The Antipolo City Sustainable Urban Mobility Plan

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TAYO NA ANTIPOLO!...an invitation to call for action, an invitation to take a stand!

SHARED CONCERNS.
SHARED RISKS.
SHARED VISION

Sustainable Urban Mobility Planning (SUMP) and what it means for the City of Antipolo.

Why Antipolo needs a SUMP?

- Infrastructure & Terrain
- Rapid Urban Growth
- Vehicle Financing Conditions

Cost of Inaction

- Environmental Toll
- The Commuters Mobility Challenges
- Safety and Inclusivity Gaps

What the city wants

- Sustainable, and climate resilient transport system
- Connected communities
- Walkable and bike-friendly environments.

Choosing the right partner/s for ANTIPOLO MOVES PROJECT

ANTIPOLO MOVES

MOBILITY OPTIMIZATION AND VISIONING FOR ENHANCED SUSTAINABILITY

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CLEAN AIR ASIA

NCTS

ICSC Institute for Climate and Sustainable Cities

Urban-Act
Integrated Urban Climate Action for Low-Carbon & Resilient Cities

One of the Pilot Cities of the URBAN ACT PROJECT

Antipolo MOVES
(Mobility Optimization and Visioning for Enhanced Sustainability)

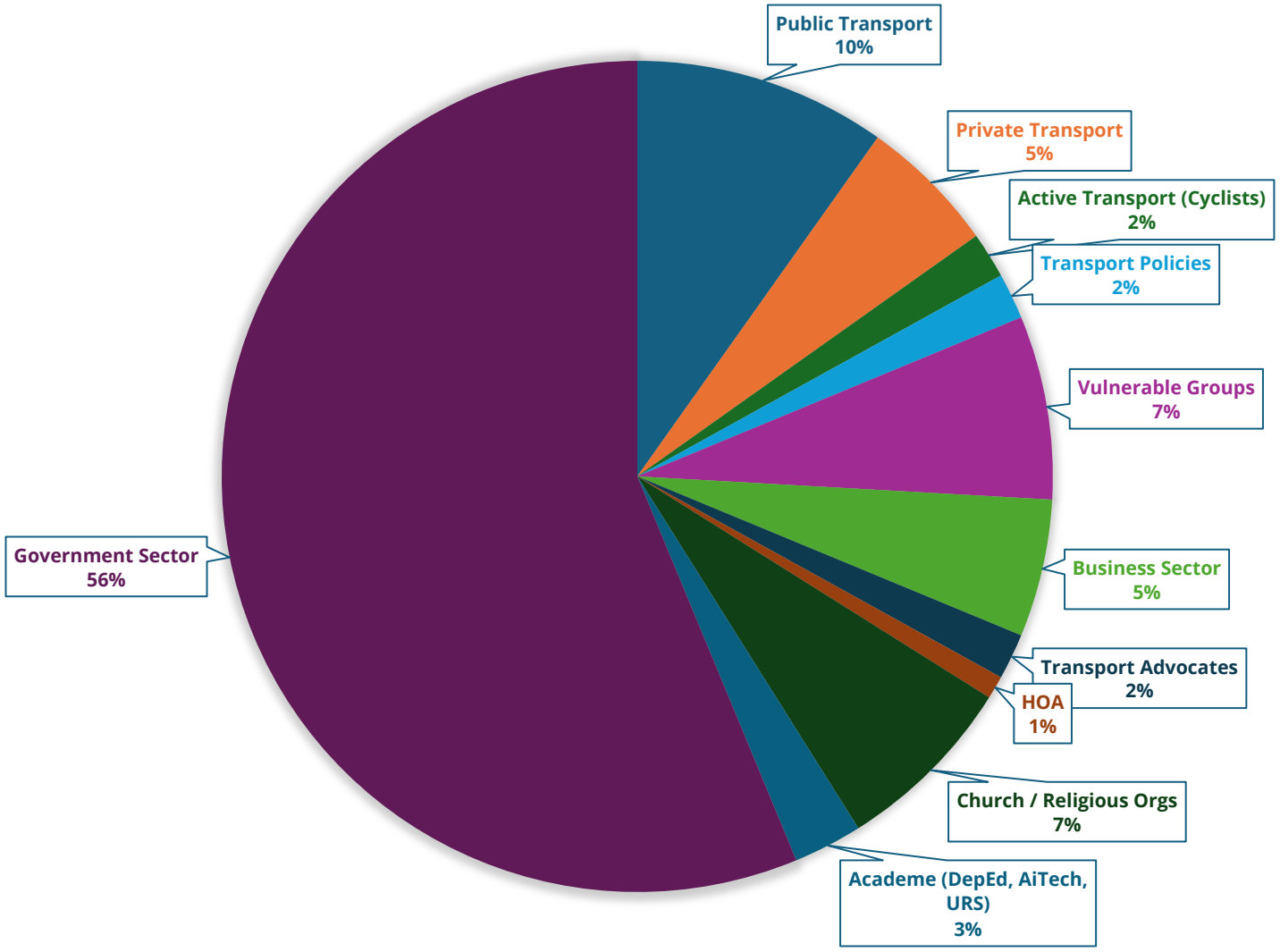
ANTIPOLO MOVES

A capacity building support under the **Urban-Act Project of GIZ** in collaboration with the **University of the Philippines National Center for Transportation Studies (UP NCTS)**

Supports the development of a Sustainable Urban Mobility Plan (SUMP) tailored to specific challenges and aspirations of Antipolo City.

Readiness assessment and Problem Mapping with Various Stakeholders

Stakeholders Profile

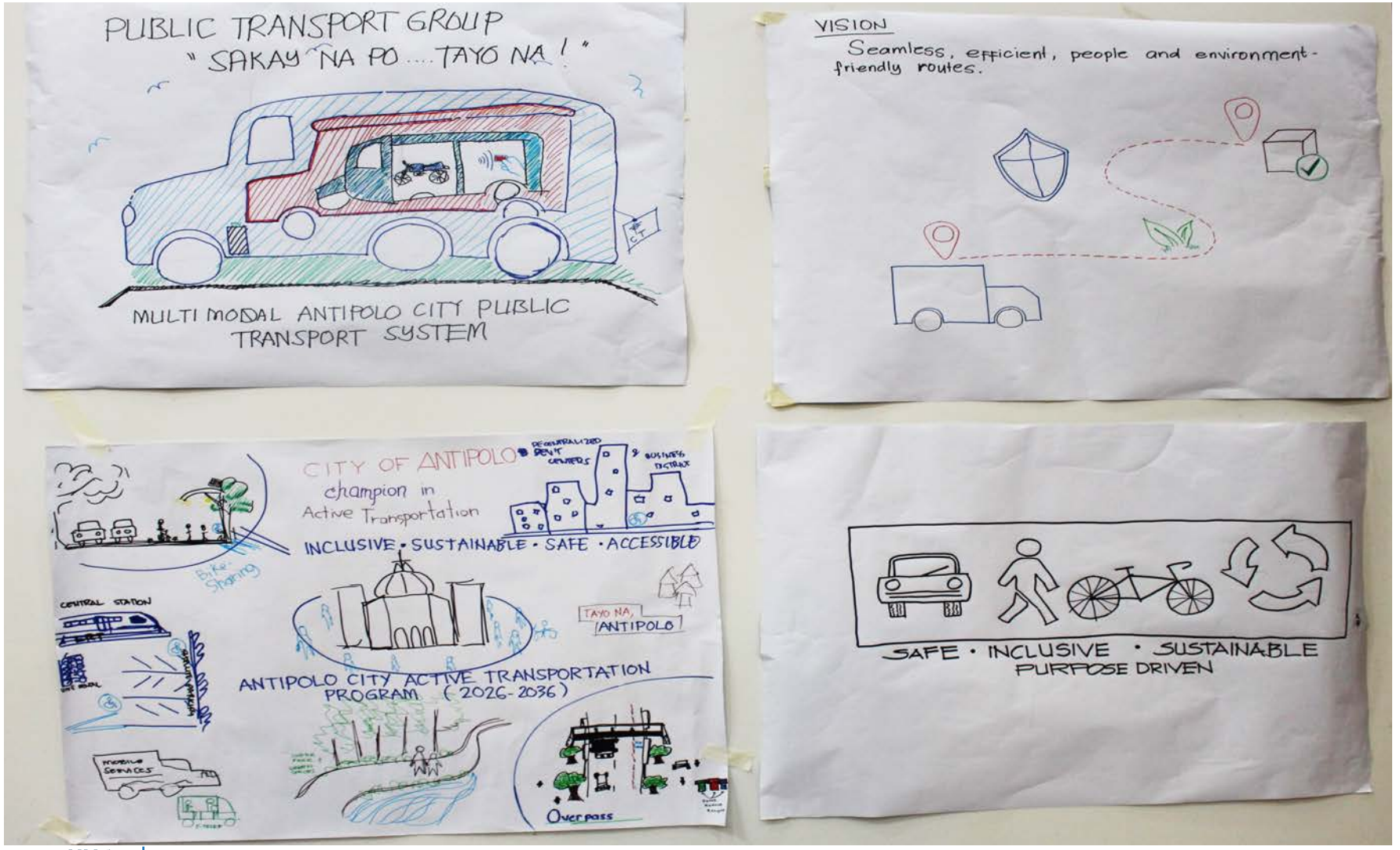


SECTOR	F	M	TOTAL
Public Transport	2	9	11
Private Transport	3	3	6
Active Transport (Cyclists)		2	2
Transport Policies			
- Rizal PPDO			
- DILG	0	2	2
Vulnerable Groups			
Senior Citizen Federation	1	1	2
PWD Federation	1	2	3
YULA (Womens)	2		2
Youth		1	1
Business Sector	2	4	6
Transport Advocates	1	1	2
Other Stakeholders			
HOA	1	0	1
Church / Religious Orgs	4	4	8
Academe (DepEd, AiTech, URS)	3	0	3
Government Sector	21	42	63
		TOTAL	**112**

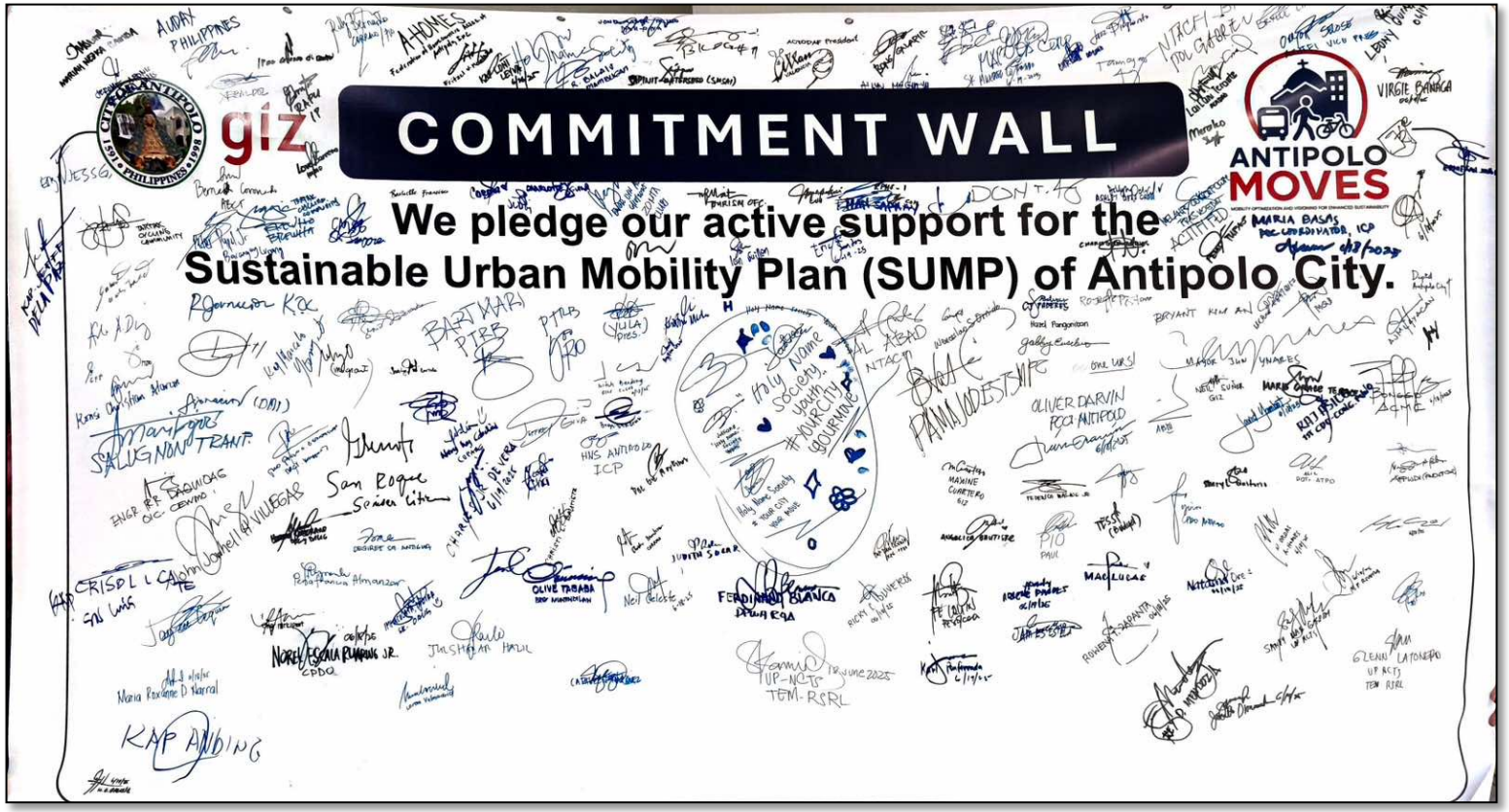
Readiness assessment and Problem Mapping with Various Stakeholders

Stakeholders' Vision

- Multimodal Public Transport System
- Inclusive and Accessible Transportation
- Seamless, efficient, and environment-friendly routes



Stakeholders' Commitment Wall



Hearing the Stakeholders

ACSUMP will be formulated with the vision of the Stakeholders

SHARED CONCERNS. SHARED RISKS.

Issues	Stakeholders Input	Vision
Congestion, road obstruction, illegal parking	Congestion affects daily commuters, especially women (care trips), low-income workers, elderly, and PWDs	A **people-first mobility system** prioritizing walking, cycling, and reliable public transport over private vehicles
Poor sidewalks, lack of bike lanes, limited ramps	Safety and accessibility gaps are widely recognized across sectors	**Safe, universally accessible streets** with protected bike lanes, continuous sidewalks, and PWD-friendly infrastructure
Weak enforcement, unsafe PUV and freight practices	Policies exist but enforcement and coordination are inconsistent	**Strong governance and coordinated enforcement** that protects vulnerable road users
Fragmented institutions and coordination gaps	Governance challenges are systemic and cross-cutting	**Integrated transport planning** with inclusive participation
Insufficient and unintegrated data systems	Technical capacity exists but lacks gender-, age-, and disability-disaggregated data	**Data-driven and inclusive planning** using disaggregated and evidence-based mobility data
Rapid urban growth outpacing transport planning	Land use and transport planning need stronger alignment	**Transit-oriented, sustainable urban development** reducing inequality and car dependency
Pollution and limited emissions monitoring	Climate and sustainability are recognized priorities	**Climate-responsive and low-carbon mobility** supporting national and local sustainability goals

Formulating ACSUMP with the Community

Efficient Utilization of Resources

National Government Agencies

Students

City Hall Employees

Operational Scale/Manpower Support

A total of **588 individuals from various government offices, private companies public and private schools** contributed to the data collection process.

Group / Institution	Role / Classification	Number
URS Students	Student Surveyors	150
ICCT Criminology Students	Student Surveyors	122
Aitech Students	Student Surveyors	120
CGA Employees	Surveyors / Interviewers	84
SP Staff	Surveyors	72
WCC Criminology Interns	Student Surveyors	20
DPWH Employees	Surveyors	20
Total Personnel		588

Organizational Support and Logistics
Muti-Sector Approach

Homeowners Associations (HOA): Facilitated access and assisted enumerators during household surveys.

Business Establishments : Supported the effort by permitting surveyors to set up stations within their premises.

Manila Water Company: Offered critical logistical support and resources for field operations

Academe : Involve their Students in the field of Engineering and Criminology to conduct survey activities as part of their course requirement

Transport Cooperatives : Streamlined mobility by providing free transportation for survey teams.

Barangay Local Government: Provided essential logistics and security personnel (*Tanods*) to ensure the safety of the field teams.

60% cost reduction, achieving high-value results with minimal public spend		
ESTIMATED COST	**ACTUAL COST**	**SAVINGS**
Php 1,000,000 (17,114USD)	Php 400,000 (6,845USD),	**Php 600,000 (10,284.57 USD)**

Organizational Support and Logistics
Muti-Sector Approach

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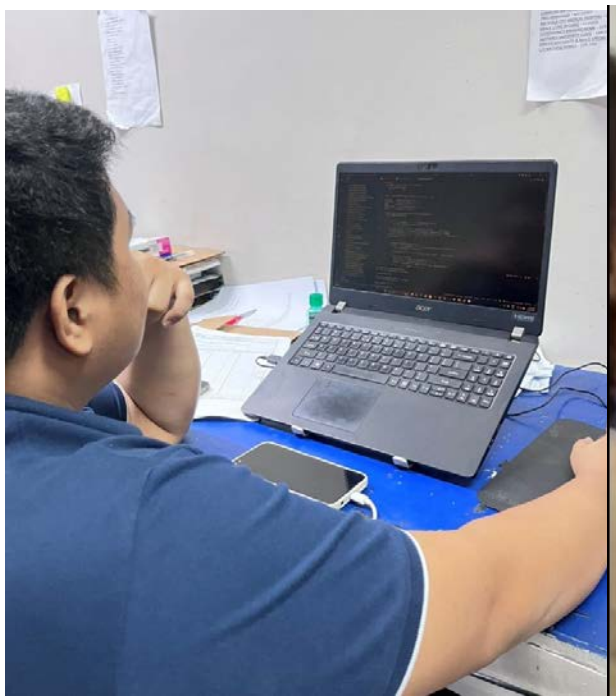
Urban-Act
Integrated Urban Climate Action for Low-Carbon & Resilient Cities

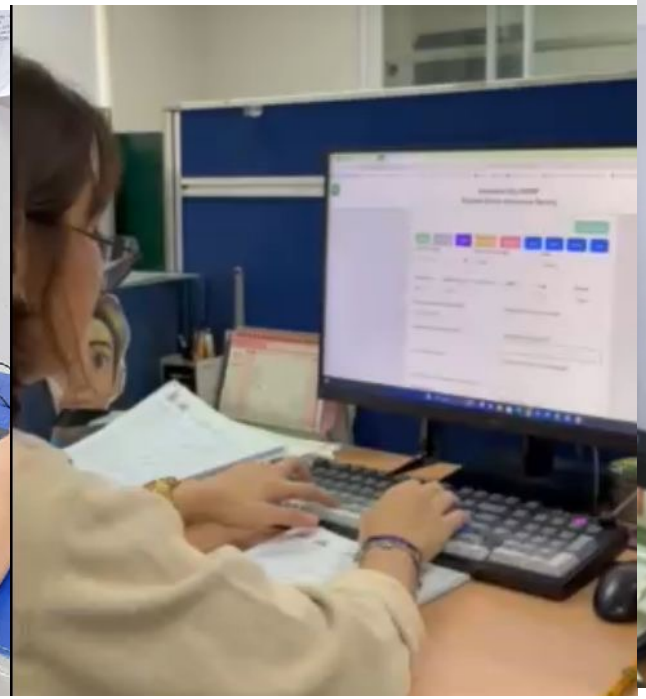
GIZ provided technical and logistical support to support the formulation of ACSUMP.

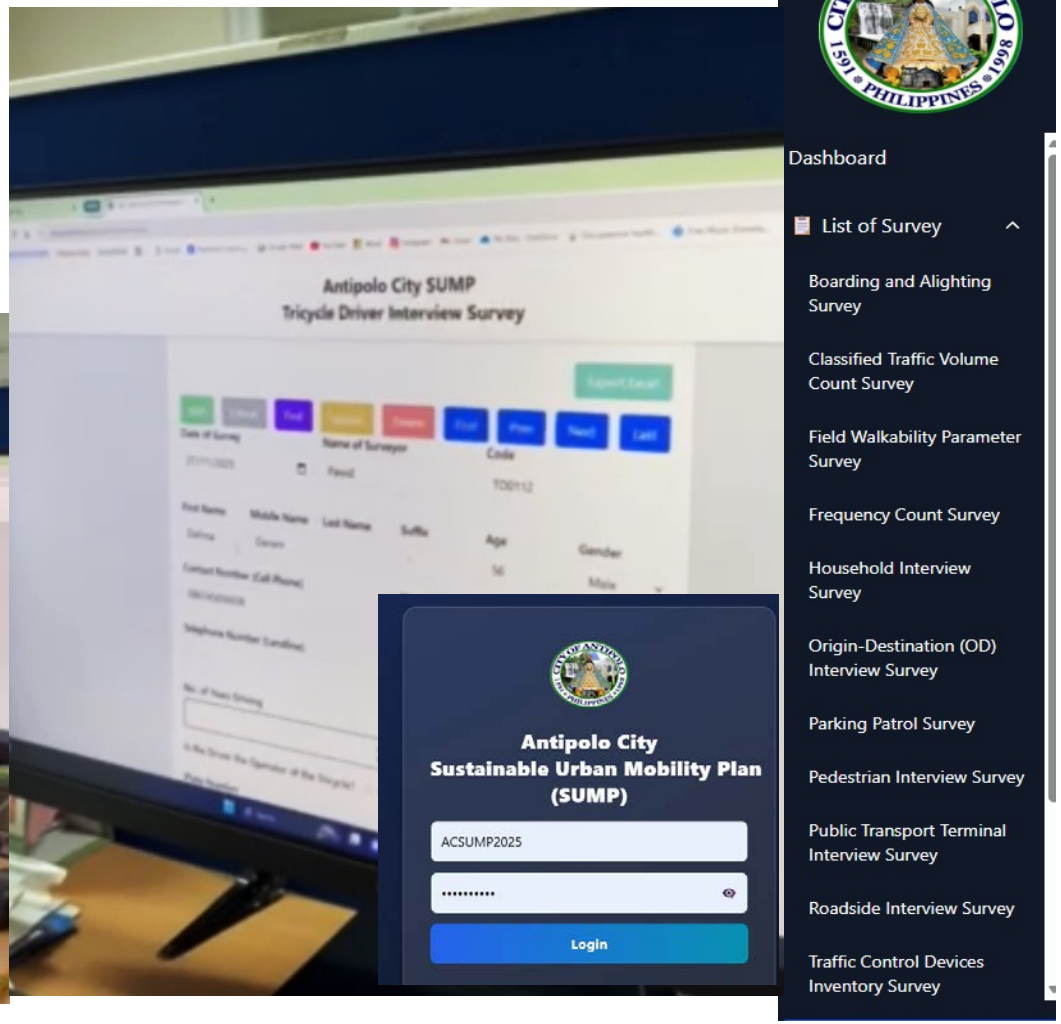
Innovation

Web Page Development and Encoding

The City's Information Technology Development Office (ITDO) developed a webpage form to input all data acquired during the survey activities.

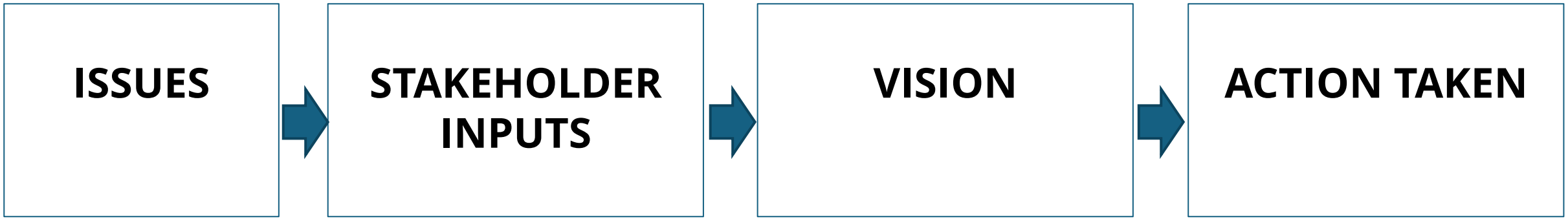






Initial Data Collected

GEDSI and Environmental Insights: Analysis of Preliminary Data



Issues	Stakeholders Input	Vision	Action Taken (Acquiring the Baseline Data)
Congestion, road obstruction, illegal parking	**Congestion affects daily commuters, especially women (care trips), low-income workers, elderly, and PWDs**	A people-first mobility system prioritizing walking, cycling, and reliable public transport over private vehicles	Conducted Walkability Survey, Parking Patrol Survey, and Road Inventory Survey
Poor sidewalks, lack of bike lanes, limited ramps	**Safety and accessibility gaps are widely recognized across sectors**	Safe, universally accessible streets with protected bike lanes, continuous sidewalks, and PWD-friendly infrastructure	Conducted Accessibility Survey and Pedestrian Interviews with the participation of Vulnerable Sector
Weak enforcement, unsafe PUV and freight practices	**Policies exist but enforcement and coordination are inconsistent**	Strong governance and coordinated enforcement that protects vulnerable road users	Acquired Road Crash Data and review of transport policies
Fragmented institutions and coordination gaps	**Governance challenges are systemic and cross-cutting**	Integrated transport planning with inclusive participation	Involve stakeholders in assessments, survey activities, until the finalizing SUMP
Insufficient and unintegrated data systems	**Technical capacity exists but lacks gender-, age-, and disability-disaggregated data**	Data-driven and inclusive planning using disaggregated and evidence-based mobility data	Learning Sessions with UP NCTS, and Innovations in Data Gathering (i.e: Webpage Development)
Rapid urban growth outpacing transport planning	**Land use and transport planning need stronger alignment**	Transit-oriented, sustainable urban development reducing inequality and car dependency	Conduct of Boarding and Alighting Survey, and Occupancy Survey
Pollution and limited emissions monitoring	**Climate and sustainability are recognized priorities**	Climate-responsive and low-carbon mobility supporting national and local sustainability goals	Conducted Traffic Volume Count, Frequency Survey to identify the no. of vehicles and emissions

Expected Impacts

Revolutionizing Mobility

- **Reduced Congestion** - Decrease idle time and improve flow efficiency through smart innovations
- **Managed Transport-** Centralized control centers providing real-time data analysis for proactive fleet and traffic management
- **Reduced Demand for daily travel** - Promote transport oriented development (TOD), remote work policies, and digitalized government services, such as, online applications and payment

Expected Impacts

Development of a Linear Park Network
to encourage low carbon mobility

The city will introduce a series of Linear Parks that will serve as the green spine that connects key locations in the city.

This aim to encourage active transportation and will act as natural buffer against urban noise and pollution

Improved Community & Health

- **Improved Public Health**

  Reduction of sedentary lifestyle and lifestyle-related diseases by improved the Active Transport Infrastructure

- **Improved Quality of Life**

  Reduced commute duration, balances work and life activities managing stress levels and mental health

Improved Accessibility & Inclusivity

- **Applied Universal Design for Streets**

Existing and proposed Road Infrastructure will be retrofitted to universal street design principles to accommodate vulnerable sectors and safety of pedestrians

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Maraming Salamat!

Tayo Na!
ANT1POLO!

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