Is Vertical Mobility so Different?

Learnings from the Workshop

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From a “town planner” point of view thinking about “vertical mobility” is not so different as thinking about “general mobility.”

During the workshop, I have found again issues and questions I have ever found on other projects of transportation system / infrastructure improvement or creation.

- The limits of a technical-oriented approach of mobility: we can’t think about transportation system without thinking about territorial development strategy.
- The limit of the magical think: improving transportation system don’t automatically improve / bring development! But mobility improvement can be a fundamental part of a territorial development strategy.
- The need to renew our approach about innovation: from “high-tech innovation” to “integrated innovation”
The « initial question » asked to the INTA panel was « how to improve vertical mobility in the Castel Hill of Lisboa ». There are some specifics technical solutions for « vertical mobility » ….

- Lifts (verticals or inclined)
- Elevators
- Funiculars
- Cable-cars

… so let’s choose the best one and imagine its urban integration into the Castel Hill and the job will be done!

But after the visits and discussions with the municipal, consensus in the group is:

► Our job is not to find the best technical solution to improve vertical mobility into the Castel Hill.

► Or job is to imagine a global development strategy for the Castel Hill and Mouraria neighborhood.
We can’t think about transportation system without thinking about territorial development strategy ...

Behind the “transportation improvement question” asked by the municipality (“improve vertical mobility”), there are main issues and questions about global development strategy of the Lisboa City and the Castel Hill and Mouraria neighborhood:

► How to improve the quality of life for inhabitants?
► How to improve the touristic and residential attractiveness?
► How to boost the economical growth?
► How to make the tourist spend more money in Lisboa?
► How to make the tourist spend money not only into the “actual” touristic districts of the city but also in other neighborhoods ... ?

It’s trying to answer those questions than we have been able to think about mobility ... in order to create new development opportunities by improving the transportation system
Transportation system is not a « magical thing » which will automatically bring development ...

► Transportation system and infrastructure create opportunities for moving ... but doesn’t create the need / the desire to move !

► Assessments shows that new transportation system can accelerate decline, or accelerate development or have no impacts on development : there is no general rules about relationship between transportation system improvement and territorial development / transformation.

► The main point is “how the moving opportunities created by the transportation system improvement will be used (or not) by people or enterprises”. I

If a lot people use those opportunities for changing place (of housing, of consumption, ...), it could generate a territorial transformation.

If a lot of people just use the new transportations system for moving faster or easier without changing their parcourses, it would probably not generate territorial transformation.
... but a territorial development strategy can use mobility as
From “high-tech innovation” to “integrated innovation”

On main consensus of the group (composed by “INTA experts,” “vertical mobility industrial groups” and “people from the Lisboa municipality”) is that we have to “improve and redefine the walkability” and to transform the “transportation time” into a “mobility experience”.

Instead of proposing “THE (high)-technological system” for the Castle Hill and Mouraria neighborhood [technical innovation], we have proposed a mix of low/middle tech solutions, low/moderate cost solutions and social / organizational innovations [integrated innovation]:

- Understand the needs of the users to improve the quality of service of the transportation system (including pedestrian ways).
- Improving the existing offers (pedestrian routes, tram lines, …) and the existing uses (walking)
- Create the conditions that will to push people to try other itinerary
- Mixing different (small) solutions

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