Supporting and Encouraging Walking in Sustainable Urban Mobility Planning
We’ve failed to value the contribution of walking
Supporting and Encouraging Walking in Europe
People first
Laws - Berlin

And disciplines – e.g. health

Include children and older people on their own streets

Measure people as well as systems
Making walking count

Sign the International Charter for Walking
Walkable catchments
International Data Standard
Walking and PT Indicators
Ensure feedback loops
London and Lisbon
Setup and analysis

- Bring urban designers, transport planners, health, education, tourism together to write a Walking Action Plan
- Commission research into walking behaviour
- Commission an assessment of current walkability
Strategy development

• Sign the International Charter for Walking
• Involve the public through participation in the planning process and city activities – go for a walk with them!
• Review policies, standards and regulations to enable walkability
Measure planning

• Identify a signature project or key intervention - paradigm shift the understanding of what’s possible

• Ensure communities are walkable where there is the greatest need – at least!
Meet the needs of people walking where people walk most, linking neighbourhoods to destinations

- **Transport hubs**: railway stations, bus stations and tram stops
- **Education sites**: primary & secondary schools, colleges & universities
- **Health care facilities**: GP surgeries and hospitals
- **Retail areas**: town centres, shopping parades & malls
- **Sport & Leisure amenities**: parks & green spaces, leisure & sports centres
- **Employment Zones**: (over 1,000 employees)

Source © Walk21
Implementation and monitoring

- Adopt the Walking and Public Transport Urban Mobility Indicators
- Ensure walking is accounted for / counted properly
• Traditional workflow processes (in planning and regulation) too slow for pace of change
• A two-speed process is needed
  • Planning and Wave-riding (Slow & Fast)
• Two areas of high tension:
  • Data sharing agreements (tensions with companies)
  • Reallocation / Redesign of urban space (tensions with citizens, mainly residents)
The International Charter for Walking: 8 Principles

1. Increased inclusive mobility
2. Well designed and managed spaces and places for people
3. Improved integration of networks
4. Supportive land-use and spatial planning
5. Reduced road danger
6. Less crime and fear of crime
7. More supportive authorities
8. A culture of walking
The Berlin Mobility Act

• Delivery framework
  • Dedicated civil society consultation forum
  • New coordinators at senate and borough levels
  • Revising existing design standards
  • Five-year planning framework with key measures
Rotterdam: Citylounge

- Key projects
  - New road crossings connecting neighbourhoods
  - Reducing on-street parking spaces
  - Park & Walk
  - More comfortable, safe green spaces
  - Active frontages, lighting and seating
Vienna Walking

• **Measuring walking**: Collecting data and identifying barriers to walkability
• **Finding friends**: Building up relationships with various stakeholders to make walking a cross-sectoral topic
• **Change the culture**: Turning/connecting single projects into sustainable processes
• **Listen and help**: Offering service to facilitate walking
• **Make walking glamorous**: Promoting walking as a way of urban lifestyle
London Healthy Streets

- Human experience at the centre of decision making
- £2.3 billion prioritising walking, cycling and public transport use
- Healthy Streets Check for Designers
The Paris Pedestrian Strategy

- Facilitate pedestrian continuity and shared streets
- Diversify street uses.
- Raise the standards of comfort in public spaces.
- Rethink pedestrian orientation.
- Strengthen Paris' pedestrian culture.

Iconic project: the banks of the Seine
Krakow City Centre

- Reorganization of parking places or parking prohibition
- Removal of traffic lights
- Elevated zebra crossings
- Zebra crossings instead of underground passages
- New access restrictions for a pedestrian zone in the touristic district of Kazimierz
Pedestrian pathways in Vitoria-Gasteiz

- Pedestrian pathways
- Pilot superblock
- New methodologies to gather more knowledge about walking
SUMP Bremen 2025

- Strong focus on participation
- Overarching goals
  - Increased social inclusion
  - Better road safety
  - More and better services for environmentally-friendly modes of transport
  - Linking of transport systems
  - Strengthening of walking, cycling and public transport – including between the city and the surrounding region
  - Fewer negative effects on people, health and the environment.
Walk Lisbon!

• Use of data to improve walking
• Main principles
  • Clear and operative political commitment
  • Research and design models
  • Multi-disciplinary teamwork
  • Capacity building and support
Feedback and input

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