

28 January 2013

INTERMODES honours the first pedestrian network in Europe

• Pontevedra creates the first city-wide pedestrian network

A great deal of thought and effort was required to complete an existing transport network by the creation of a pedestrian network. But that is exactly what the municipality of Pontevedra has done.

In order to honour this highly original mobility initiative, INTERMODES, which organises the European Congress on passenger transport intermodality in Brussels each year, **has decided to award its annual prize to PONTEVEDRA, a city which has 80,000 inhabitants and is located in the North East of Spain.**

In gaining this recognition, PONTEVEDRA is following in the footsteps of the London Olympic Games Organising Authority, which received the 2012 INTERMODES prize.

Called Metrominuto, the very first pedestrian network provides an entirely accessible and low-impact alternative to the people of PONTEVEDRA and to tourists.

• Metrominuto, the first low-impact mobility network in Europe

INTERMODES has decided to award its annual prize to **Metrominuto** Pontevedra because it is the **first low-impact mobility network in Europe. It takes the form of a map**, along the lines of a metro map, which shows **information on walking distances and travel times between the main locations within the city** (see page 3).

This is both a simple and ingenious idea – and PONTEVEDRA was the first to think of it!

The well-being of pedestrians and people with reduced mobility (the elderly, people with a pushchair) – who are the main actors of mobility – is an important factor in terms of access to public and shared transport. By returning spaces in the city to pedestrians, we are also enabling the citizens of Europe to once again take ownership of walking as the prime means of mobility.

The fact is that 83% of Europeans continue to prefer to use the car to get around, even though 30% of the journeys by car in the city are over distances of less than 3 km, whilst 50% are less than 5 km!

Metrominuto is an alternative to short journeys which is green, cheaper and better for one's health.

• Metrominuto fits within the European Union's policy

The approach adopted by Pontevedra fits perfectly within the framework of the European Union's international commitments with regard to the **reduction of greenhouse gases** and the European legislation on air quality.

Furthermore, it also responds to the European Directive which, from 1 January 2015, will establish equal rights and opportunities for all, particularly in terms of the **accessibility of transport, highways and buildings.**

• **Metrominuto, an easily transposable idea**

This idea should serve as an example throughout Europe. Metrominuto is an idea that can be easily transposed in cities that have 80,000 inhabitants (or less), of which there are more in Europe than there are very large conurbations.

Up until now, INTERMODES had always awarded its prize to large-scale initiatives, such as the future France-Vaud-Geneva regional express network or the huge transport infrastructure which was implemented in London for the 2012 Olympic Games.

By recognising PONTEVEDRA, a city of 80,000 habitants, **INTERMODES wishes to show that, as far as intermodality is concerned, there are no large or small projects. Rather, there are only bold projects and Metrominuto is one of them.** This is not only because it reserves a special place for pedestrians within the mobility network, but also because it integrates a pedestrian network within an existing transport network.

Indeed, if we look beyond the Metrominuto initiative, it is really the intention of INTERMODES to give recognition to the urban model applied by PONTEVEDRA and the **sustainable intermodal mobility policy** proposed by the Spanish city.

What is the INTERMODES prize?

The creation of the INTERMODES prize coincided with the first ever INTERMODES Congress, which is the only congress devoted to the intermodality of public and shared transport.

The prize is awarded each year in February on the occasion of the Congress.

The prize recognises the European authorities which stand out as a result of their political will and their ingenious efforts to improve the mobility of the citizens of Europe through intermodality: connecting modes of transport with one another.

The main criteria of the INTERMODES prize are the intermodal dimension of the initiative, the political will of the authority to improve mobility, the originality of the approach and the sustainability of the project.

The previous winners are:

2009 The Lorraine Region and Luxembourg for the Cross Border Mobility Scheme or SMOT

2010 The Canton and the Republic of Geneva for CEVA, the future Cornavin-Eaux-Vives-Annemasse Regional Express Rail Service

2011 The Oresund Region for the deployment of cross-border transport infrastructures between Sweden and Denmark

2012 The organising Committee of the 2012 London Olympic Games for the optimisation and the deployment of its transport network on the occasion of the 2012 Olympic Games.

USEFUL INFORMATION

INTERMODES 2013

Brussels, 6 February 2013

International Auditorium

Métro, tramway, bus : Rogier

12.00 am Prize Award Ceremony in presence of
Miguel Anxo Fernández Lores, Mayor of the City of PONTEVEDRA

French / English translation

Contact presse

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metrominuto Pontevedra



Distancias e tempos camiñando pola cidade.

Tempos aproximados para camiñar pola cidade, calculados sobre a base de 5 km/h de media.

Fixate na cor do traxecto, a distancia e o tempo que aproximadamente che levará percorrelo.

