

RAPTOR Niche Urban Mobility Challenge Definition Template

Overview

Challenge

(External: this will be the challenge definition published to attract solution providers)

City	Cascais
Area (neighbourhood/ zone of city, if relevant)	Residential and schooling sites of São Domingos de Rana, an area at the northeastern side of the municipality with 57.000 inhabitants.
Challenge Area (Select one)	Select from <ul style="list-style-type: none"> • Energy & Mobility, • Sustainable Urban Logistics • Future Mobility • Active Mobility • Public Realm
Challenge name (Max three words)	School Mobility
Challenge Statement (Question format)	How to create reduce parent commuters' car dependency by supressing their need to drive their children to school?
What is the problem? (Description of 300 words max.)	<p>Most residents in São Domingos de Rana commute daily either in the direction of Cascais center to the western side, or in the direction of Lisbon to the eastern side. In both directions, there are transport services of above reasonable quality that can take commuters to their destination. In this context, the mobility department considers that one line of action needed to obtain a further modal shift to public transport is to eliminate barriers felt by the population to dispense car use. Like in many urban contexts, a major barrier identified by commuters contemplating alternatives to car use is the fact that they have to take their children to school. 50% of children in S. Domingos Rana are driven by car to school. When they do not live within walking distance and cycling is not perceived as safe and reliable, parents become dependent on the car and extend its use to their commuting routine.</p> <p>This challenge has the objective of creating new alternatives to single car use in taking children to school that are used. Some of the possible solutions could be delivered along the following lines of approach: Shared transport between different children, including business operated or community driven solutions; Making autonomous walking or</p>

	<p>cycling to school safe and secure.</p> <p>The specific target of this challenge is the population of children attending elementary school (ages 6 through 10). Within the parish of São Domingos de Rana there are 17 elementary schools, from which 12 are public and 5 are private. Depending on the type of solutions presented, the city council and the startup will select a subset of these schools as intervention sites to optimize the resources and results of the pilot.</p>
<p>Expected Outputs (Potential solution objectives – max. 5 bullet points)</p>	<p>Primary:</p> <ul style="list-style-type: none"> Achieving a modal shift from the private car to sustainable alternatives <p>Secondary:</p> <ul style="list-style-type: none"> Wider and long term effects on mobility culture. Strengthening of the local community, creating awareness for the various benefits of mobility alternatives compared to private car use, and the capacity building among citizens and stakeholders to expand choices and develop children’s autonomy.
<p>Expected impacts (Measurable KPIs -) (max. 5 bullet points)</p>	<ul style="list-style-type: none"> 10% car use reduction on children trips to school, within one year

Detailed Challenge Overview

(Internal: provide extra information to understand the context of the challenge and city operations. This won't be published)

<p>What are the root causes? (300 words max)</p>	<p>Lack of alternative options to the car for taking children to school.</p>
<p>Who is affected? (7 bullet points max.)</p>	<ul style="list-style-type: none"> Parents dependent on the car Children who are restrained from more active and social lifestyles in their neighbourhood All public space users who are affected by the impacts of traffic Schools’ attractability
<p>What is the scale of the problem? (100 words max.)</p>	<p>It is a transversal problem in all cities</p>

Who are the problem owner(s)? (5 bullet points max.)	<p>The municipality</p>
Interested/affected stakeholders	<p>Parents, schools, residents</p>
Are there any linked solutions already (being) developed in your city to address this challenge	<p>New municipal road public transport network (bus); Universal free of charge of the new municipal road public transport network (bus); MobiCascais App: travel planning and real-time visualization of the new municipal road public transport network (bus);</p>
Link to relevant part of Local Policy Plan	<p>The Cascais SUMP 2021 (Plano de Deslocações Urbanas) was approved in January 2022, and will have a term of ten years.</p> <p>The Cascais SUMP 2021 defines nine strategic axes, of which we highlight three: A) Cascais, a council with high quality of life for residents, workers and visitors; D) Cascais, a green and sustainable council that promotes the reduction of environmental impacts and the fight against climate change; F) Cascais, a dynamic, adaptable and innovative council that invests in technology and innovation, improving the efficiency of transport networks and services.</p> <p>The Cascais SUMP 2021 establishes as goals, among others, to reach a quota of internal trips by bicycle equal to or greater than 7,5%, reach a quota of internal trips on foot equal to or greater than 40%, and ensure that 75% of residents, 80% of the schools and 100% of the health equipment are served by the structuring cycling network. Also sets as a goal, as defined by the EU, a 55% reduction in CO² emissions, and achieve a share of zero emission vehicles equal to or greater than 50%.</p>
What can you commit to fix the problem through RAPTOR? (100 words max.)	<p>We will help the startup reach local stakeholders and take care of any required permissions.</p>