

# Lisboa

## **m**etrópole **C**entral ou **P**eriférica ?

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## O **m**undo **n**ão é plano!

- **a** população e as actividades económicas mais competitivas e inovadoras concentram-se num reduzido número de **metrópoles** e **Mega-Regiões**
- Com a **globalização** económica esta **tendência** para a **concentração** tende a desenvolver-se e a consolidar-se
- Com ela **acentuam-se** as **diferenças regionais** e **aumentam** os **problemas de inserção** no mercado global

# Economic activity in a spiky world



Fonte: "Who's your city", Richard Florida, 2008

# Innovation in a spiky world



Fonte: "Who's your city", Richard Florida, 2008

# Economic activity

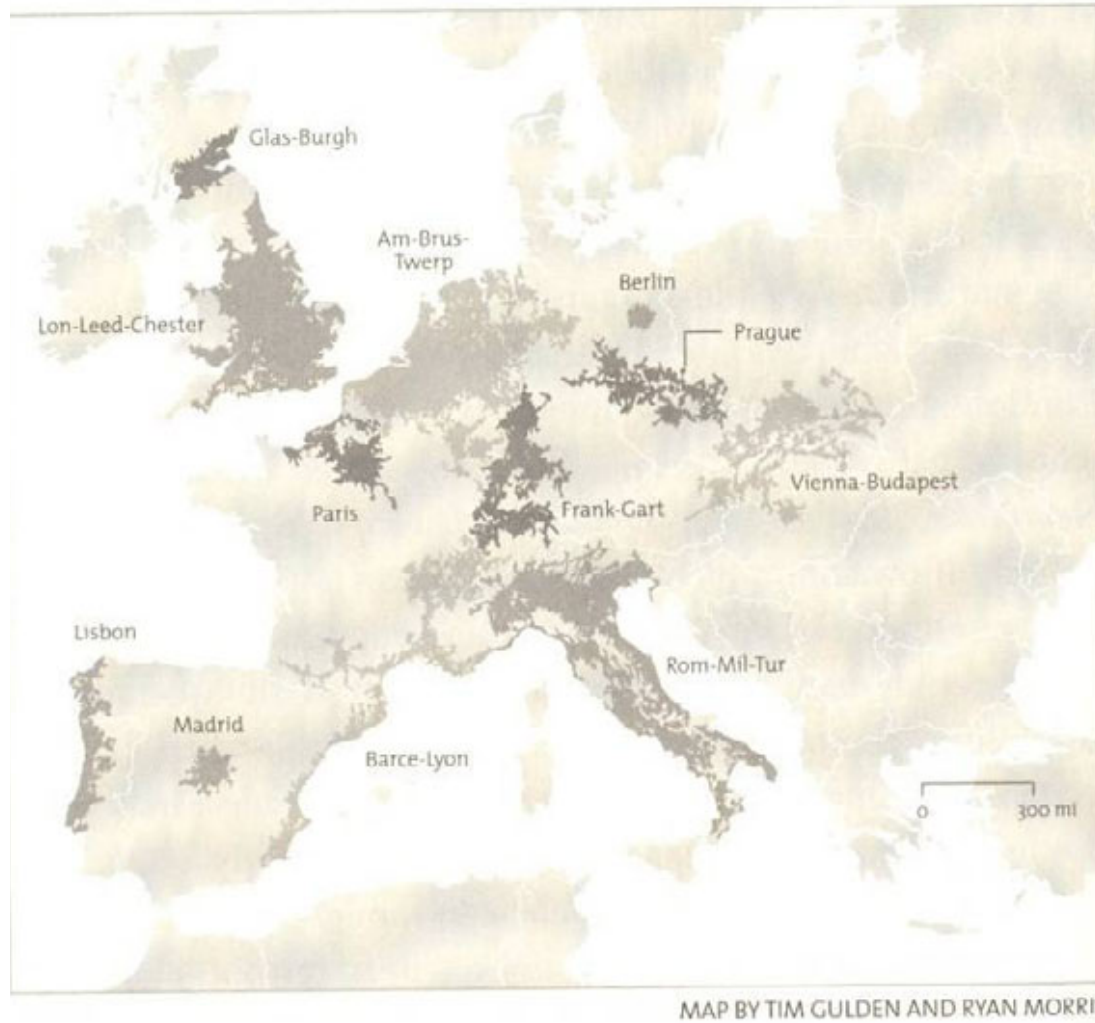
→ The World's **ten largest mega-regions** in terms of economic activity (or LRP), which house approximately 416 million people or 6.5% of the world's population, account for **43% of economic activity** (\$13.4 trillion), **57% of patented innovations**, and **53% of the most-cited scientists**.

→ The top **twenty mega-regions** in terms of economic activity account for 10% of the population, **57% of economic activity**, **76% of patented innovations**, **76% of the most cited-scientists**.

→ The top **forty mega-regions** in economic activity, which make up about 18% of the world's population, produce **66% of economic activity**, **86% of patented innovations**, and house **83% of the most cited-scientists**.

Fonte: "Who's your city", Richard Florida, 2008

# Mega Regions of Europe



Fonte: "Who's your city",  
Richard Florida, 2008

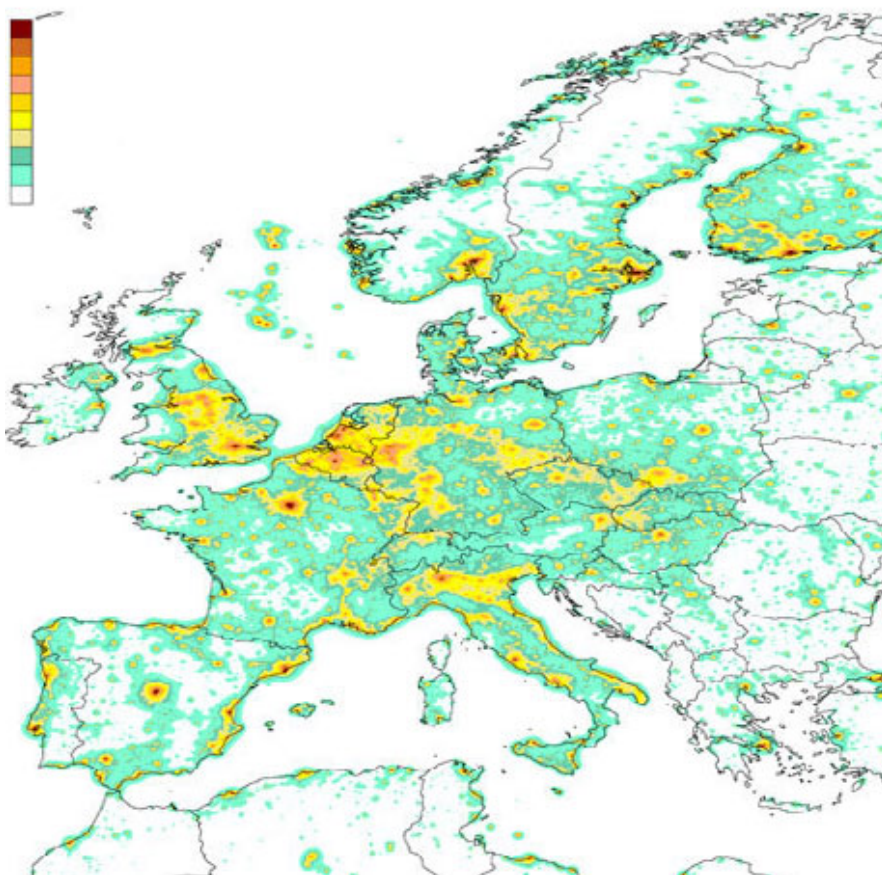


# I. a rede urbana **Europeia** e a **Península Ibérica**

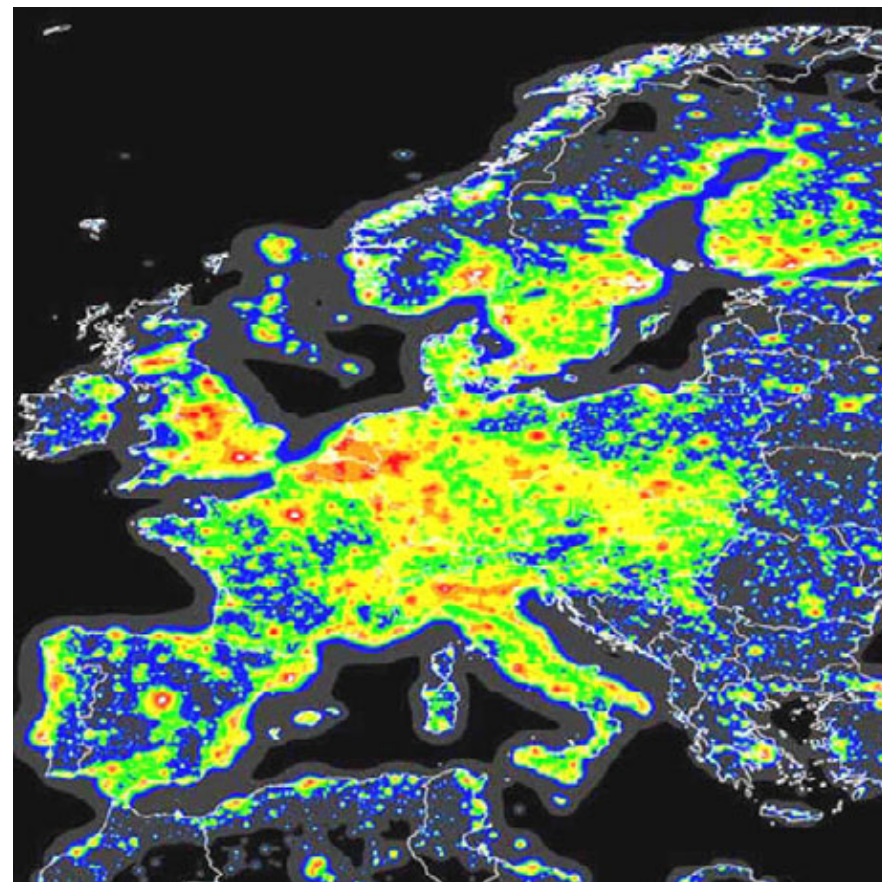


# Uma nova geografia para a Europa

A Europa na era da urbanização global!



Claridade do céu



Luzes na noite

## Headquarters of transnational firms



Number of headquarters



## Advanced services firms

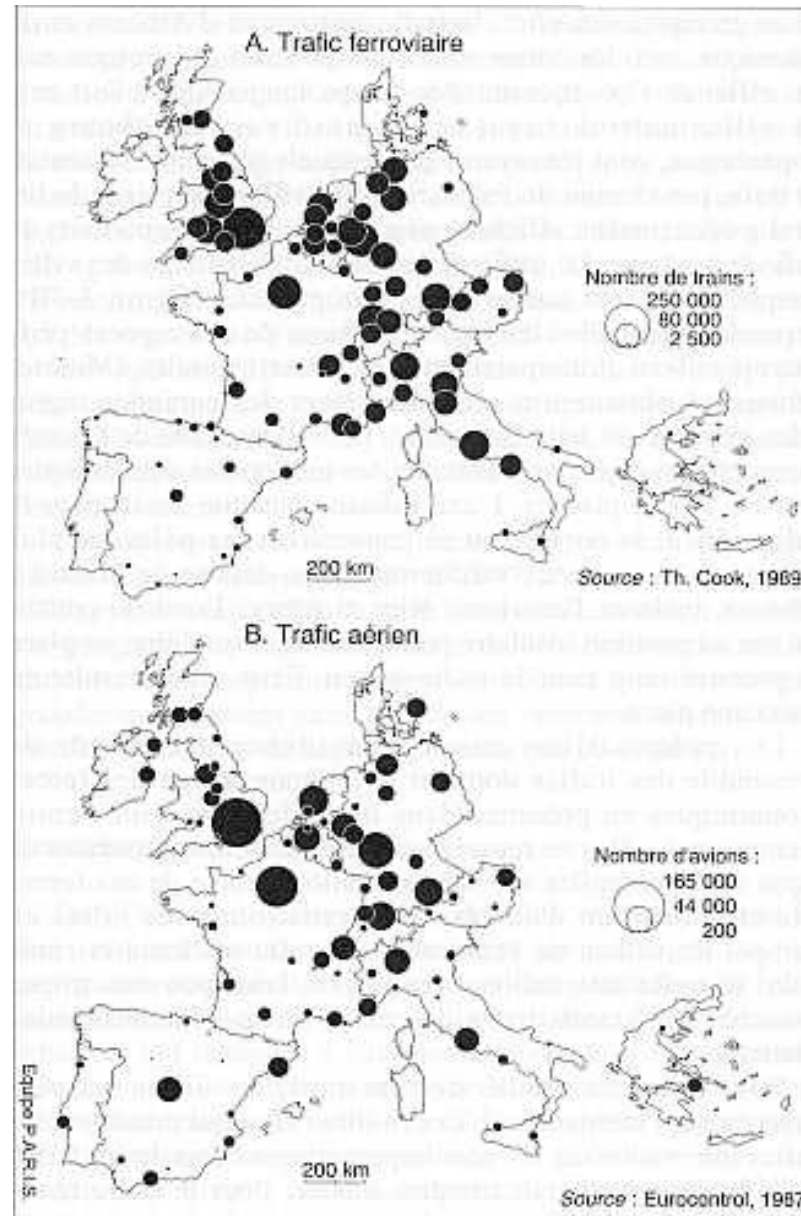


Number of offices



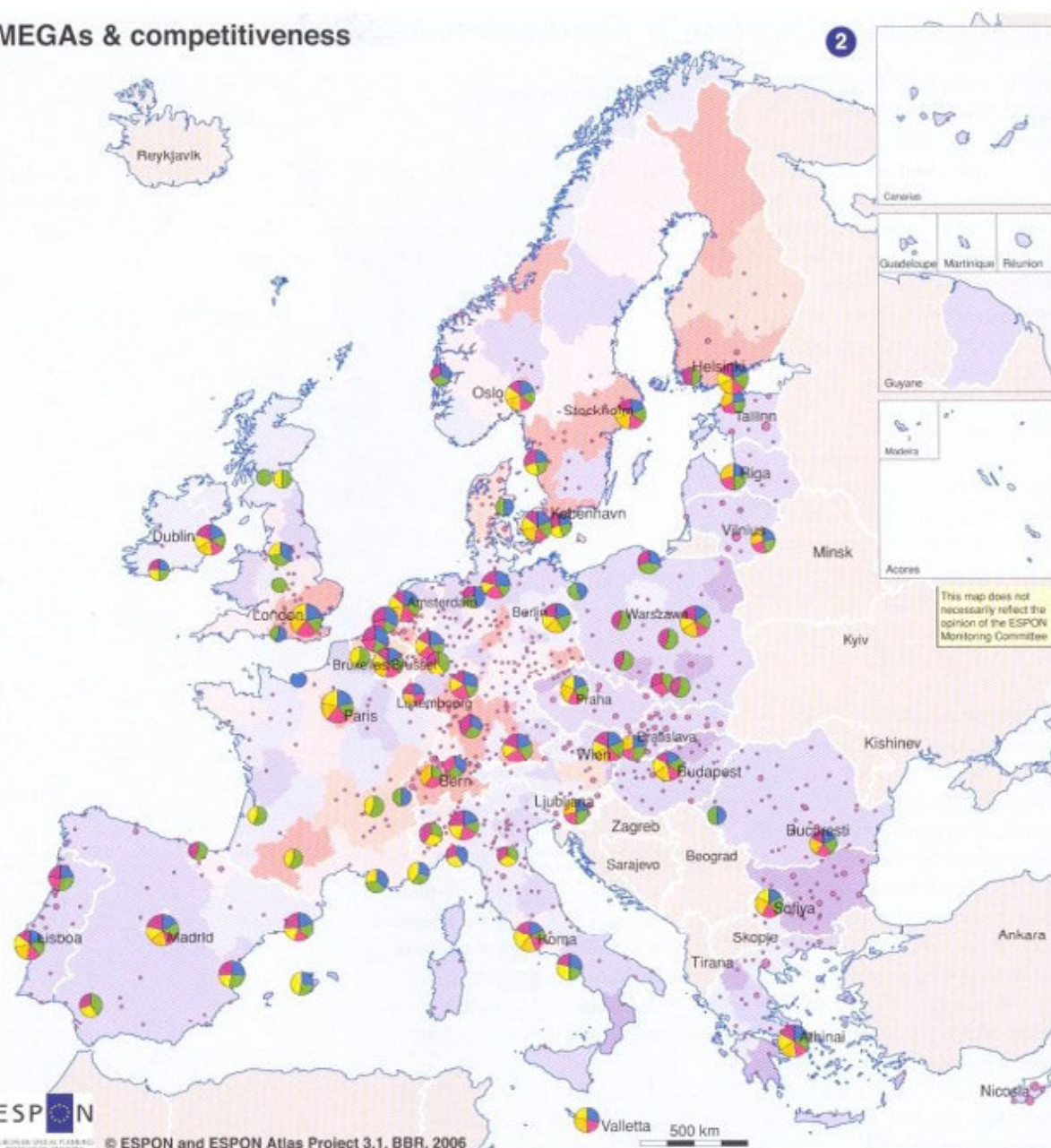


# Tráfego médio anual, em cidades europeias

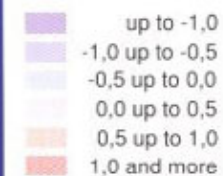


Fonte: "Le système des villes  
 européennes", Cattán, Pumain,  
 Rozenblat, Saint-Julien, Anthopos,  
 Paris, 1994.

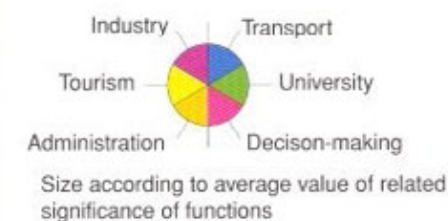
## MEGAs & competitiveness



Additive combination of standardised R&D-indicators: personnel total, personnel in BES, expenditure on R&D (regional average of ESPON countries = 0)



**Metropolitan European Growth Areas (MEGA) by functional importance of global, European, national and transnational significance**



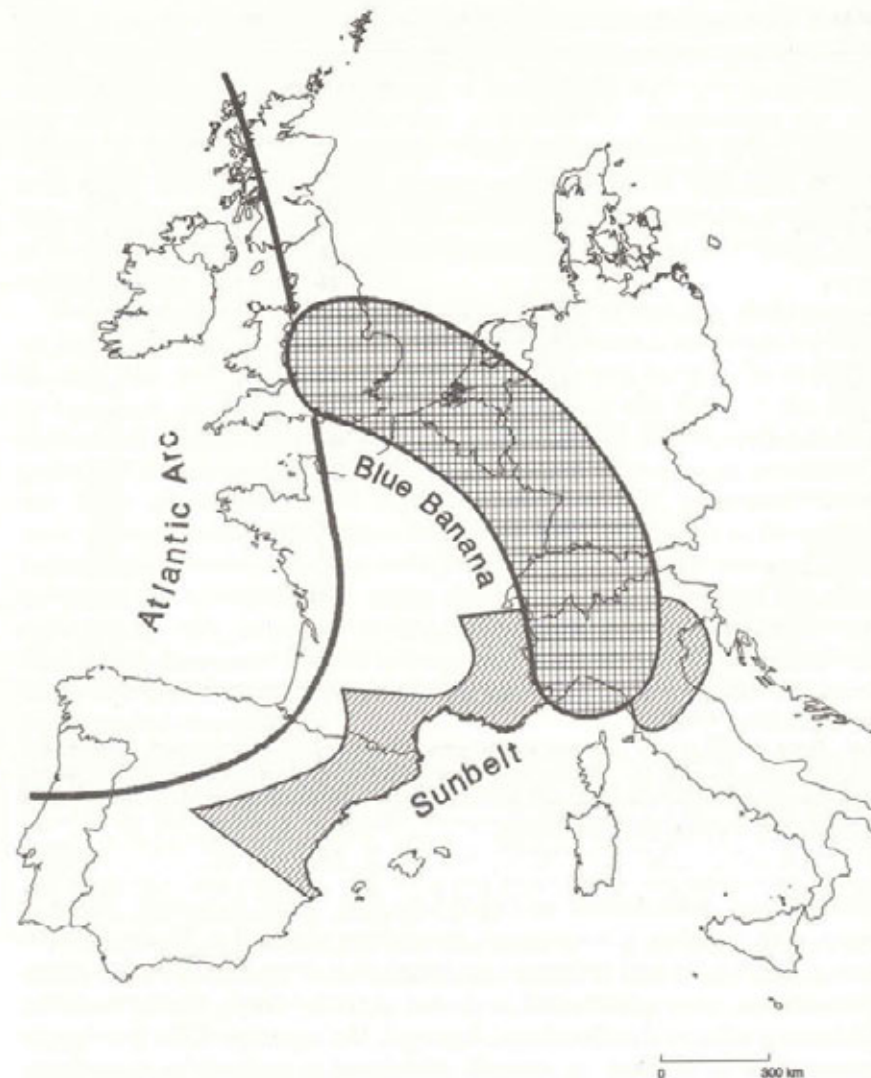
**Decision-making functions outside MEGAs by significance**

- National/transnational significance
- Regional significance
- Local significance

□ no data

© EuroGeographics Association for administrative boundaries  
 Regional level: NUTS 2  
 Origin of data: R&D: ESPON Project 3.1, BBR & ECOTEC;  
 functional importance of MEGAs: ESPON Project 2.4.2, BBR;  
 function outside MEGAs: ESPON Project 2.4.2, BBR;  
 MEGA definition: ESPON Project 1.1.1, Nordregio

Source: ESPON database



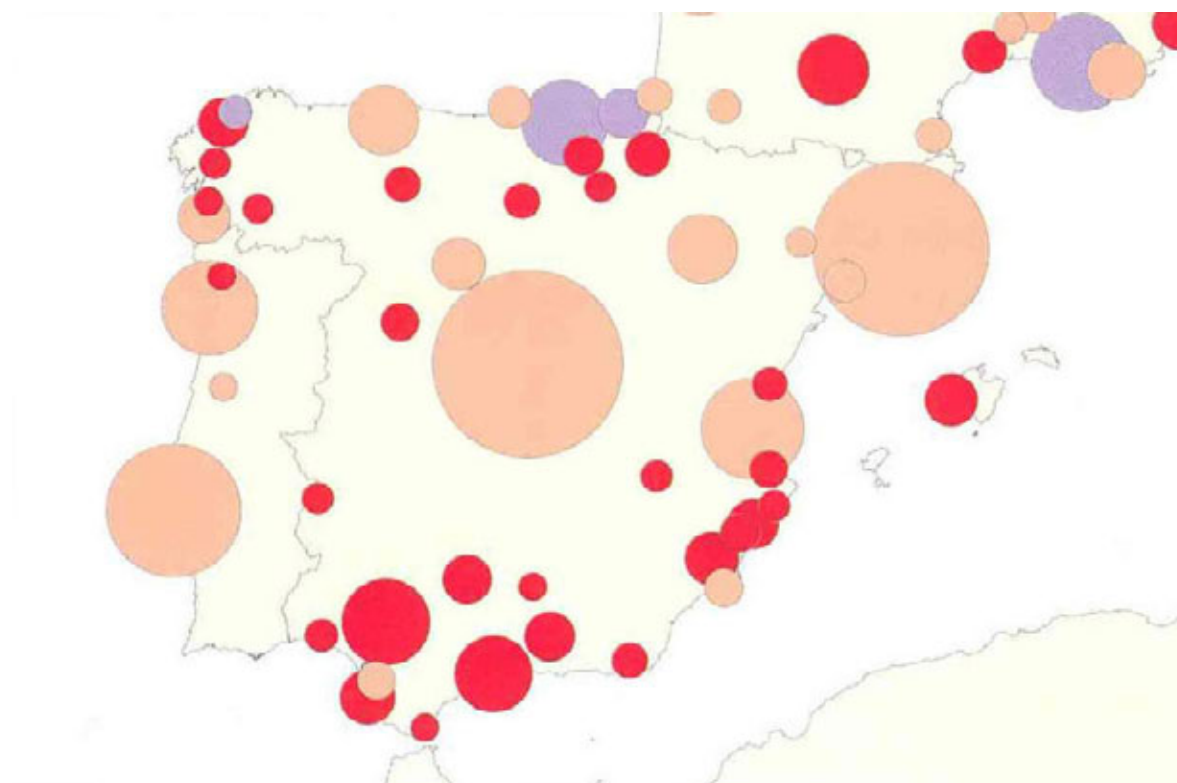
Source: After RECLUS, 1989

**Figure 7.4** The 'Blue Banana'. The most likely scenario of regional development in Europe looks like this map. There will be a wide curved zone of intense development stretching from south-east England across the Channel (via the Channel Tunnel) through Benelux, the south-west of Germany and Switzerland to Lombardy (the 'Blue Banana'). There it meets with another growth zone developing along the Mediterranean down to Barcelona and Valencia (the 'Sunbelt'). With the exception of the Île de France, even established economic centres outside these two zones will be at a relative disadvantage.

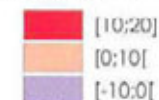
## A armadura urbana da **União Europeia**

Fonte: "The Geography of Europe's  
 Futures", Ian Masser, Over Svidén, Michael  
 Wegener, Belhaven Press, 1992, London, p.  
 98.

# áreas metropolitanas na Península Ibérica

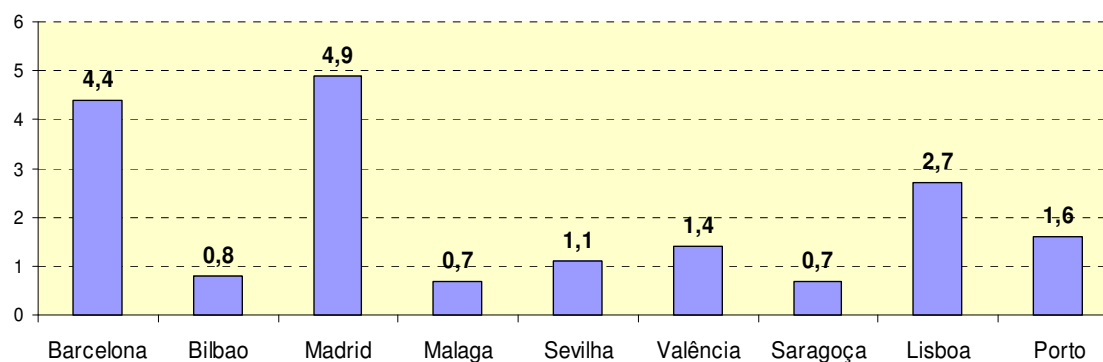


Variação da população residente entre 1980 e 1990 (%)



Limite Nut II

População residente nas aglomerações urbanas em 1990 (milhares de habitantes)

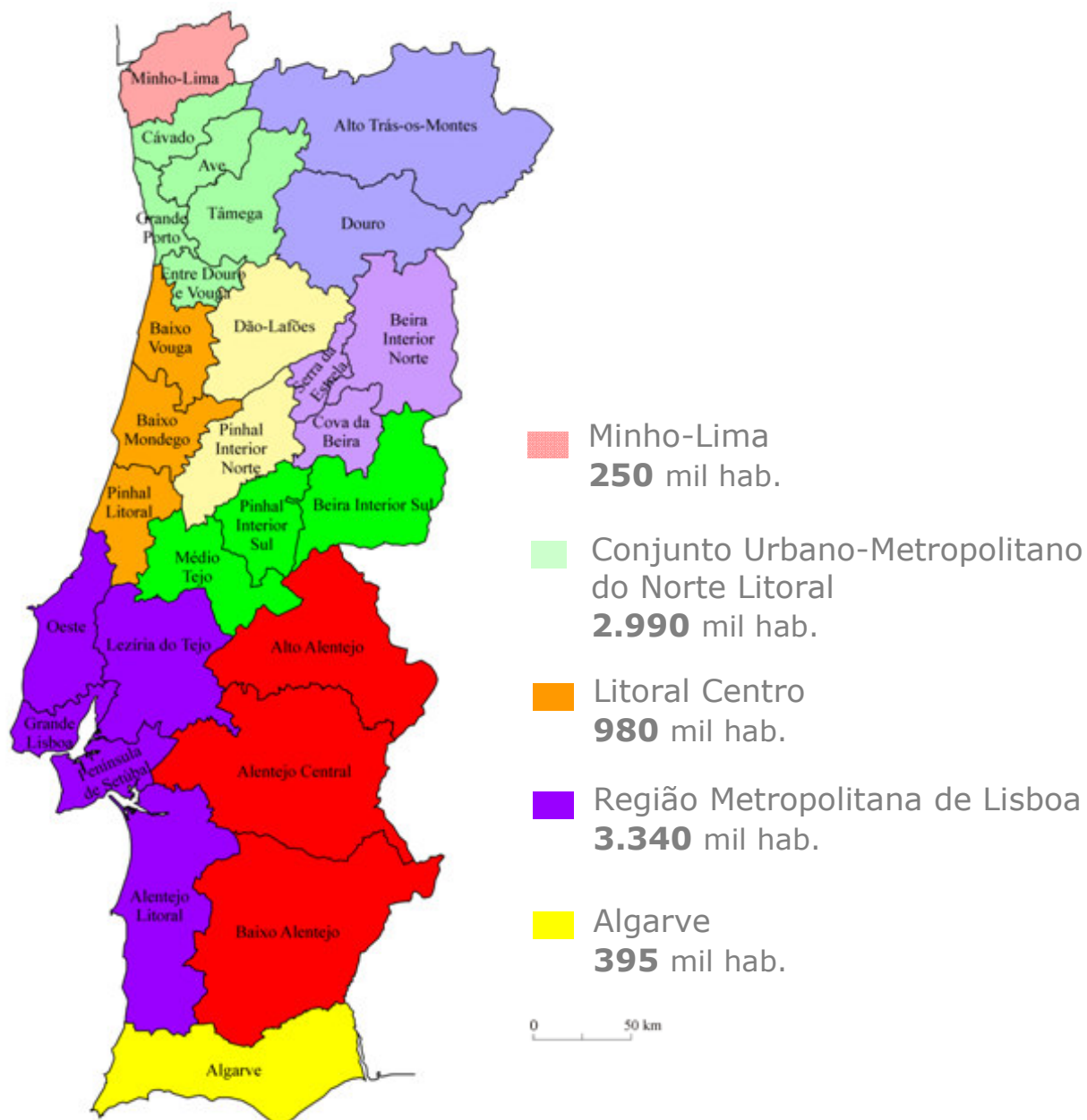


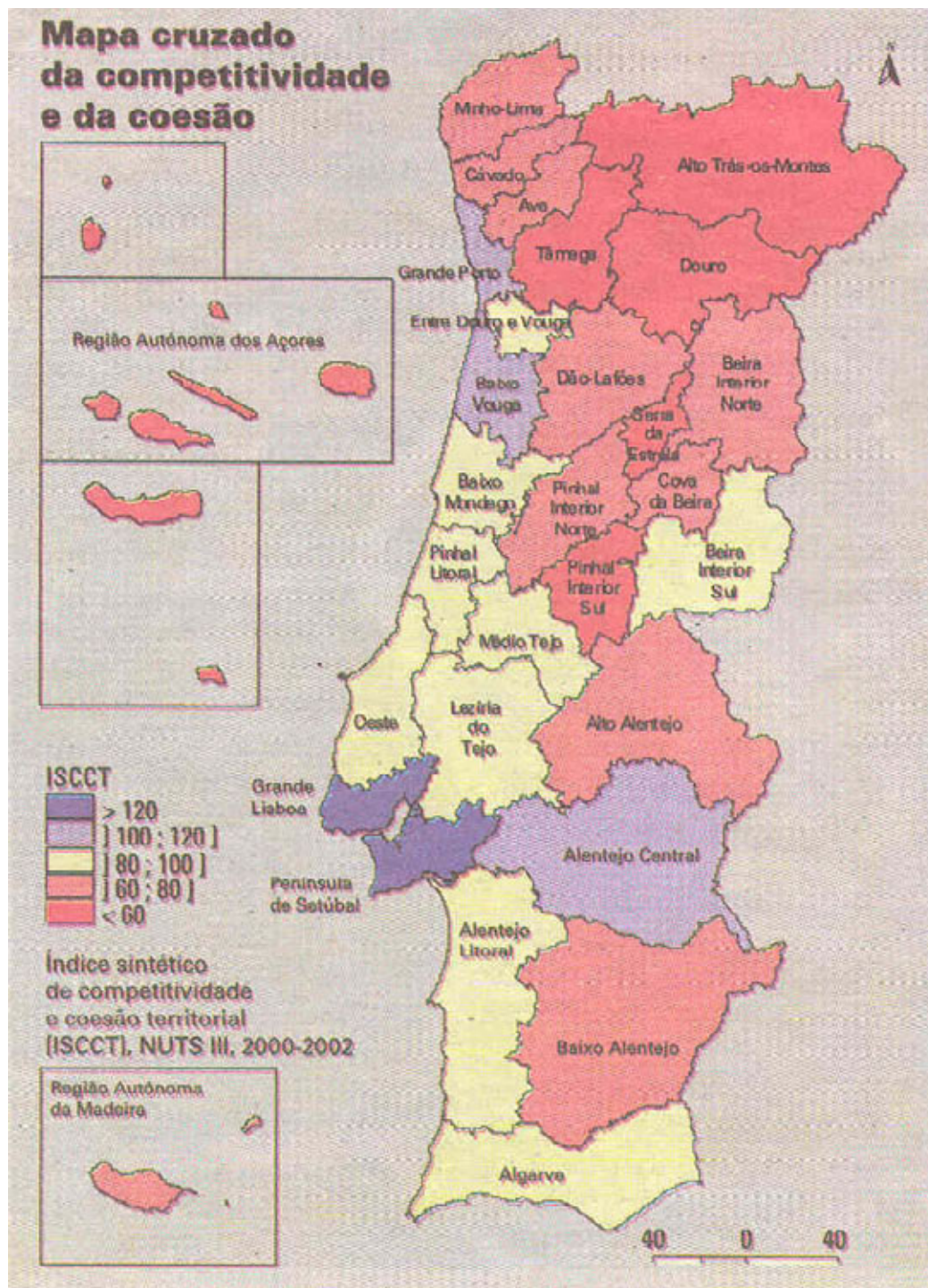
Fonte: Base de dados Geopolis;  
 Aglomerações urbanas com mais de  
 50 mil habitantes em 1990

# Concentração Espacial da População

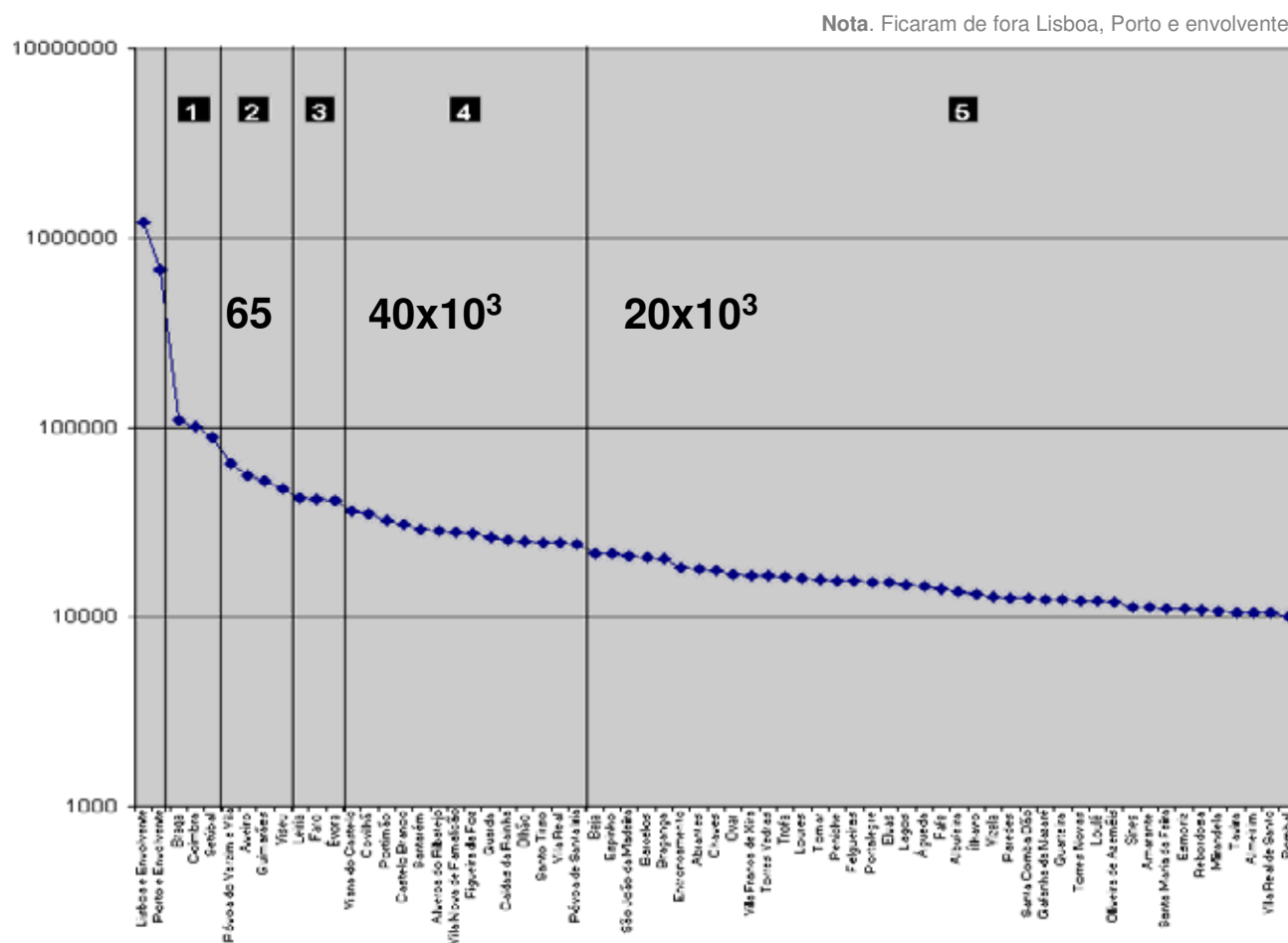
**Total 8** milhões hab.  
76% do País (2001)

Fonte: SIG PNPOT, 2004





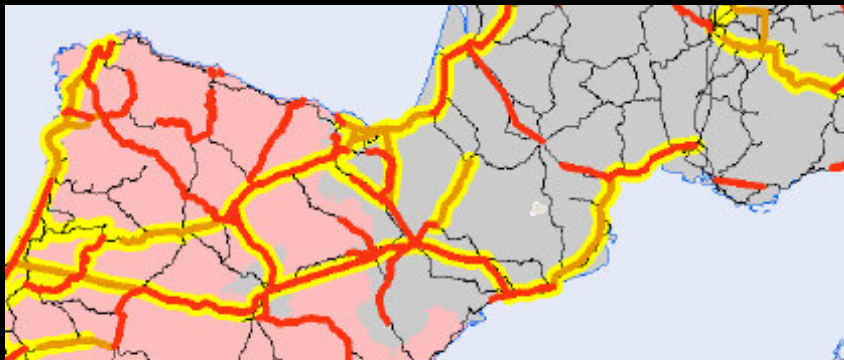
# Distribution of Resident Population by continental Cities



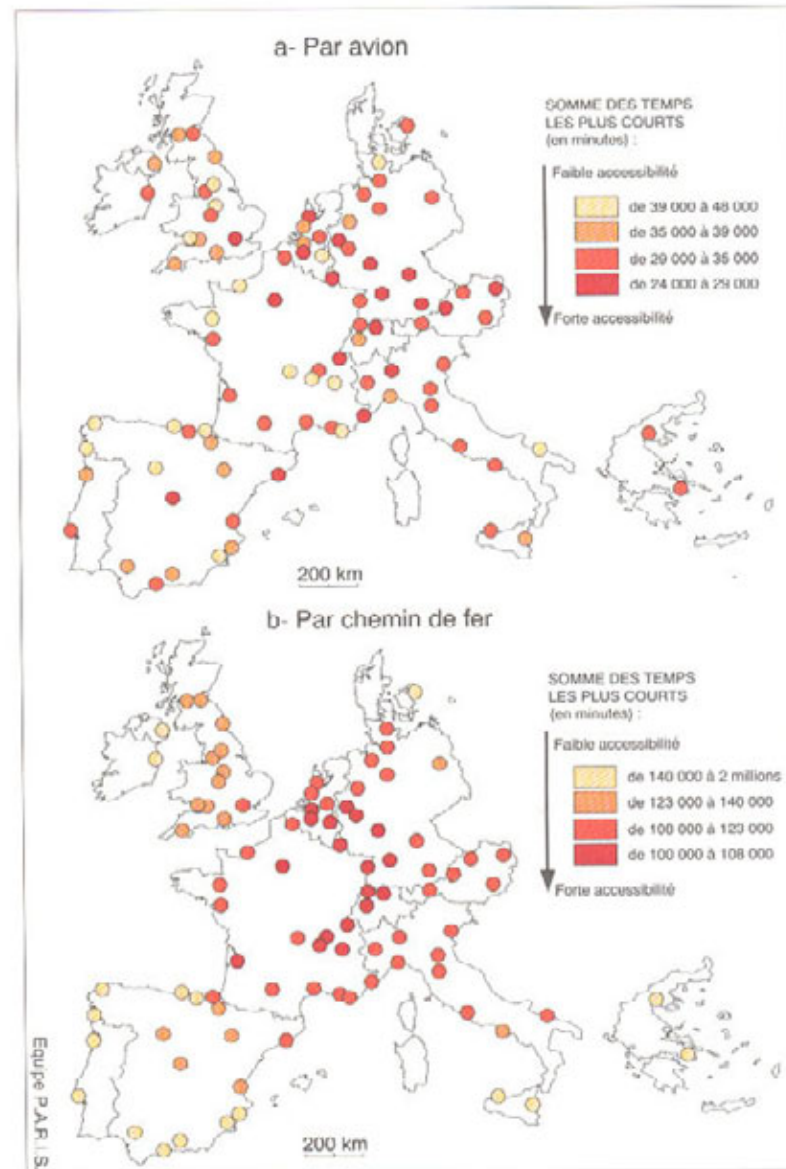
- 1 3% das cidades
- 2 4% das cidades
- 3 3% das cidades
- 4 13% das cidades
- 5 38% das cidades

**<10x10<sup>3</sup> hab.** - 40% das cidades

## 2. a integração de Portugal nas redes transeuropeias de transportes



# The accessibility of cities



**Fonte:** "Le système des villes européennes",  
 Cattani, Pumain, Rozenblat, Saint-Julien,  
 Anthropolos, Paris, 1994.

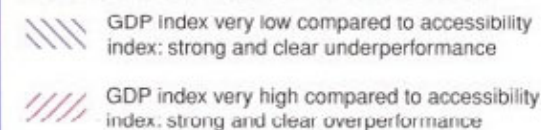
## Accessibility of European regions and cities



Potential multimodal accessibility 2001  
(ESPON space = 100)



### Relation of economic performance and location



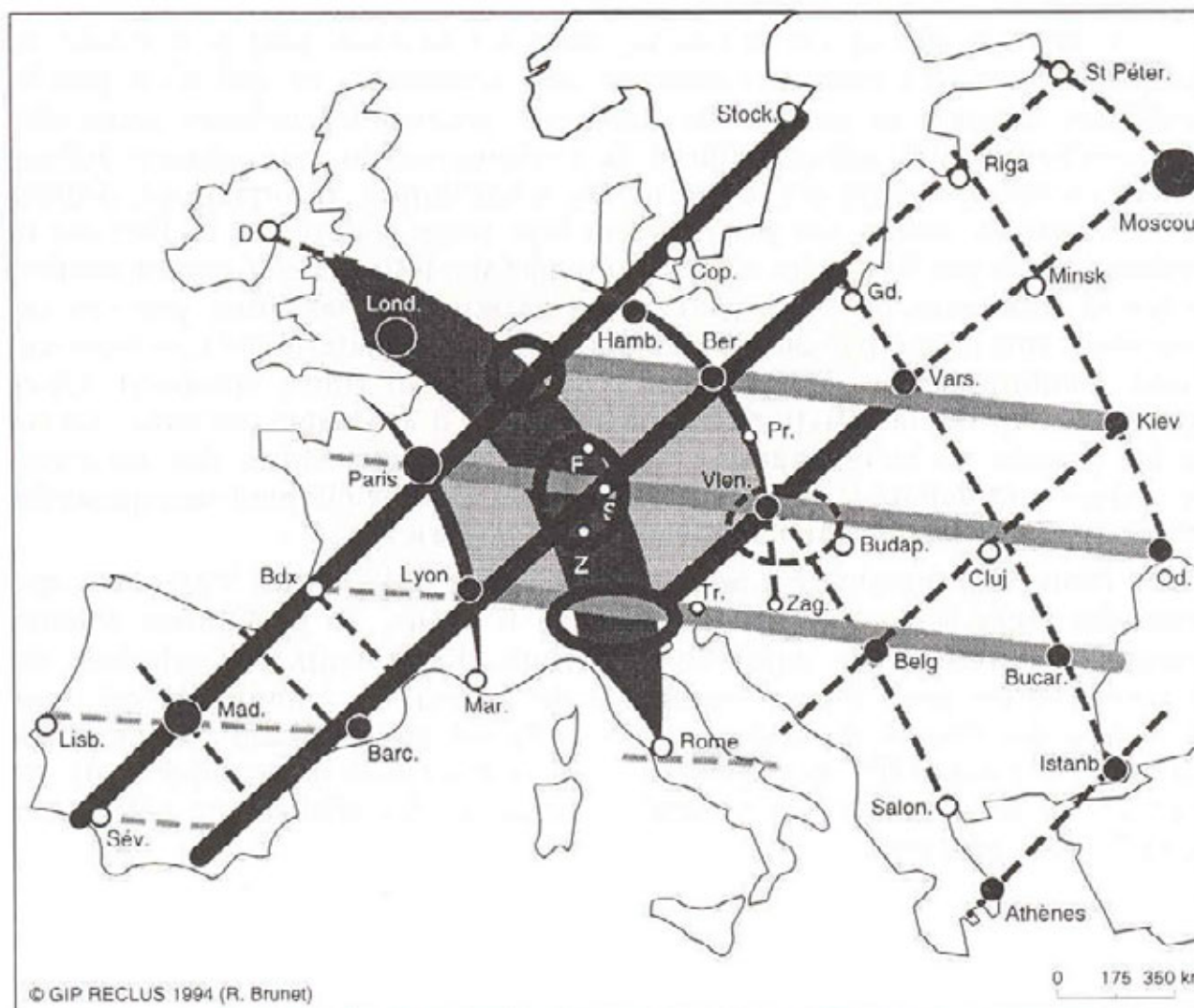
### City network daily accessibility by air between 72 Metropolitan European Growth Areas (MEGA), 2003

A — B Return trips possible in both directions

© EuroGeographics Association for administrative boundaries  
 Regional level: NUTS 3  
 Origin of data: ESPON Project 1.2.1.  
 multimodal accessibility + Economic performance and location:  
 Spiekermann & Wegener (S&W);  
 daily accessibility by air: INRETS/CESA

Source: ESPON database

## Proposta de rede urbana europeia mais equilibrada



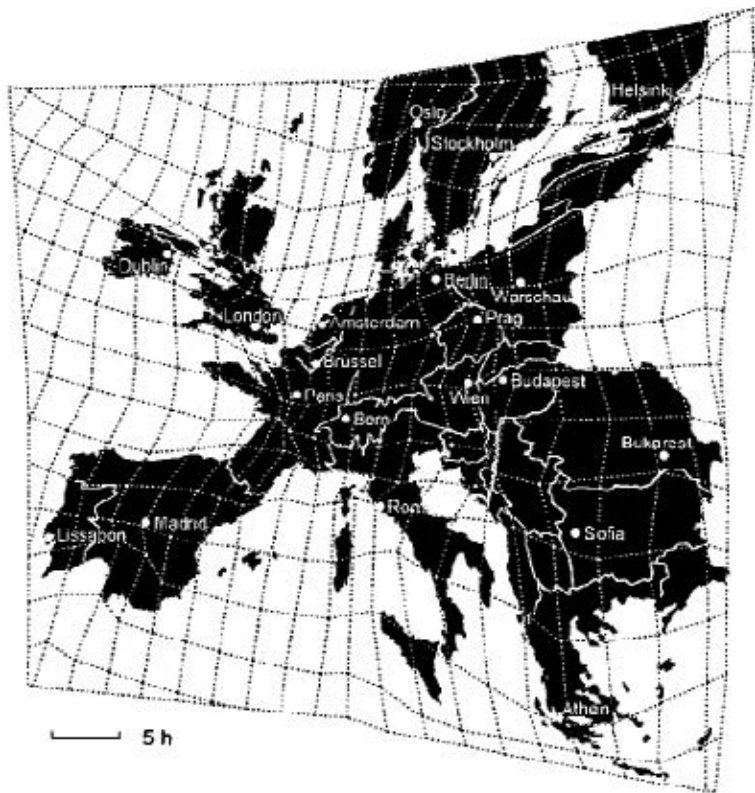
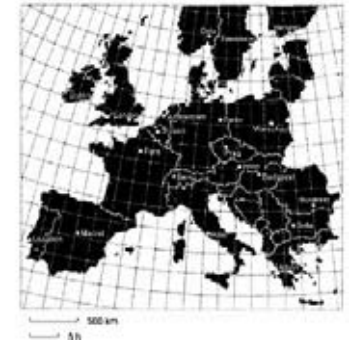
Fonte: "Urban networks in Europe", Ed. D. Pumain e T. Saint-Julien, Éditions John Libbey Eurotext, Paris, 1996.

## 2020: Rede de Alta Velocidade Ferroviária

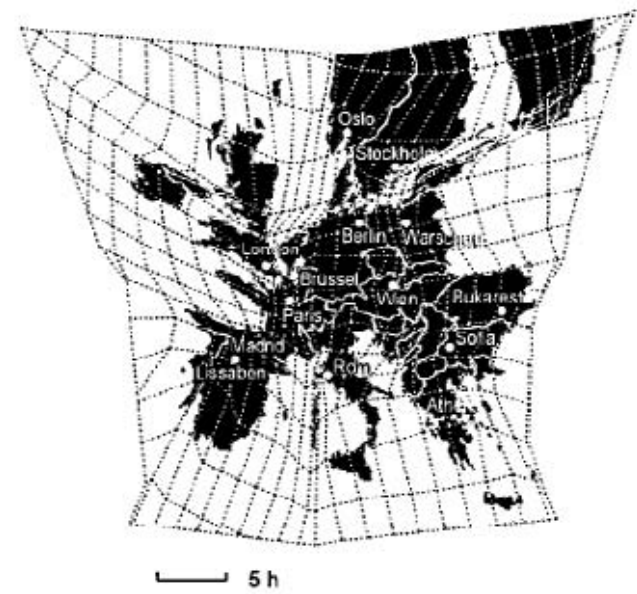


**Fonte:** "High speed trains in Europe", CCFE-CER-GEB, 2002.

# Redução do tempo-distância



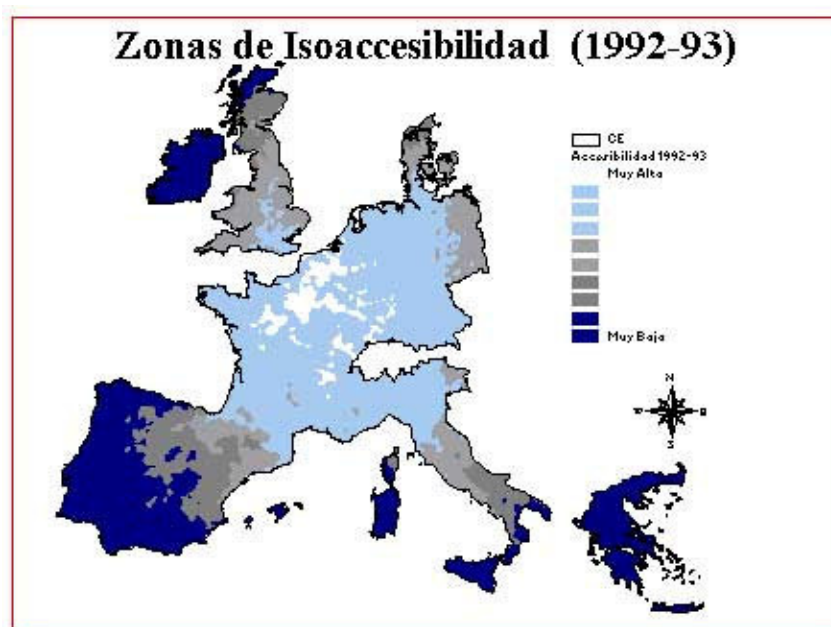
1993



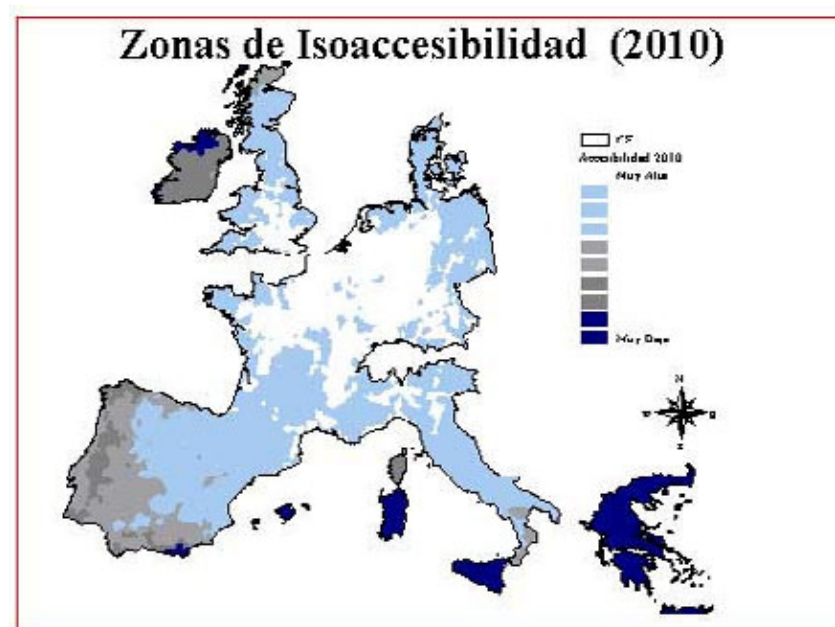
2010

Fonte: "ACESSIBILITY AND ECONOMIC DEVELOPMENT IN EUROPE" ; Vickerman & Spiekermann & wegner, 1997

# Zonas de iso-accessibilidade

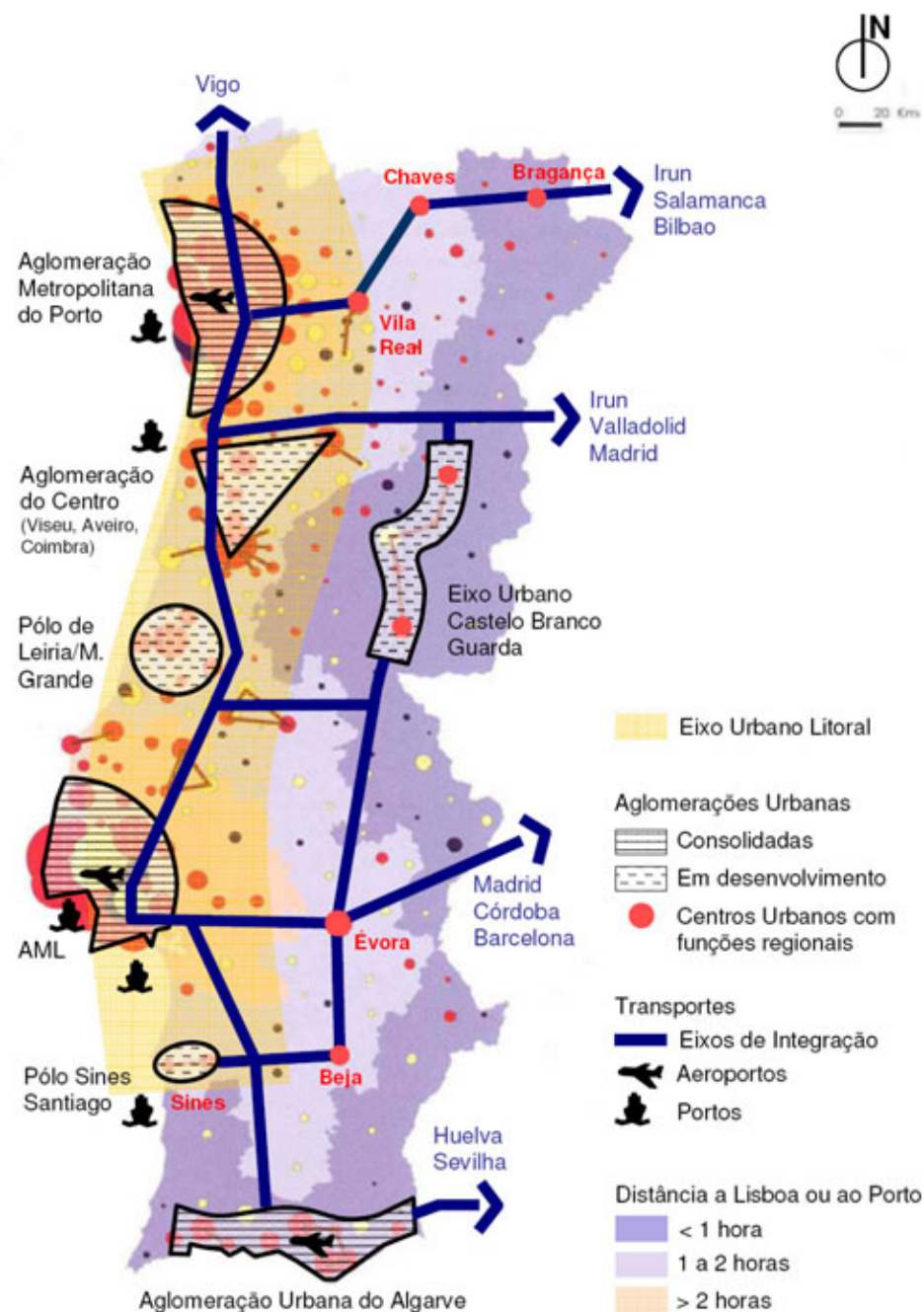


1992-93

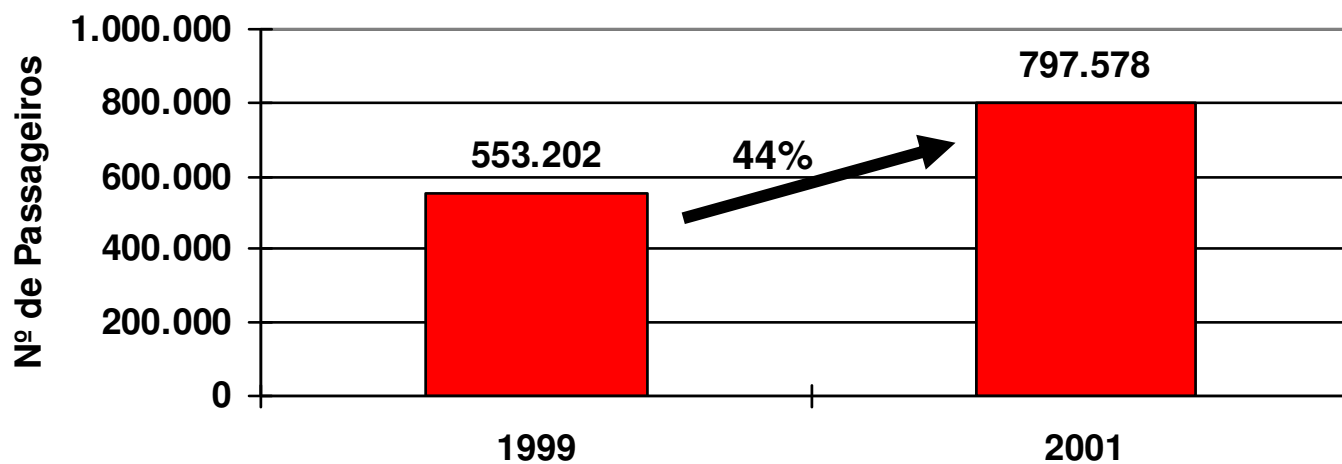


2010

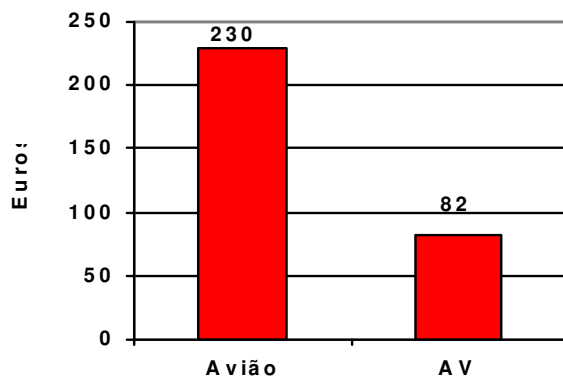
# modelo urbano de referência



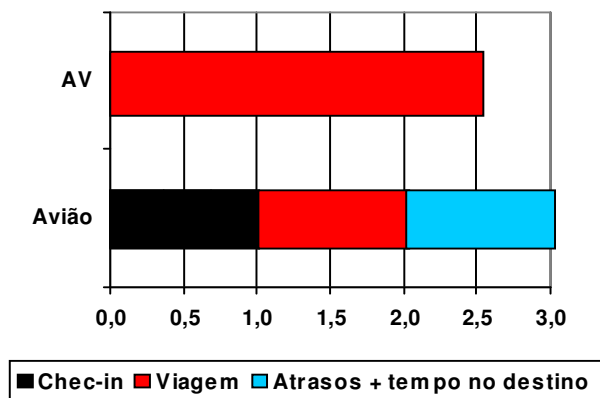
# Tráfego Aéreo de Passageiros



Preço dos bilhetes Madrid-Lisboa  
(a custos do ano 2002)



Tempo de viagem  
Madrid-Lisboa (horas)



# Tráfegos e Quotas de Mercado

## em algumas ligações Europeias

| Origem - Destino | Tráfego Passageiros   | Tempo de percurso | % Quota de Mercado |
|------------------|-----------------------|-------------------|--------------------|
| Paris - Lyon     | $19 \times 10^6$ /ano | 2h00              | 92%                |
| Paris - Bruxelas | $6 \times 10^6$ /ano  | 1h25              | 55%                |
| Paris - Londres  | $8 \times 10^6$ /ano  | 2h35              | 70%                |
| Madid - Sevilha  | $6 \times 10^6$ /ano  | 2h30              | 83%                |

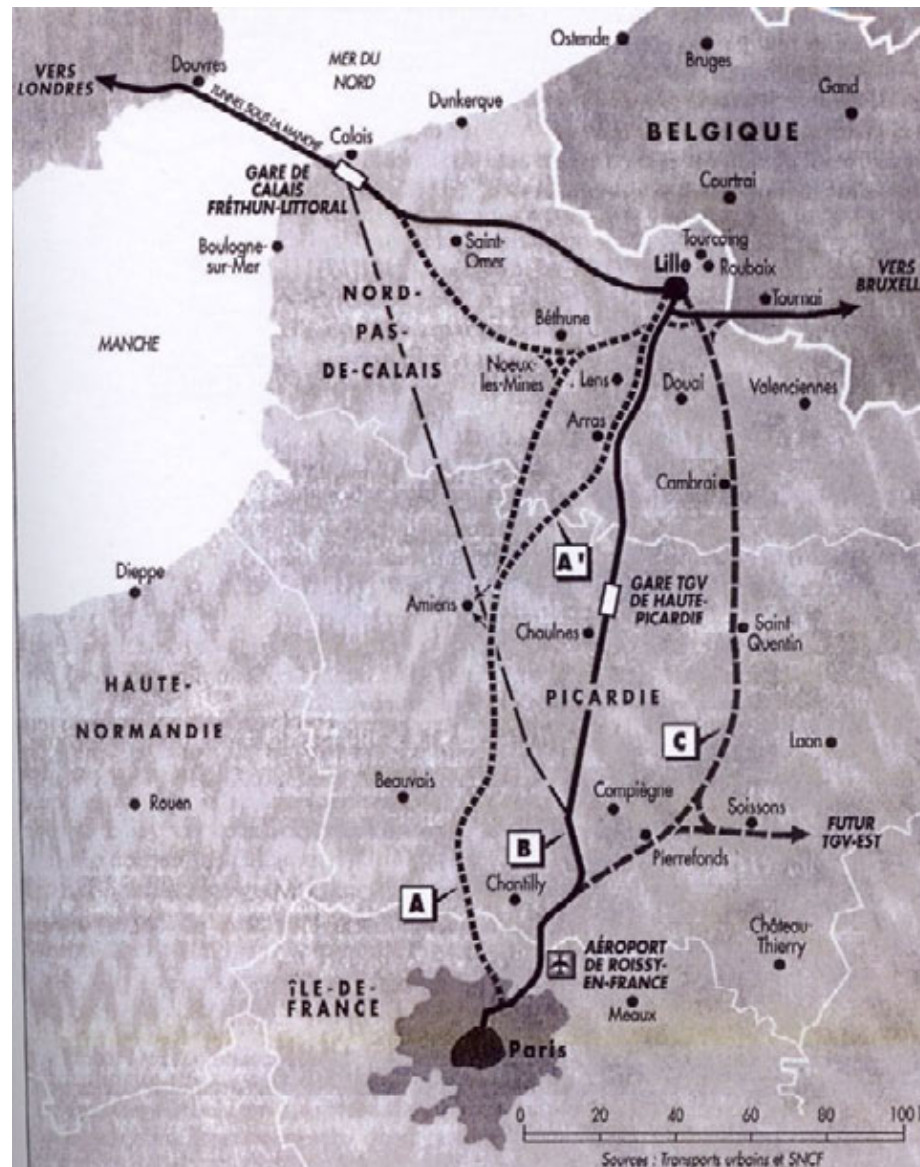
**Fonte:**

"Ville & Transports", 4 Mai 2005

"Ville & Transports", 9 Nov 2005

Internet (SNCF, AVE, etc.)

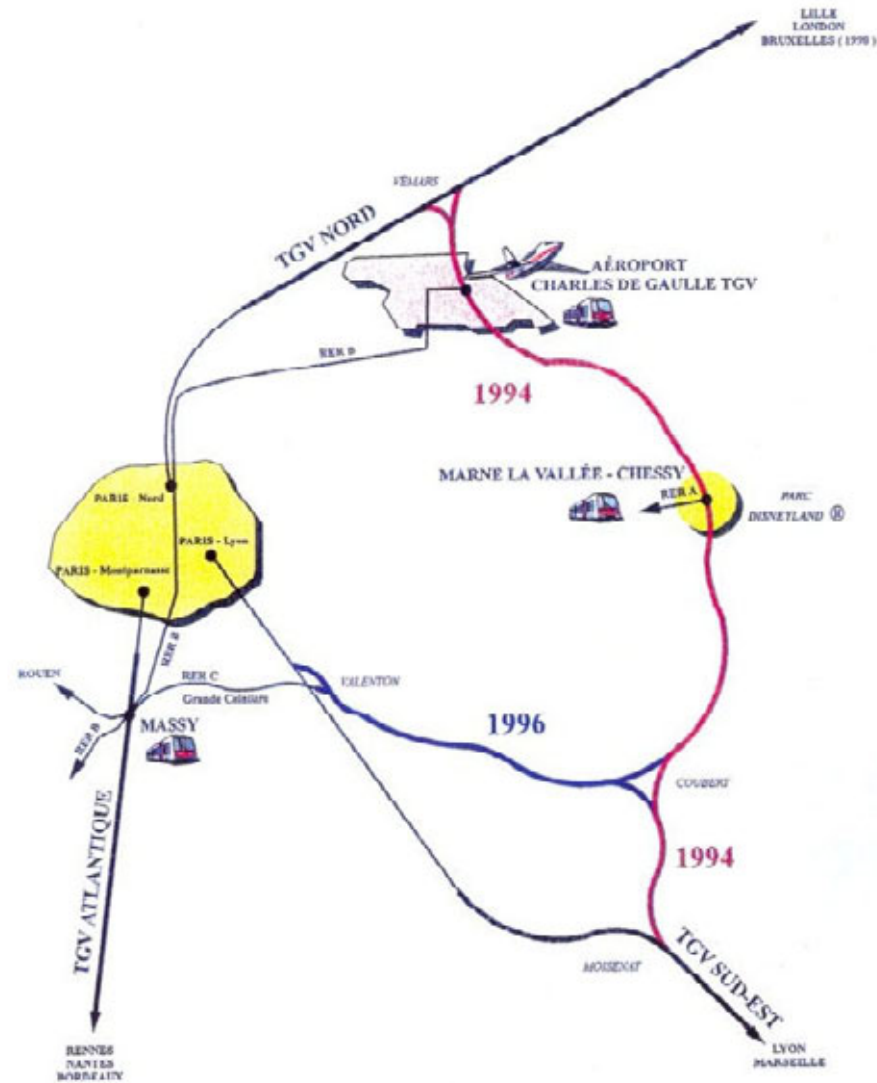
# principais alternativas de traçado para a ligação norte do TGV





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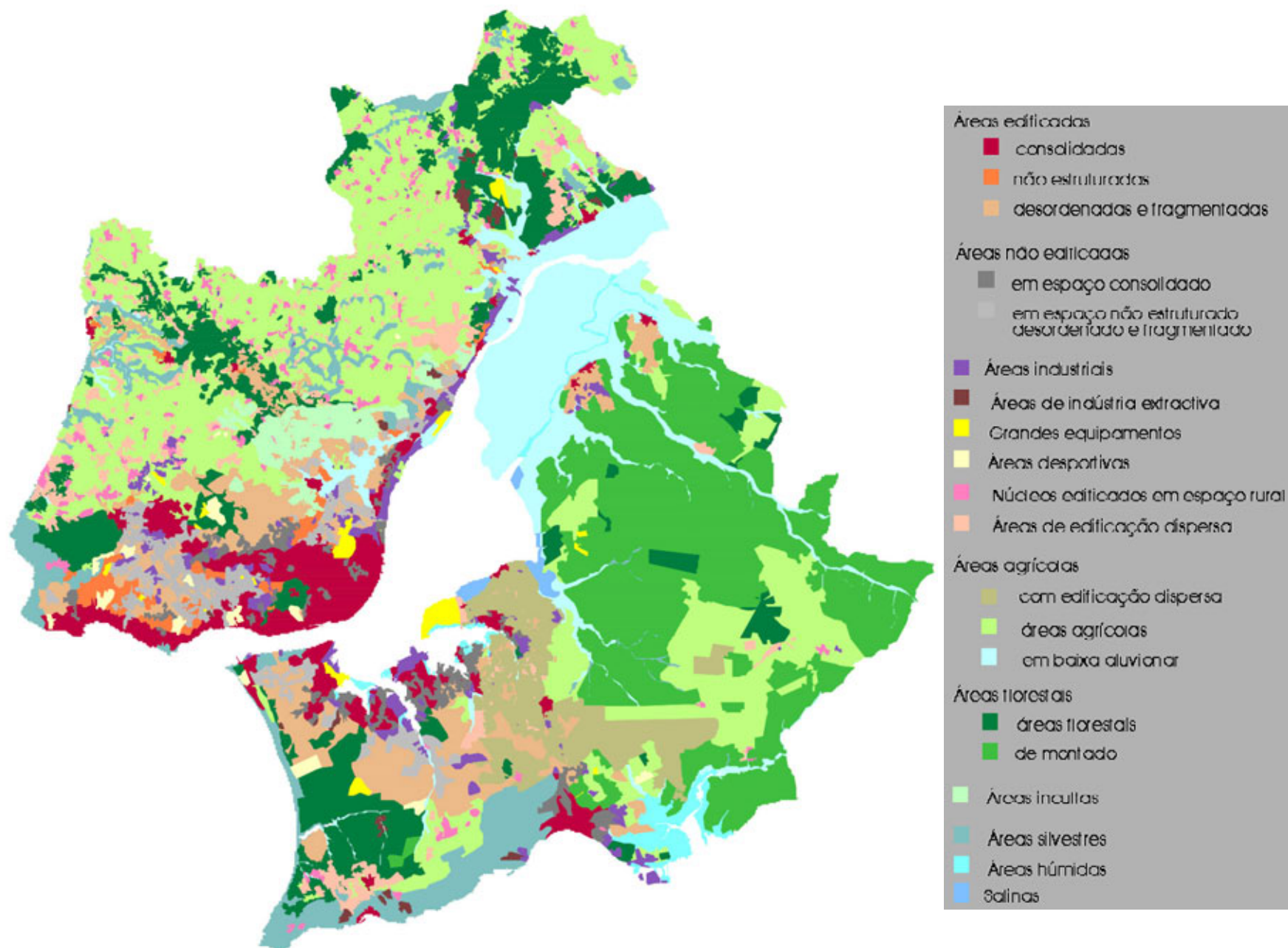
# Estação de Roissy na linha de interconexão do TGV



# 3. a área metropolitana de lisboa



# Padrões de ocupação do uso do solo



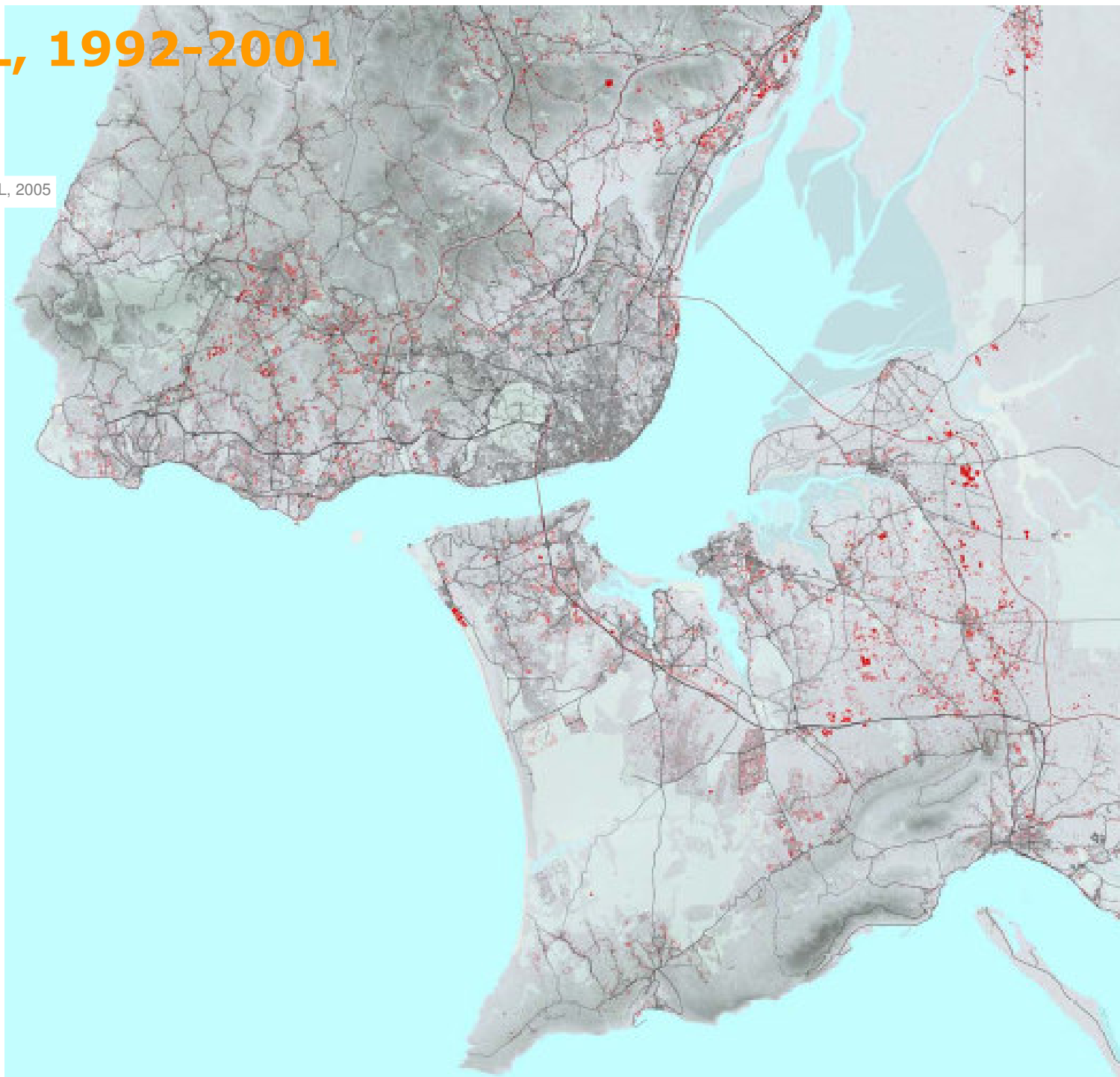


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# AML, 1992-2001

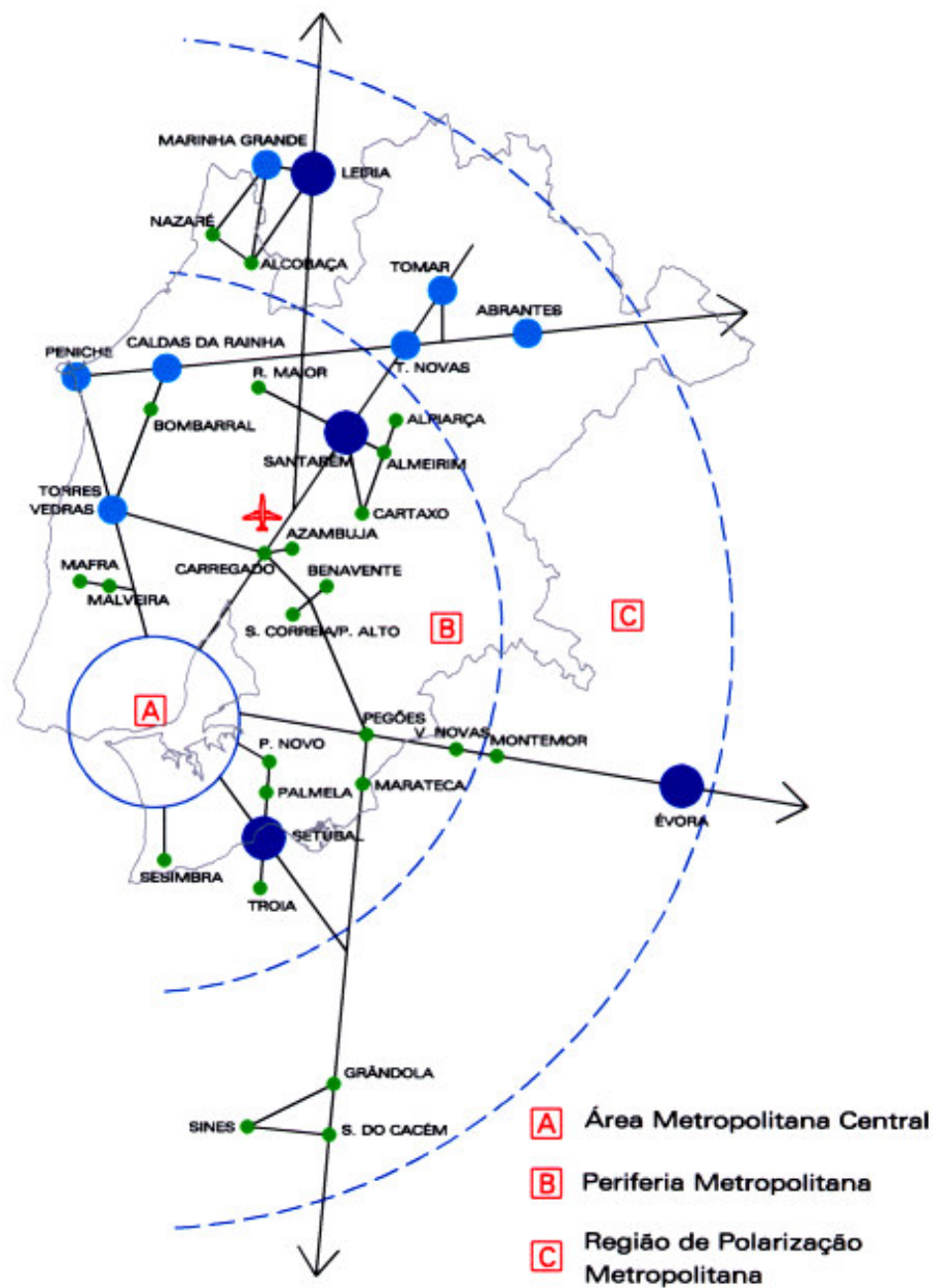
Fonte: FA/UTL, 2005

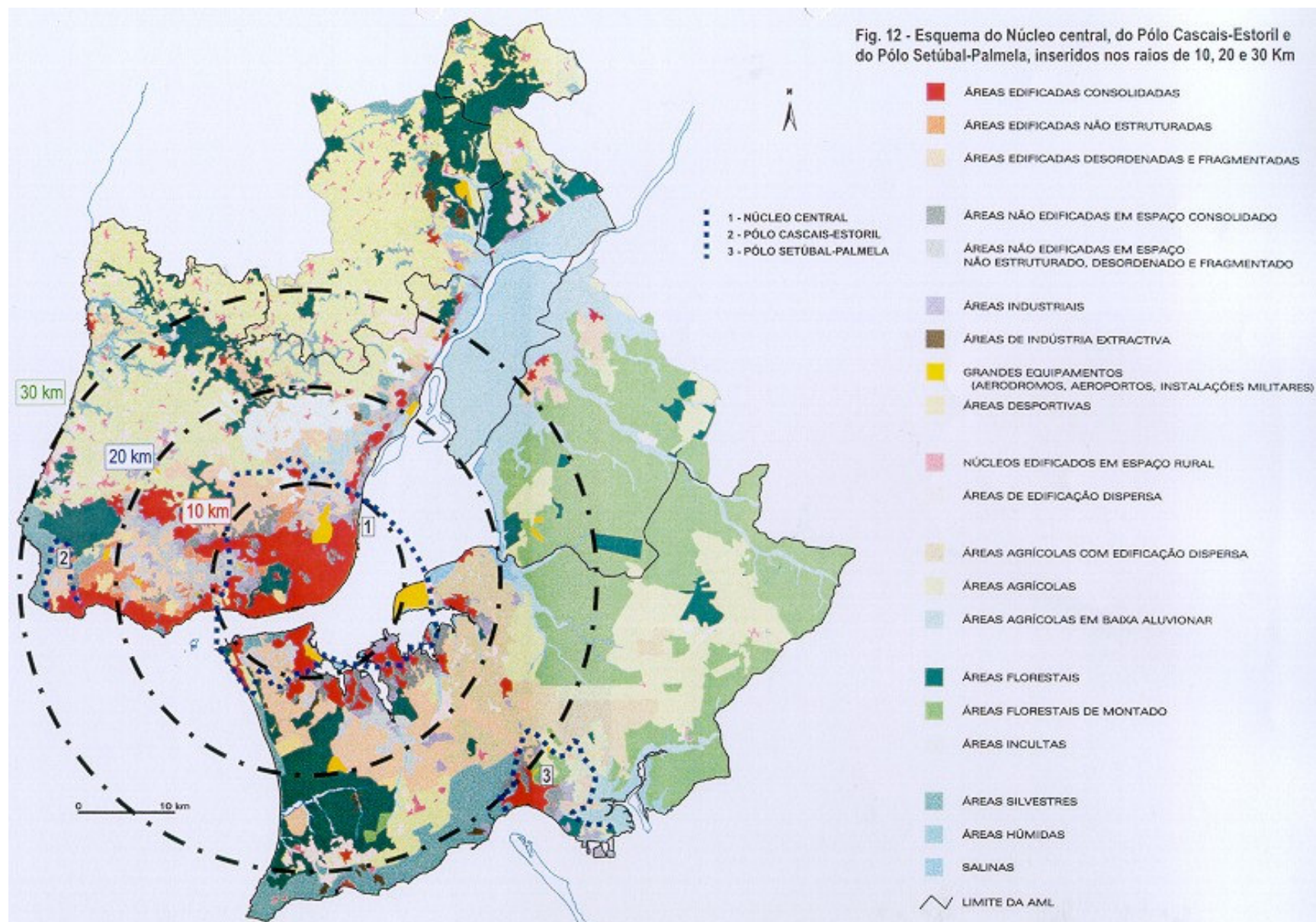


# Esquema do **modelo territorial**



# Esquema de polarização metropolitana





# Conceito - TC

**Núcleo Central**  
(10 Km)



(Tarifa multimodal)

**Coroa Transição**  
(10-30 Km)



(Tarifa intermodal)



**Pólos Secundários**  
(+ 30 Km)

Reforço Política Multimodal (ligações directas)

- v.c.  $\geq 20$  km/h (TCSP) - metro + sist. Intermédio (eléctrico/metro ligeiro)
- v.c.  $\geq 15$  km/h (rede autocarros)
- $t_{\text{deslocação}} \leq 20$  min
- Cobertura territorial  $\cong 100\%$

Reforço Política Multimodal/intermodal (lig. c/ transbordo)

- v.c.  $\geq 25$  km/h (TCSP) - sist. Intermédio (eléctrico/metro ligeiro)
- v.c.  $\geq 40$  km/h (TCSP) - sist. pesado (comboio)
- v.c.  $\geq 20$  km/h - (rede de autocarros)
- $t_{\text{deslocação}} \leq 30$  min
- Cobertura territorial  $\cong 50\%$  a  $70\%$

Reforço Política Intermodal (ligações c/ transbordo)

- v.c.  $\geq 50$  km/h (TCSP) - sist. pesado (comboio)
- $t_{\text{deslocação}} \leq 45$  min
- Cobertura territorial  $< 50\%$
- Desenvolvimento de redes de TC locais

# Conceito - TI

## **Núcleo Central** (10 Km)

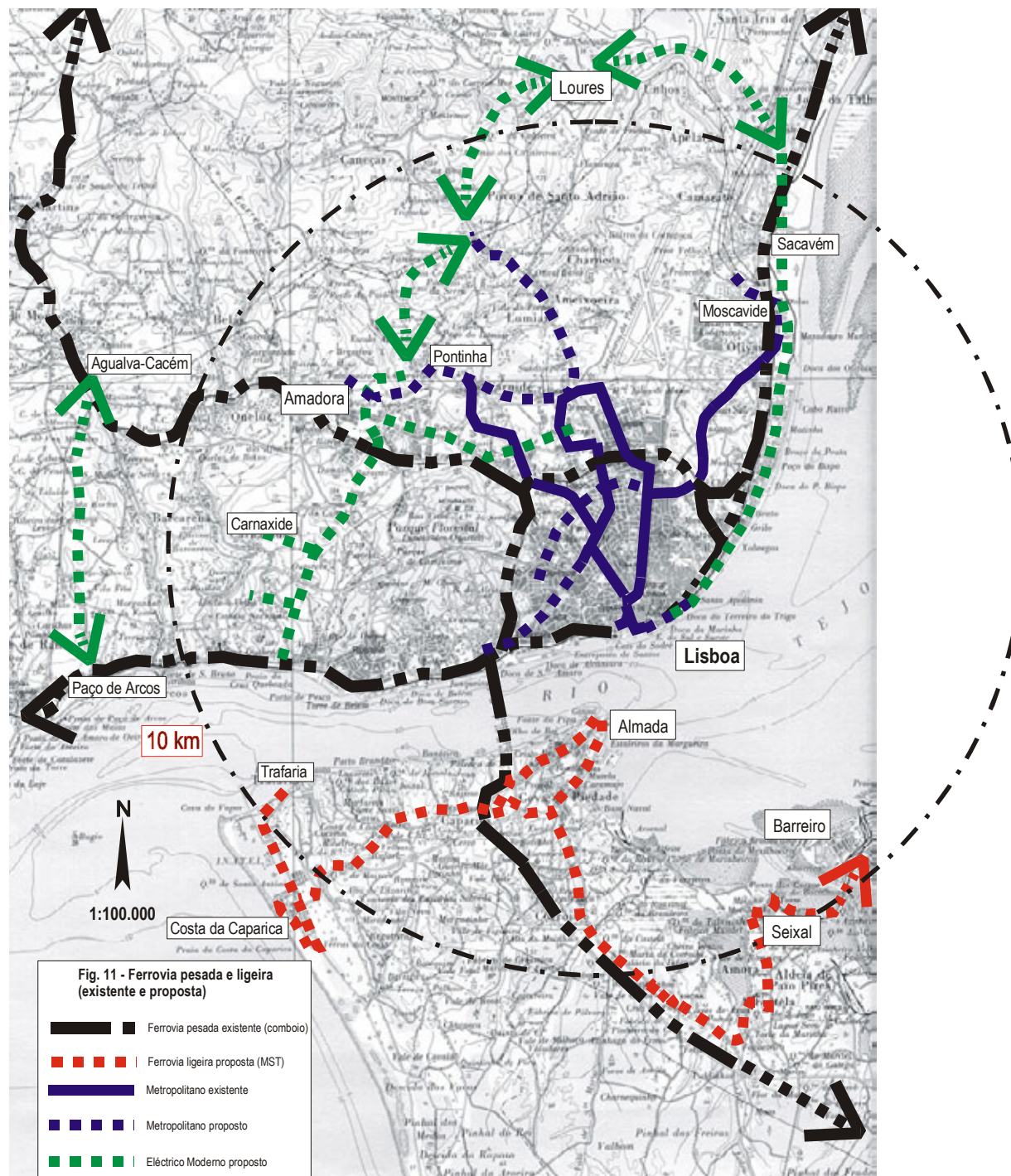
- ↑ Estacionamento tarifado (via pública + parques)
- ↑ Efeito dissuasor uso TI
- ↓ Oferta estacionamento na via pública e parques
- ↑ "P+R" nos limites do Núcleo Central e do hipercentro
- Recuperação e requalificação dos eixos viários urbanos

## **Coroa Transição** (10-30 Km)

- ↑ Estacionamento "P+R" (gratuito ou pago c/ direito ao comboio e a TC do tipo expresso)
- ↑ "P+R" ao longo dos eixos mais congestionados
- Completar sistema rodoviário radio-concêntrico
- Desenvolver malha rodoviária secundária, incluindo variantes aos centros urbanos
- Recuperação e requalificação dos eixos viários urbanos

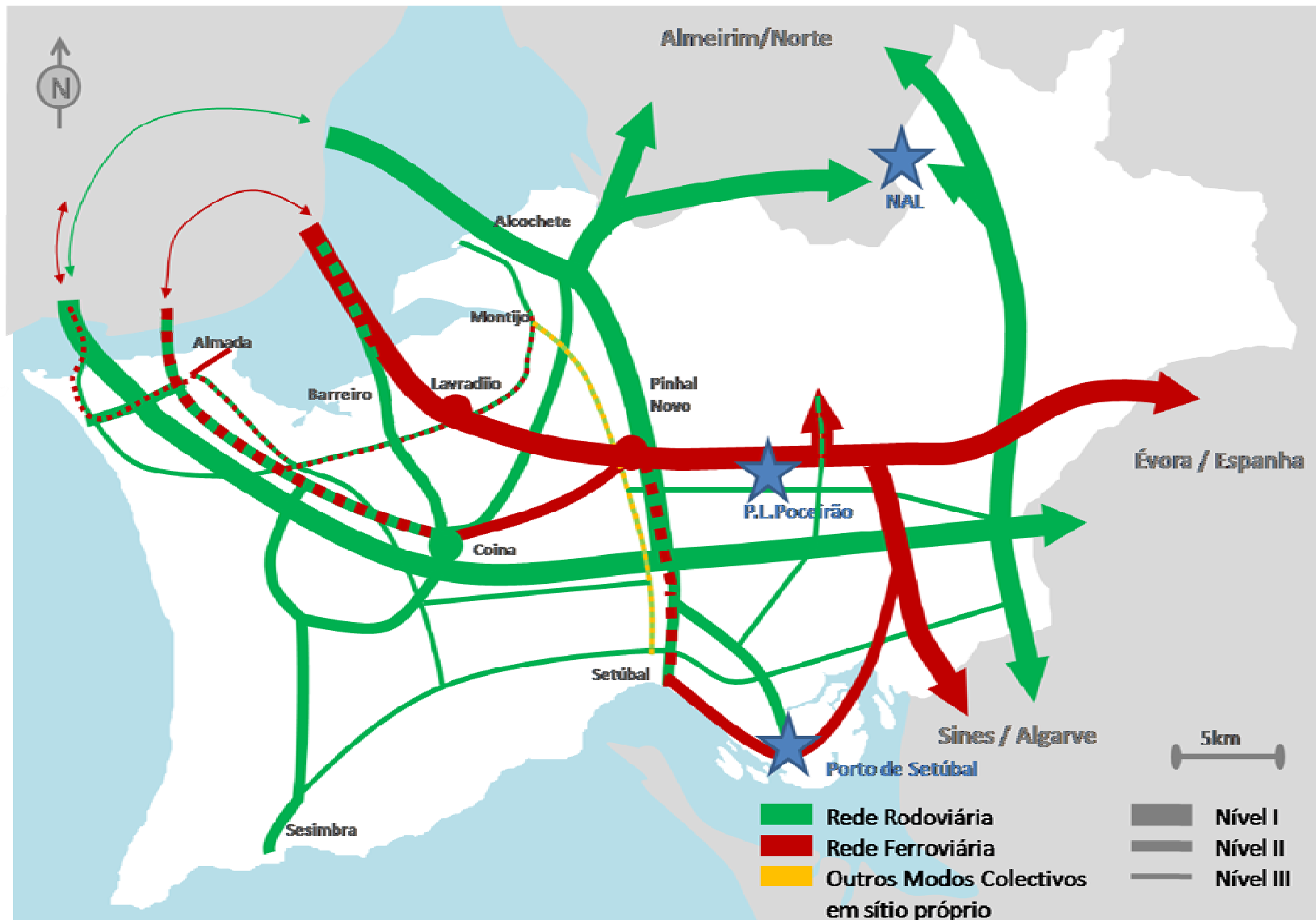
## **Pólos Secundários** (+ 30 Km)

- ↑ Estacionamento "P+R" (gratuito ou pago c/ direito TC)
- Política de estacionamento nos centros
- Recuperação e requalificação dos eixos viários urbanos
- Completar variantes aos centros urbanos





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