implementation and results;
- ULG regular meetings for evaluation.

5. FUNDING SCHEME ↩

5.1. Summary of resources which will be required to make this happen

Some of the proposed actions do not require, at an initial stage, high physical, human and financial resources. First of all, in the form of tactical urbanism, it is possible to develop a set of activities related to the temporary closure of streets in the historic center or around educational and teaching establishments.

However, the final materialization of the set of proposals, imposes, in a way, the need for urban design processes aimed at materializing the defined strategy of decarbonization and humanization of public space, through the definition of Limited Traffic Zones (Low Emissions Zones) using mechanical and technological means.

5.2. Summary of potential sources of funding

The action program presented comprises a set of proposals of different magnitude and with heterogeneous degrees of investment and intervention. Depending on the framework and development that they will experience, they may be subject to various financing, from the exclusive budget of the municipality, through financing lines allocated to the regional operational program, the thematic operational programs or even lines of support financed directly by the European Union.

Thus, in addition to the Center Regional Operational Program (POR Centro), there are other potential sources of funding for the measures included in this action program. However, as we are at the end of the European funding cycle for the 2014-2020 period, it is redundant to list a set of programs and support lines that, at the moment, are still unknown for the 2030 programming period. However, we list here some possibilities:

- Center Regional Operational Program (POR Centro)
- COMPETE – Competitiveness and Innovation Operational Program
- PO SEUR – Operational Program for Sustainability and Efficiency in the Use of Resources
- Energy Efficiency Fund
- LIFE Program
- PRR - Recovery and Resilience Plan
- Portugal 2030, among others.

5.3. Presentation of how these activities relate to the (emerging) priorities of ERDF and ESF Operational Programmes

All the activities foreseen in the integrated action plan are aligned with the priorities of ERDF and ESF Operational Programmes, insofar as they discourage the use of the car for travel, namely short-term ones, promote pedestrian circulation, allow the redistribution of public space for other activities, enabling humanization and urban living, reducing greenhouse gas emissions, noise and visual pollution, among others.

6. FRAMEWORK FOR DELIVERY ↩

6.1. Who will deliver actions – roles and responsibilities of stakeholders

| ACTION TITLE 1 | | | |
|---|---|--------------|--|
| Extend the road closure on the main coastal road to entire days or more hours per day | | | |
| LINKS TO STRATEGY | → Obj 1 → Obj 2 → Obj 5 → Obj 6 | | |
| SHORT DESCRIPTION | <p>The seafront avenue is closed to car traffic only during certain time periods and only during the bathing season. The objective is to increase the closing periods so that, gradually, the population incorporates the benefits of having a space with reduced car traffic, which tends to be zero.</p> <p>This process will begin with an increase in the closing time period during the summer, which can be extended, through permanent evaluations, to the entire day, weeks or months and, as an ideal objective, proceed with its total closure, in a effective and permanent.</p> | | |
| ACTION OWNER | Nazaré Municipality | STAKEHOLDERS | Nazaré Qualifica, E.M. (parking management), Serviços Municipalizados da Nazaré (public transport operator), shopkeepers, police |
| TEMPORALITY | Jul22 to May24 | BUDGET | 50.000€ plus VAT |
| MONITORING | Jan24 to May24 | | |
| FINANCING SOURCE | Municipal budget | | |
| EXPECTED RESULTS | Increase the space available for pedestrians, humanize public space, reduce noise, visual and atmospheric pollution, etc. | | |

| ACTION TITLE 2 | | | |
|---|--|--------------|--|
| Testing road closures in some areas of the historical center in Praia | | | |
| LINKS TO STRATEGY | → Obj 4 → Obj 5 → Obj 6 | | |
| SHORT DESCRIPTION | <p>In the old area of Nazaré there is an abusive occupation by cars, whether by residents or visitors who park their car there throughout the day. This area of the village has an intricate urban morphology, with streets with a reduced profile and that do not support the presence of the car, other than for occasional operations, whether for urban logistics or access to residences.</p> <p>Thus, the closure of certain roads will be tested, in selected spaces of this area of the village, which will make it possible to be the embryo for the definitive closure of this space, only accessible to a set of users to be defined, namely, residents, traders, access to certain relevant institutions and emergency and urban maintenance vehicles.</p> | | |
| ACTION OWNER | Nazaré Municipality | STAKEHOLDERS | Nazaré Qualifica, E.M. (parking management), Serviços Municipalizados da Nazaré (public transport operator), residents, police |
| TEMPORALITY | Jan23 to Set24 | BUDGET | 200.000€ plus VAT |
| MONITORING | Apr24 to Sep24 | | |
| FINANCING SOURCE | Portugal 2020 Portugal 2030 Municipal budget | | |
| EXPECTED RESULTS | Increase the space available for pedestrians (mainly residents), humanize public space, reduce noise, visual and atmospheric pollution, etc. | | |

| ACTION TITLE 3 | | | |
|---|--|--------------|--|
| Test small-scale changes to public space design | | | |
| LINKS TO STRATEGY | → Obj 2 → Obj 3 → Obj 4 → Obj 6 | | |
| SHORT DESCRIPTION | <p>Vila da Nazaré presents a set of weaknesses in terms of public space design. Due to the existing budgetary restrictions, it is not feasible to develop requalification projects for the entire public space that presents these weaknesses, so that, in places where it is not foreseen to develop integral requalification projects, small tactical interventions will be developed that make it possible to grant comfort to the circulation of pedestrians, namely by lowering access to pedestrian crossings, maintaining the pavement of pedestrian paths, removing barriers to pedestrian circulation, among other actions.</p> | | |
| ACTION OWNER | Nazaré Municipality | STAKEHOLDERS | Associations related to people with reduced mobility |
| TEMPORALITY | Sep22 to Dec23 | BUDGET | 25.000€ |
| MONITORING | Sep23 to Dec23 | | |
| FINANCING SOURCE | Municipal budget | | |
| EXPECTED RESULTS | <p>Improve pedestrian circulation conditions in public spaces, increasing their safety and comfort, particularly for people with reduced mobility.</p> | | |

| ACTION TITLE 4 | | | |
|---|--|--------------|--|
| Apply car restriction measures to the primary school location | | | |
| LINKS TO STRATEGY | → Obj 1 → Obj 3 → Obj 4 → Obj 6 | | |
| SHORT DESCRIPTION | <p>As a result of the still high rate of motorization of the population of Nazaré, schools at different levels of education still experience high car pressure caused by the parents of students during school entry and exit hours.</p> <p>A test will be carried out on the temporary closure of some streets next to school establishments, starting with time restrictions in periods of greater pressure and, using the evaluation of the results obtained, it will eventually be possible to proceed with the total closure of the streets that give direct access to the main entrance of schools, requiring that access, at least in the last minutes, be carried out in sustainable modes of travel</p> | | |
| ACTION OWNER | Nazaré Municipality | STAKEHOLDERS | Associations related to people with reduced mobility |
| TEMPORALITY | Sep22 to Jul23 | BUDGET | 25.000€ |
| MONITORING | Jun23 to Jul23 | | |
| FINANCING SOURCE | Municipal budget | | |
| EXPECTED RESULTS | Increase safety in student travel, especially in the “last mile”. Increase their independence, promote urban living and the use of public space. | | |

6.2. Governance during and after URBACT support

Governance is a process of building public value in network. It requires: motivation and decision legitimacy outside formal and hierarchical circuits; balance and representation of the actors; and accountability in terms of objective accountability.

The implementation of a territorial governance model must take into account the dimension of the actions and the power with which they are directly related.

The territorial dimensions of action and power are subdivided into three distinct instances: the state instance, the public-private instance and the business, each of which connects with specific governance dynamics. The territorial governance is directly correlated with public entities and private institutions, to which the state body is associated, through government policies and the corporate instance, through corporate governance.

The entire governance process should be based on the balance and representativeness of the actors involved, the guarantee of decision legitimacy, the construction of mechanisms of relationship, the definition of the territoriality of the action, the design of trust engines and motivation, the demarcation of the objects of deliberation, the creation of provision schemes of accounts, the promotion of collective learning tools and the consecration of participation.

Implementing this action plan should be a natural continuation of your design process. The efforts made by the municipal council should now be directed towards the coordination and monitoring of its execution according to the action program and outlined proposals, with possible revisions and updates, supported by monitoring mechanisms.

In this way, it is proposed to organize the governance model into two levels of coordination, political and technical, aiming at simplification, favoring the definition and allocation of responsibilities for the exercise of political and technical guidance functions, and valuing the involvement of partners.

Strong and assertive coordination is essential for the success of this plan, so it is proposed to create three structures that complement each other, but have different functions in the process of implementing the plan, as outlined in Figure 2 and Table 3.

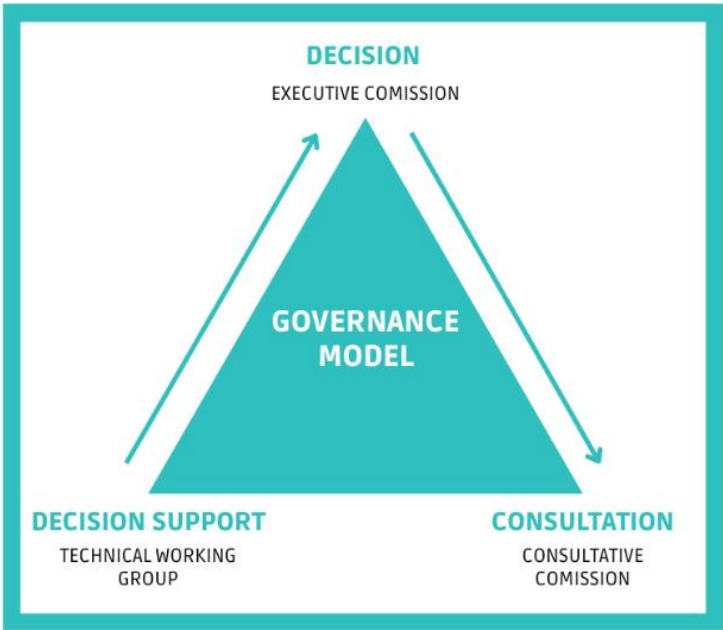


Figure 2 Governance model

Table 3 Political and technical structures

| POLITICAL AND TECHNICAL STRUCTURES | COMPOSITION | FUNCTION |
|------------------------------------|---|--|
| Executive Comission | <ul style="list-style-type: none"> ▪ Mayor ▪ Councilors | <ul style="list-style-type: none"> - Validate the main objectives and lines of action of IAP; - Politically validate the main results and eventual adaptations to the IAP; - Constitute a political intermediary so that the guidelines of the plan are adopted at the level of each competent authority, within its scope of political decision. |
| Technical Working Group | <ul style="list-style-type: none"> ▪ Specialized Technical Team, Municipal Working Group and External Consultants | <ul style="list-style-type: none"> - Articulate between the technical team and the various levels of governance; - Verify the information produced within the scope of the plan and promote the follow-up to the consulting team, in the various actions; - Propose and conduct any adaptations to the plan. |
| Consultative Comission | <ul style="list-style-type: none"> ▪ Oeste CIM ▪ CCDR Centro ▪ CCDR LVT ▪ CP ▪ Infraestruturas de Portugal ▪ ANTROP ▪ ANTRAL ▪ ANTRAM ▪ IMT ▪ AMT ▪ Education and Teaching Institutions ▪ Parish Councils ▪ Other entities | <ul style="list-style-type: none"> - Monitor the development of the plan, transmitting its experience and information; - Issue opinions (the competent authorities); - Participate in the implementation of the plan through the development of proposals. |

Political involvement and the participation of all relevant actors in the organization of mobility are determining factors for the successful implementation of this IAP. In this way, the set of main actors involved in the development of the plan must include the Municipality of Nazaré, with its

executive and municipal technicians; external entities that, directly or indirectly, contribute to the improvement and organization of mobility (transport operators, infrastructure managers and central and regional administration bodies); and the population.

6.3. Summary of indicators which will be used to monitor progress

| INDICATOR | BASELINE | TARGET |
|--|------------------|------------------|
| Predominantly pedestrian areas (m ²) | 3.385 (2017) | 35.000 (2024) |
| Percentage (%) of trips made by foot | 23 (2011) | 35 (2031) |
| Municipality's motorization rate (car/1,000 inhabitants) | 642 (2021) | 500 (2031) |
| Number of road accidents with victims (pax) | 48 (2018) | 0 (2024) |
| Emissions associated with the transport system (ton./CO ₂) | 12.271,21 (2012) | 10.356,90 (2031) |

7. DESCRIPTION OF THE PROCESS ↩

7.1. Composition and role of URBACT Local Group and its role in the process of implementation

| COMPOSITION | ROLE |
|--|---|
| Mayor | General coordination and top policy decision |
| City councilor for the mobility & public space | Sectoral coordination and internal and external intermediary |
| Local association of commerce, industry and services | Interlocutor between the city council and entrepreneurs |
| Municipality urbanism & planning department | Responsible for the integration of mobility planning with territorial and urban planning |
| Executive members of the board of the municipality company (parking management) | Support in thematic articulation of the various areas of mobility with parking management |
| City council technicians | Support for the decision of the municipal executive |
| President of the Parish Council of Nazaré | Local support in the implementation of measures and intermediation with the population |
| Local primary & secondary schools representative | Articulation of measures between the municipal council and schools |
| Police | Support and monitoring of the physical implementation of measures and inspection |
| Local Municipality Council for Education representative | Advisory support on education |
| Local Civil Protection representative | Advisory support on security and civil protection |
| Local Municipality Council for Youth representative | Advisory support on youth and sport |
| Interested Citizens | Widespread participation in plan actions |

7.2. Role / impact of transnational exchange and learning

Only networking, multidisciplinary, integrative, inclusive and sustainable makes development possible within the framework of limited financial possibilities.

Reducing the risk and maximizing the return on interventions has become the key to the future. Europe 2020 marked a new and decisive community framework where these themes are anchors for close financial support.

Networking, from now on, is an asset for the near future. Daring to think and make things happen in today's difficult circumstances requires finding new solutions to old problems, finding new collaborative work platforms, new models for sharing practical knowledge and agile ways of acting locally.

Network is a way to grow together, expand knowledge, share wishes. Working in a network provides goal setting, the realization of actions and allows you to achieve faster goals with lower costs. Network is doing more with less.

The networking made it possible to rethink the actions recommended for the territory but also its implementation method by incorporating cross-knowledge with the various cities participating in the Space4People network but also with the interaction with cities from other urbact networks, namely Thriving Streets and the RiConnect. Taking advantage of the lessons learned from the implementation of similar actions in other territories made it possible to strengthen the actions to be undertaken in Nazaré.

8. RISK ANALYSIS ↩

A well completed risk analysis demonstrates that we fully understand the challenges of project implementation and that we have experience and know-how in how to prevent the risks from occurring. And, in case this fails, we know how to mitigate or minimize their impact and, thereby, reduce adverse effects which might endanger the project from completing successfully.

Table 4 Risk Analysis Table

| RISK ANALYSIS TABLE | Description of the risks | Likelihood (high, medium, low) | Impact (high, moderate, low) | Prevention | Mitigation |
|----------------------|--|-----------------------------------|---------------------------------|--|--|
| Administrative Risks | Difficulties in articulating with stakeholders | M | M | Call for preparatory work meetings | Expand contacts with stakeholders |
| | Public tenders without competitors | M | H | Strictly define project budgets | Launch new public tender quickly |
| | Delay in the development of studies and projects | L | M | Hiring external teams in advance | Assertive and effective coordination to meet deadlines |
| Financial Risks | Rising costs of building materials and signage | H | H | Budget increase in relation to current market values | Substitute for cheaper materials during the intervention |

| RISK ANALYSIS TABLE | Description of the risks | Likelihood (high, medium, low) | Impact (high, moderate, low) | Prevention | Mitigation |
|--------------------------------|---|---|---|---|---|
| | Municipality's financial availability | M | H | Captivate financial funds in advance | Transfer funds from other projects |
| | Delay in opening ERF's | M | H | Hold meetings with the national managers of the ERF's | Defer project start |
| Operational Risks | Failure to meet the deadlines for interventions by the contracted company | M | H | Continuous, agile and effective supervision | Anticipating new problems and imposing fines for non-compliance |
| | Unavailability of internal labor | L | M | Define the human resources work plan in advance | Reallocate human resources from other projects |
| | Low acceptance of interventions | L | M | Develop participation and targeted communication | Increase involvement and explanation of projects |

