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Let's talk about walkability!

Project co-funded by the European Union funds (ERDF, IPA)

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Content

The CityWalk project

Definition of walkability

Urban mobility challenges

Negative consequences

Benefits of walkability

Ingredients of walkability

Walkability issues

The project at a glance

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17 partners
9 countries

2.2 M EUR

3 years and 4 months

5 work packages

The CityWalk project is funded by the Danube Transnational Programme

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What is *walkability?*

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Walkability is the extent to which an urban area enables and encourages the movement of its citizens by walking.

Walkable cities provide priority to walking over motorised transport

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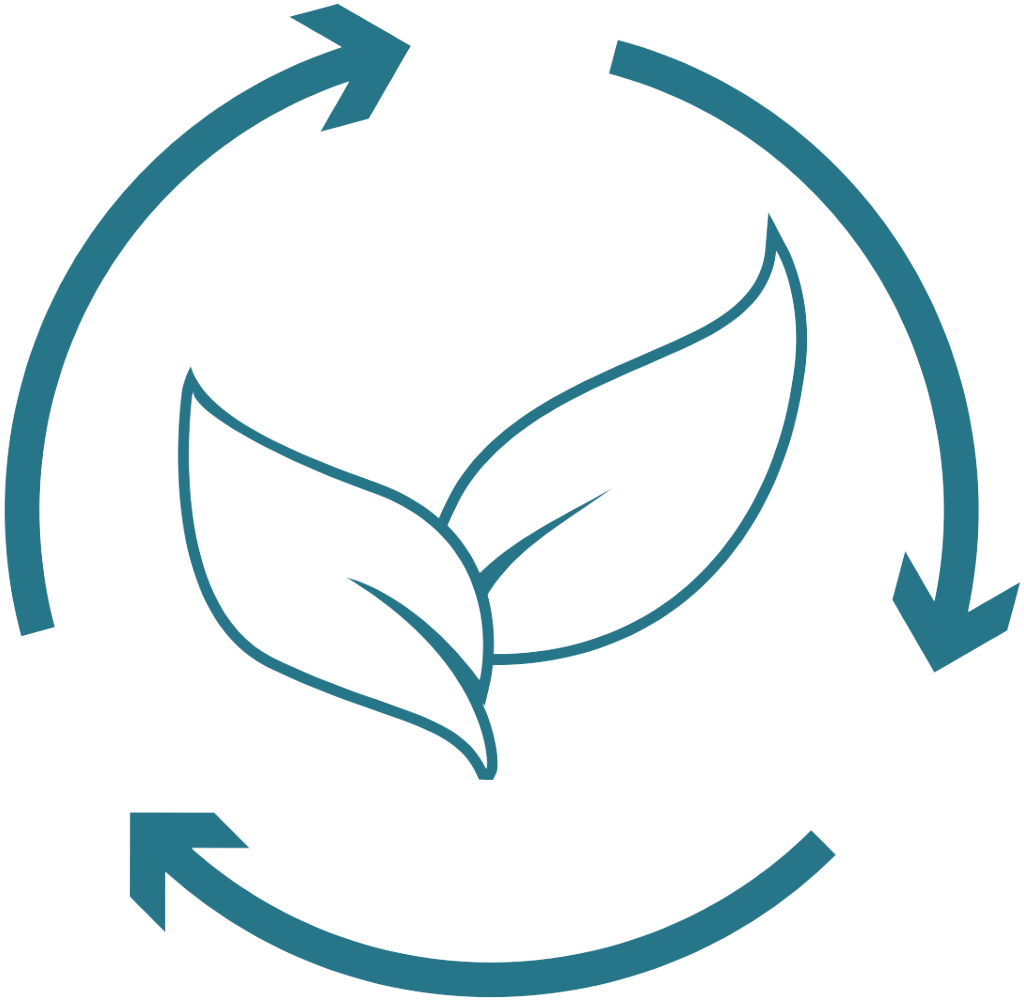

Walkability is the most basic pre-requisite of a sustainable urban transport system

What makes an urban transport system sustainable?

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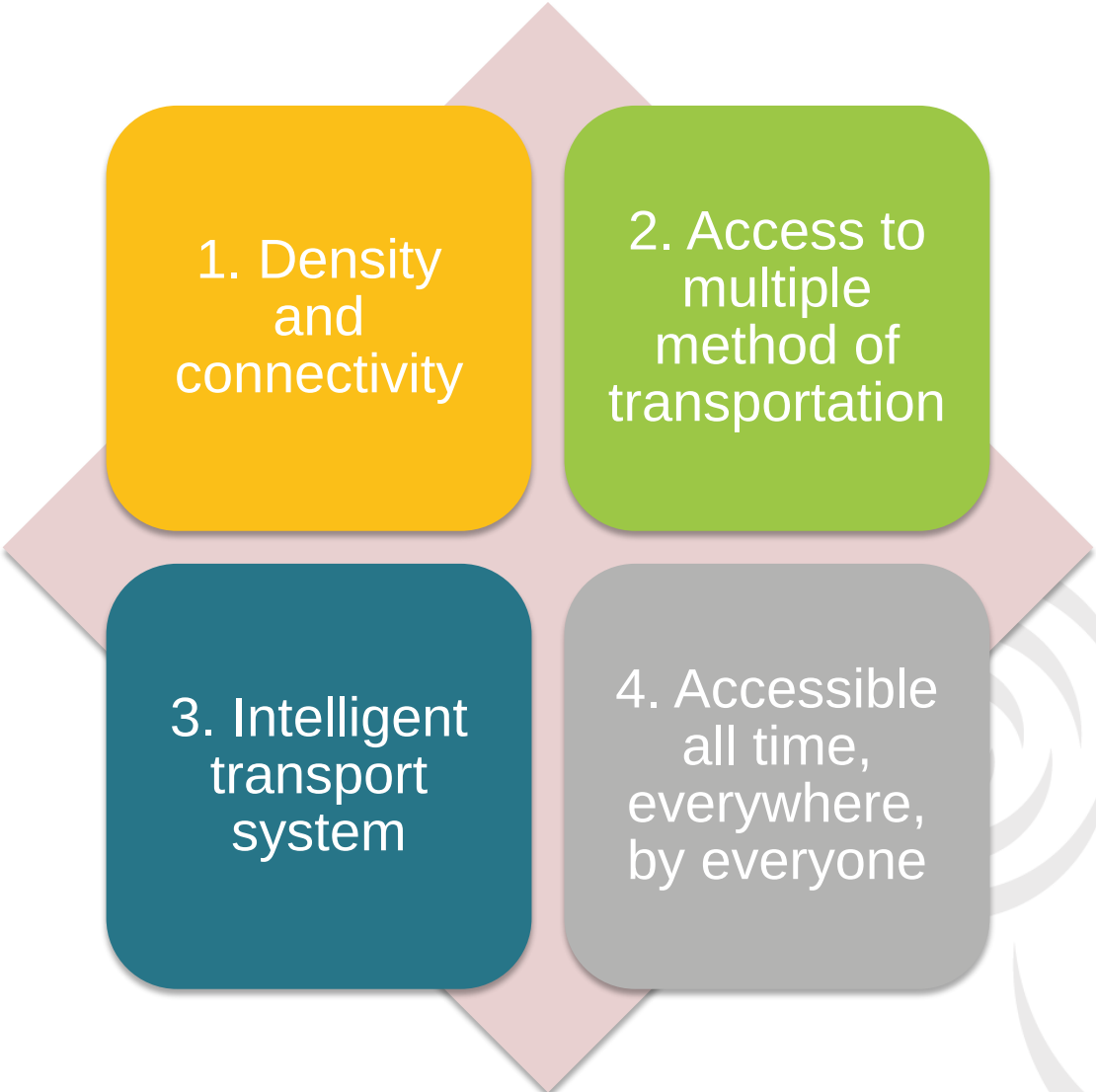

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Walkability is...

NOT about creating totally car-free cities

NOT just about fancy pedestrian infrastructure

NOT another idealistic concept

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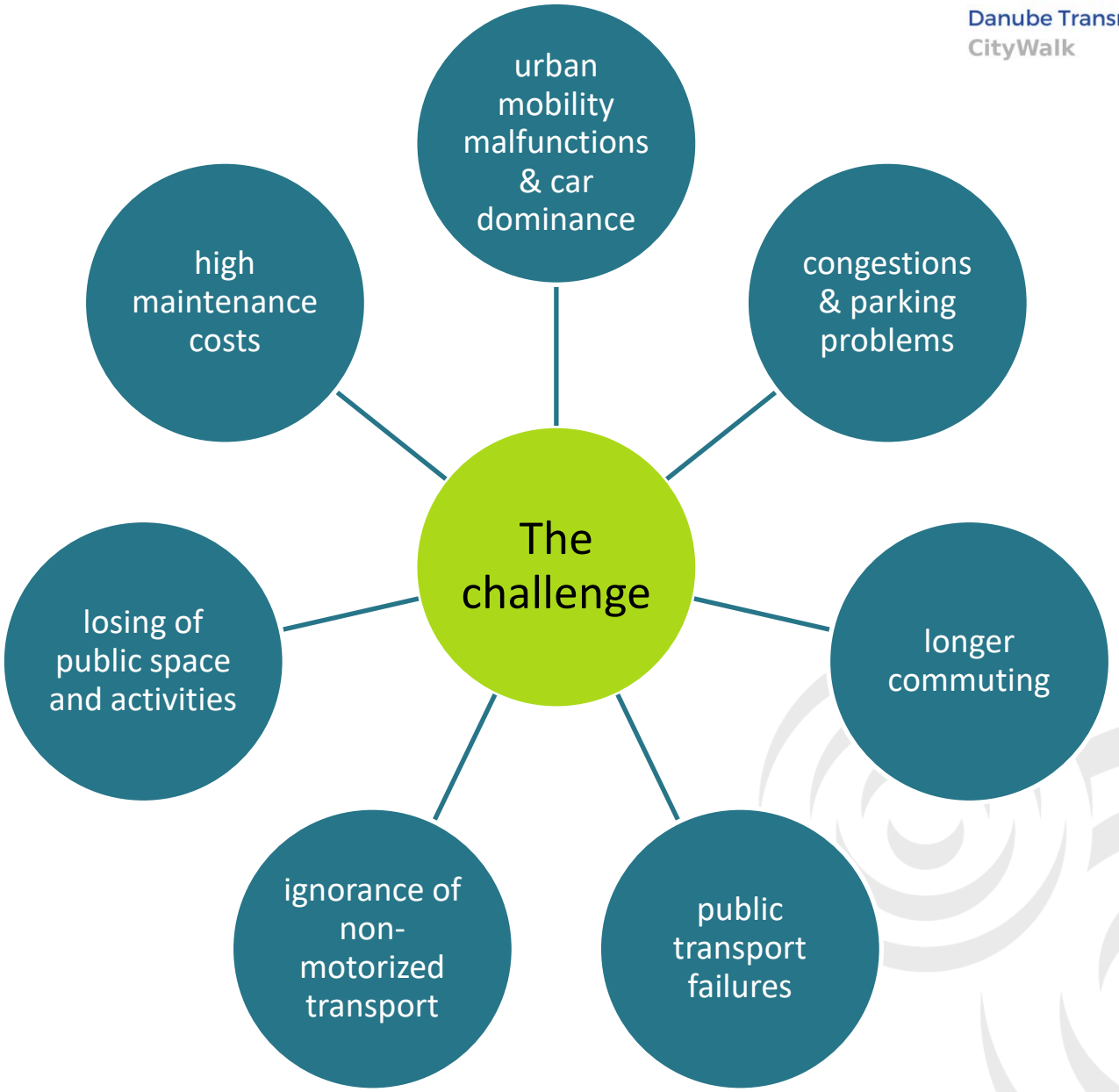
Monumento
Taft Avenue


urban mobility malfunctions & car dominance
high maintenance costs
congestions & parking problems
The challenge
losing of public space and activities
longer commuting
ignorance of non-motorized transport
public transport failures

Urban mobility at a turning point

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>50%

Urban mobility at a turning point

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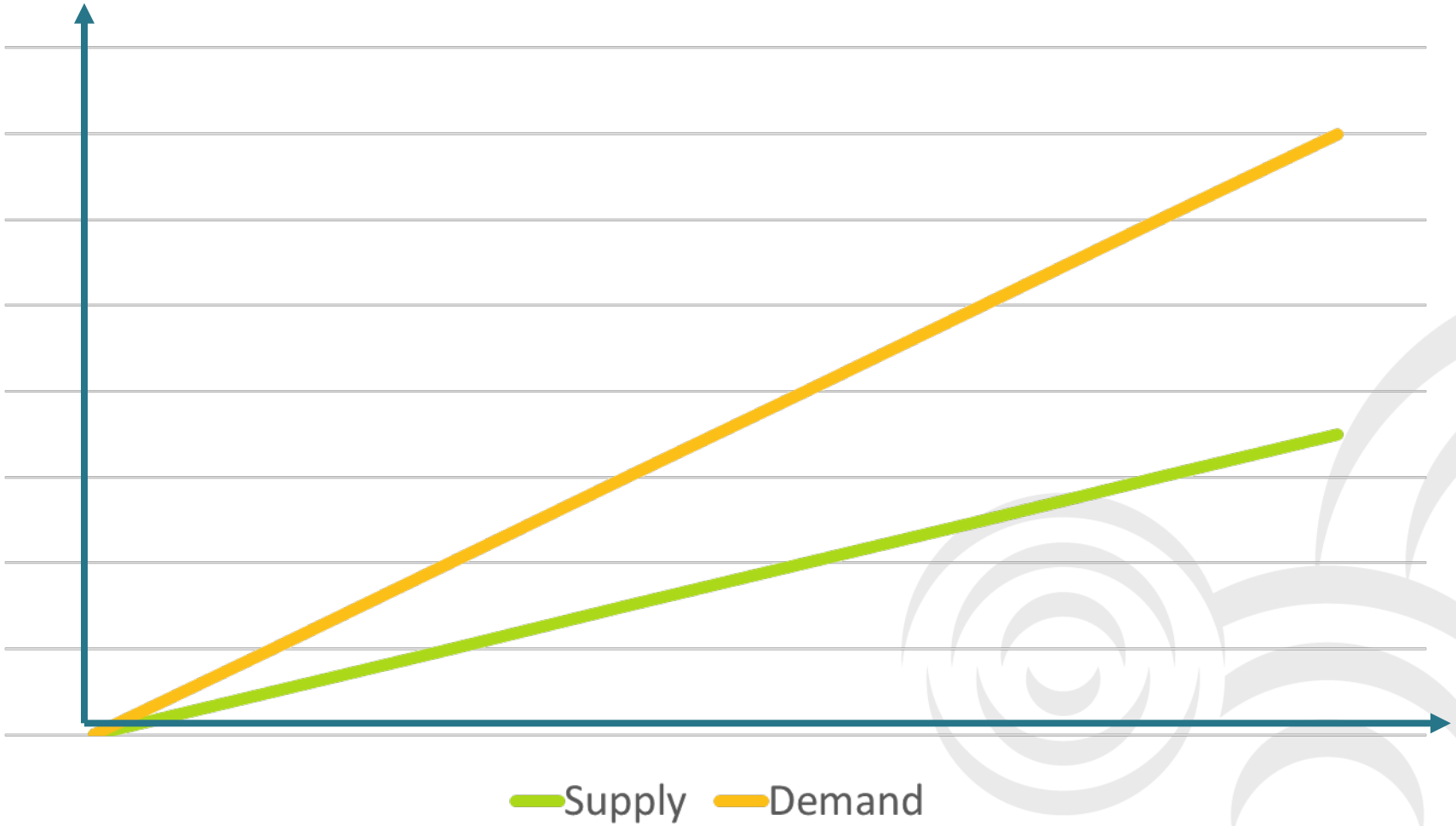
>1 billion people

What's the problem?



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WHY? Because

WE  CARS

Cars

Autonomy (on demand)

Comfort and convenience

Speed

Status

Pleasure

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As a result …

Congestions & Parking problems

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Congestion & Parking problems

Infrastructure supply vs. demand

Funding

”Roads cause traffic”

No more space!

Commute

Traffic generator

Wasted time & money

Lacks pleasure

23 minutes of commute feels like 19% reduction of income

Reduces free time

Public transport problems


Cars vs. buses


Peak hours vs. off-peak hours


Dense areas vs. suburbs


Who pays for it?

Ignorning non-motorized transport

Infrastructure ideal for cars

Space for cars vs.
space for pedestrians

Limited flow of pedestrian & bicycle traffic

More cars → increased risk of accidents

Losing space

Cars demand space

Narrowing sidewalks

Disappearing street vendors & street life

High maintenance cost

Constant need for more and better roads

Delayed maintenance leads to higher future costs

Everybody pays for roads

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BR 814 FS

Health

Environmental

Economic

Social

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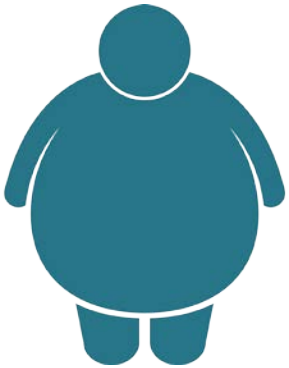

1 hour

+6%

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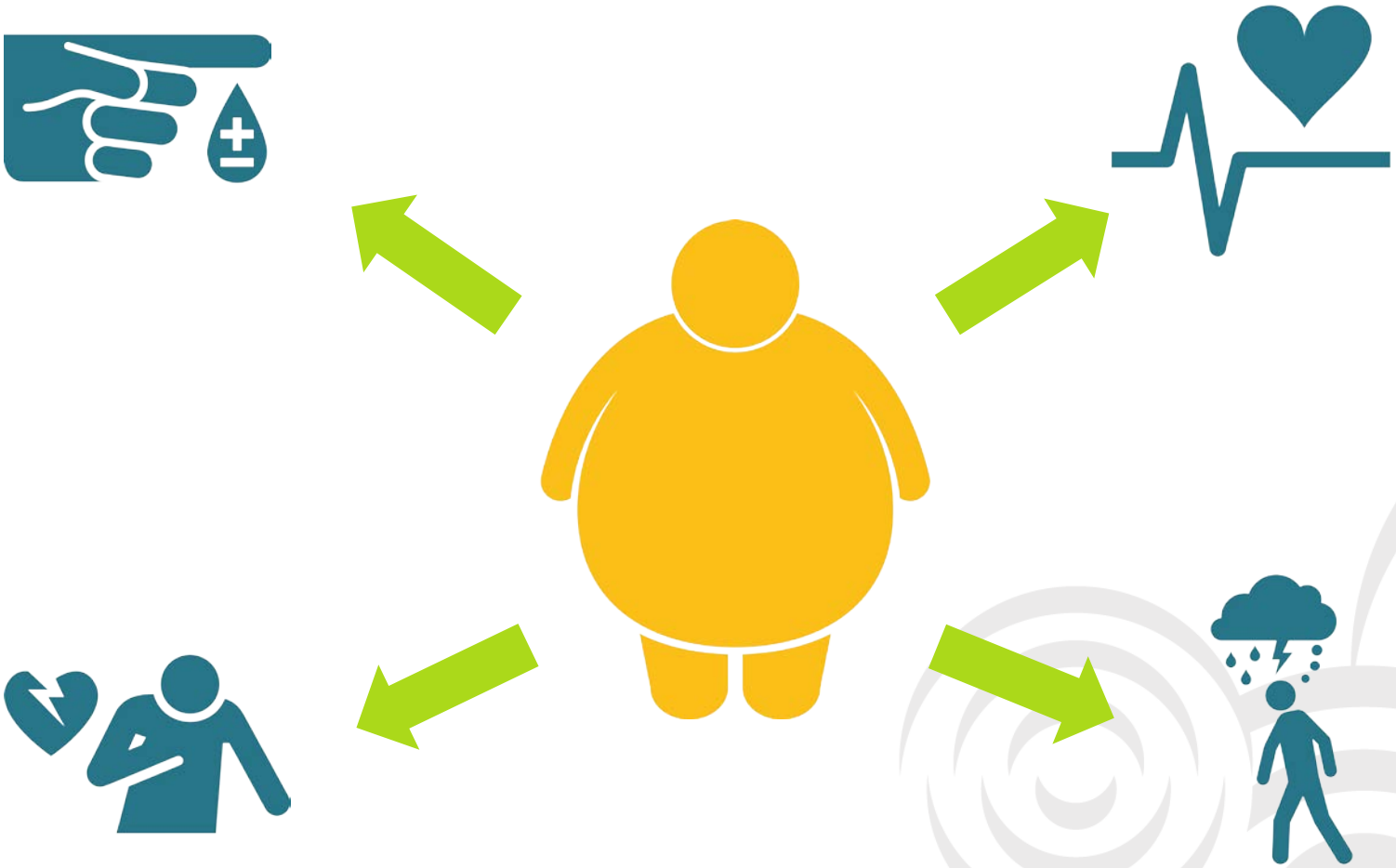

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Health

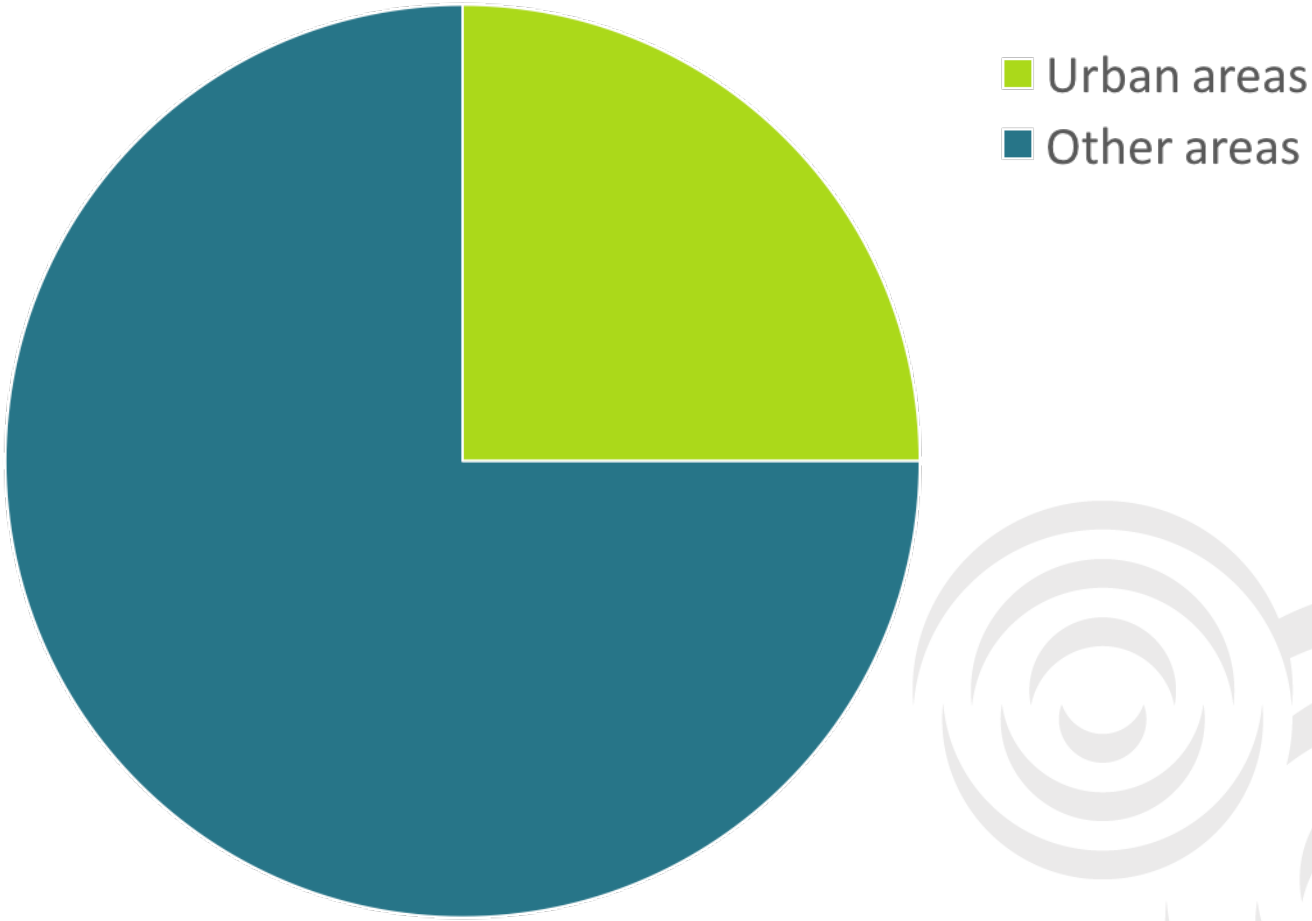
Environmental

Economic

Social

15% 85%

Total transport emission in the EU



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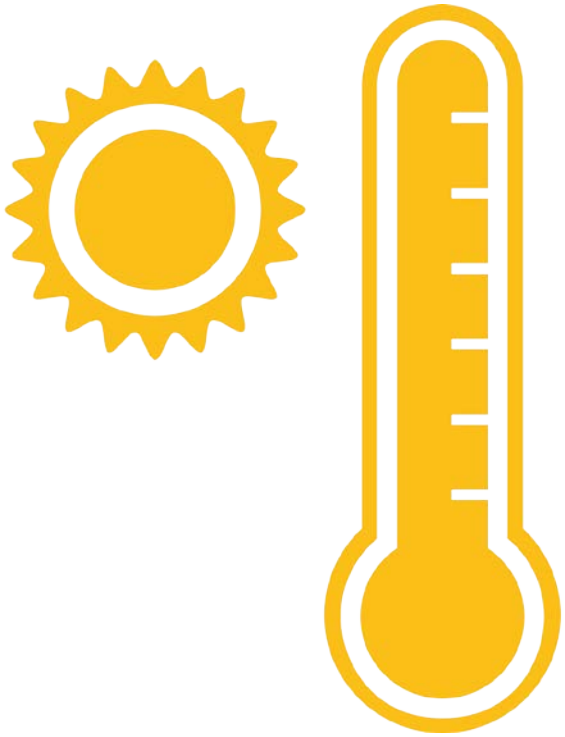
The UHI effect



+1-3 °C

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Health

Environmental

Economic

Social

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$14.2bn/year

Economic

Financially more vulnerable household

Detrimental to local economy

Cost of inactivity-caused illnesses

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Health

Environmental

Economic

Social

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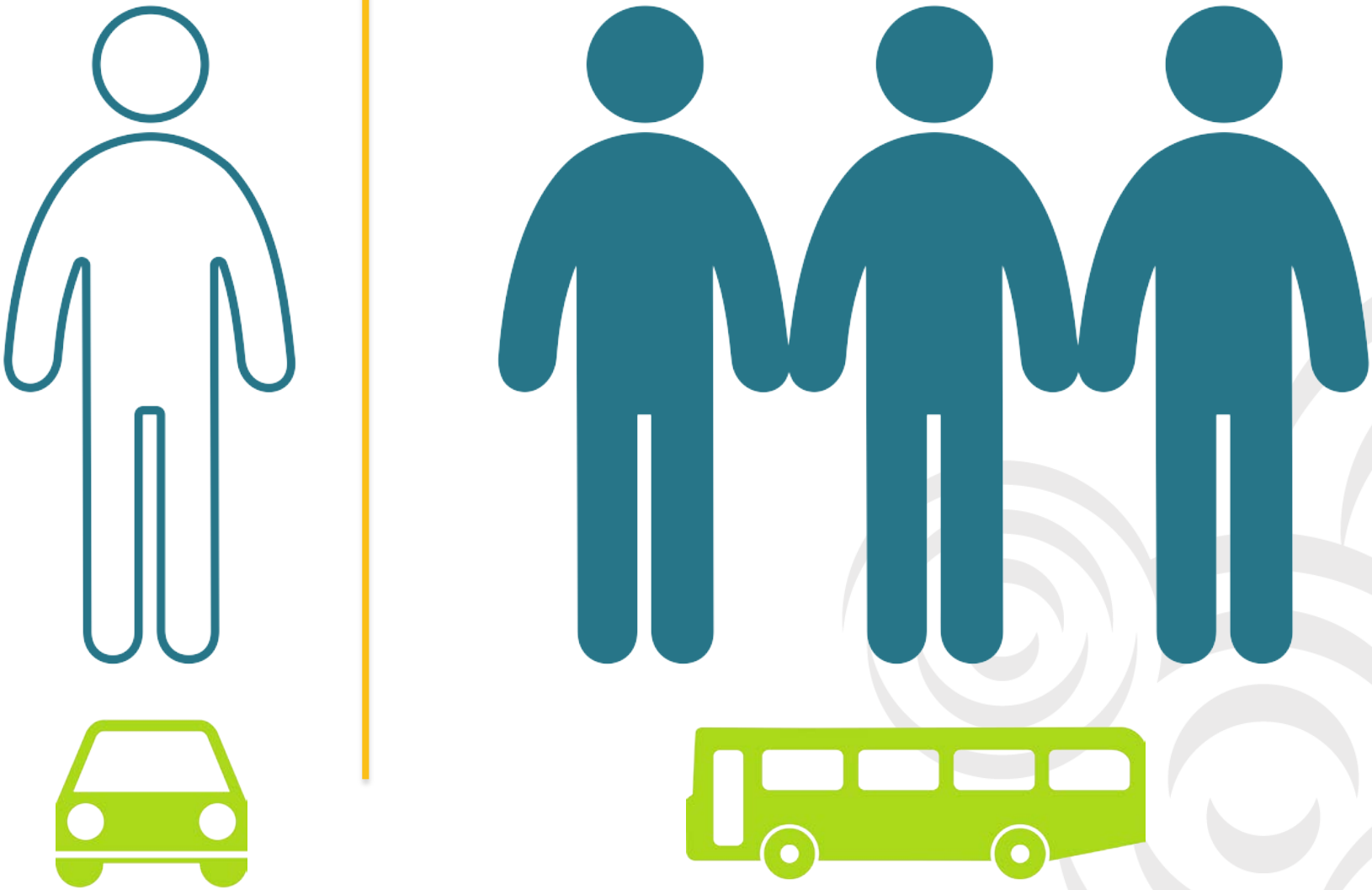

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Motor vehicle dependency

Inequality

Social participation → lower

Trust → lower

Social cohesion → weaker

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Fighting obesity

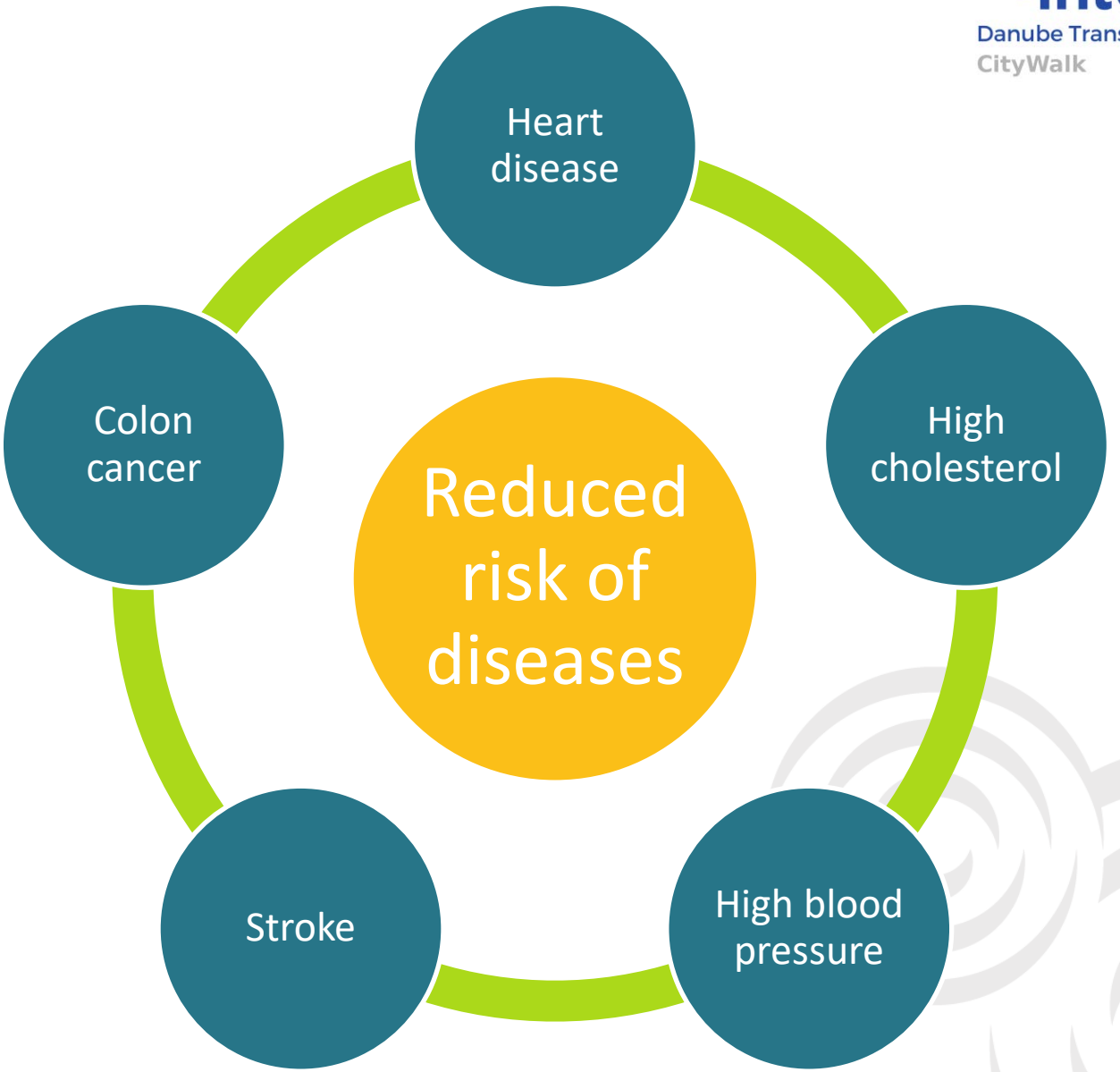
1 km/day

-4.8%

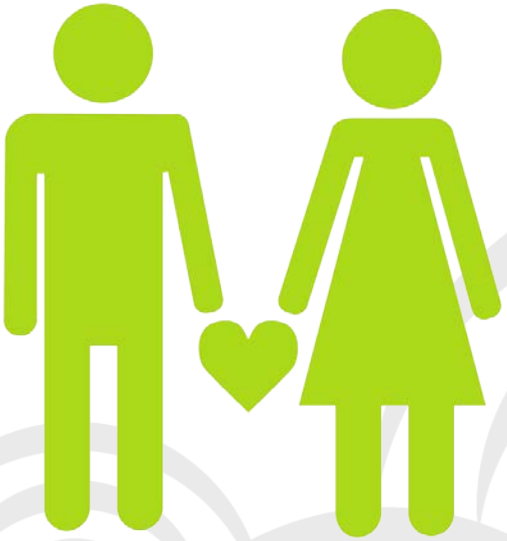
Promoting longevity

Mortality

-20%


Heart disease
High cholesterol
High blood pressure
Stroke
Colon cancer
Reduced risk of diseases

=



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Health

Environmental

Economic

Social

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1 day/week

-3.8M tons/year

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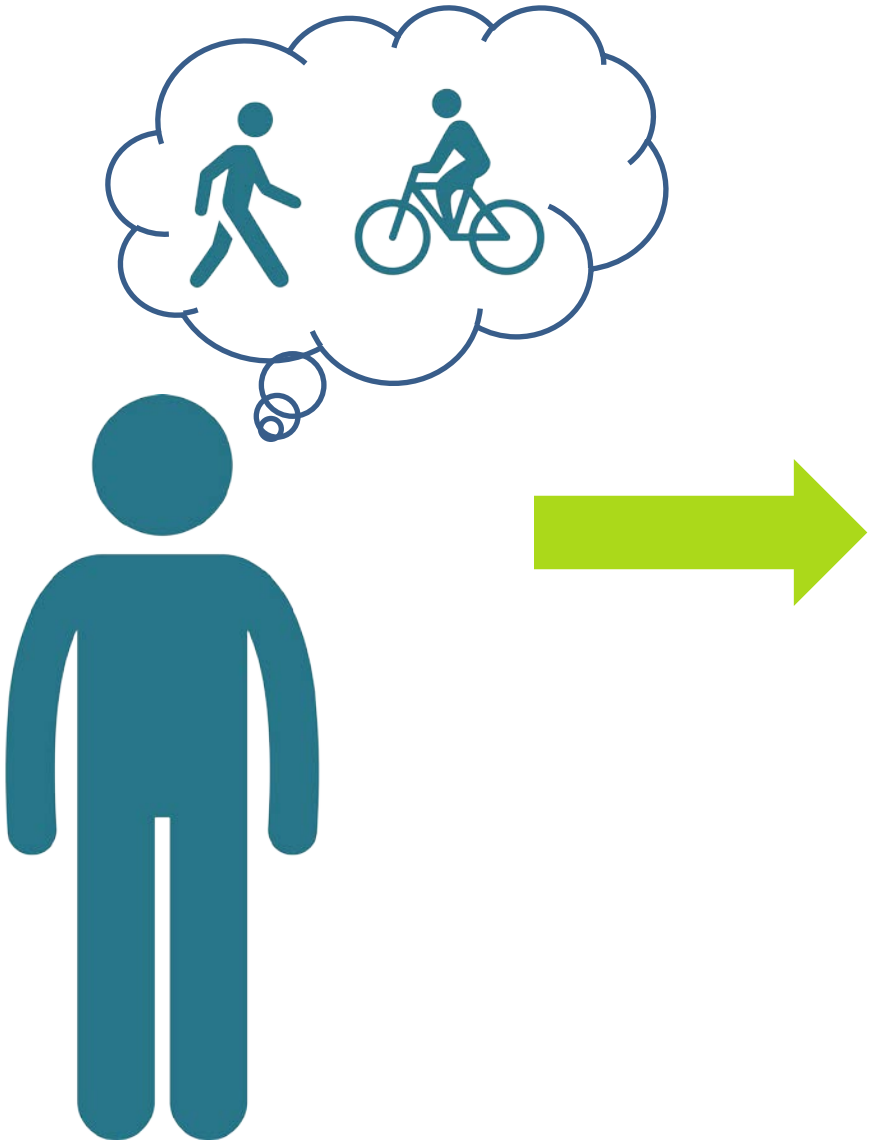

-17 kg

of emissions/year

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Health

Environmental

Economic

Social

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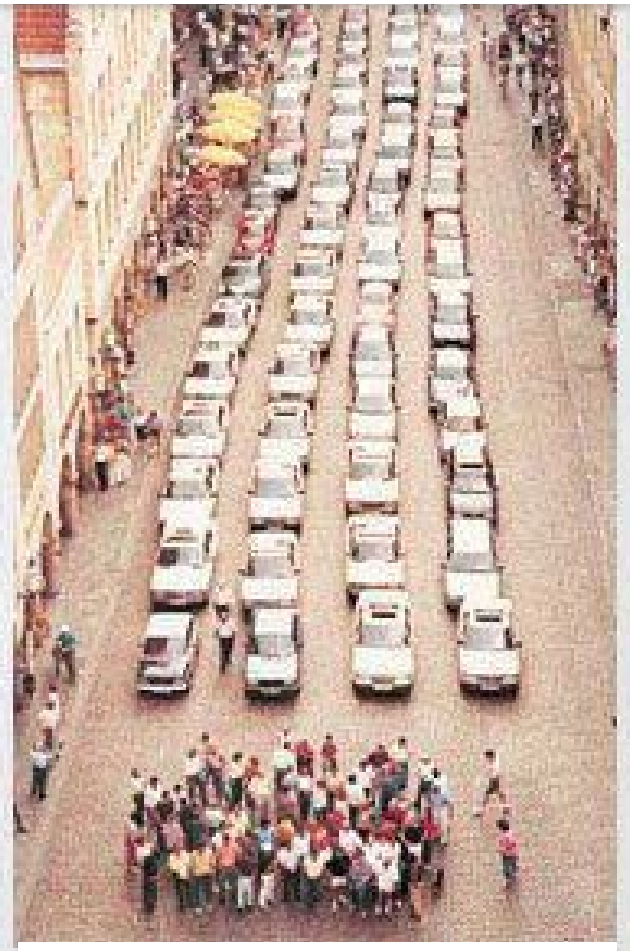
Congestion costs

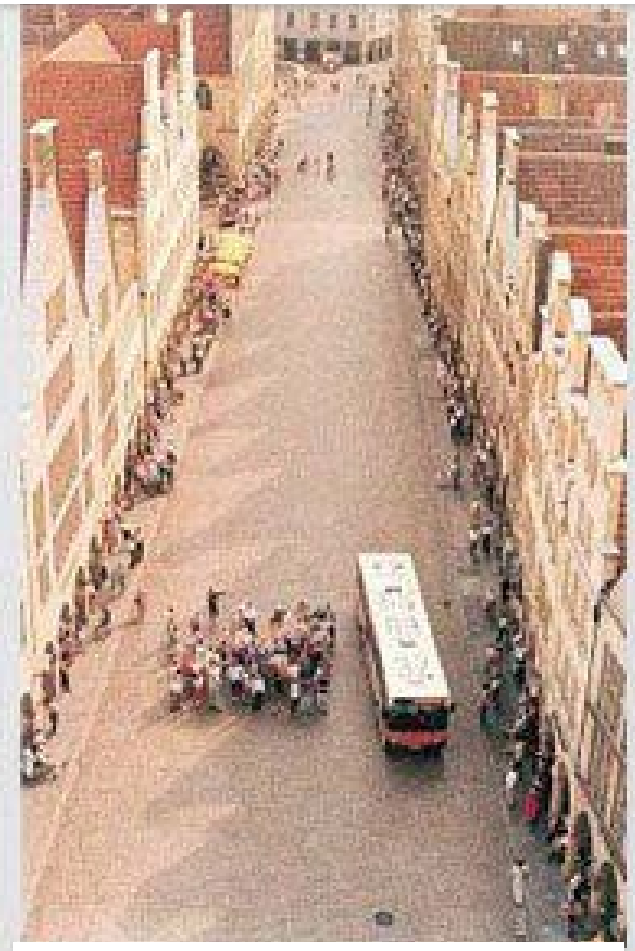
Building & maintenance costs

Healthcare costs

Space needed to move 60 people



Car



Bus

Bike

(Poster in city of Muenster Planning Office, August 2001) Credit: PressOffice City of Munster, German

1
Walk Score point
=
$700-3000

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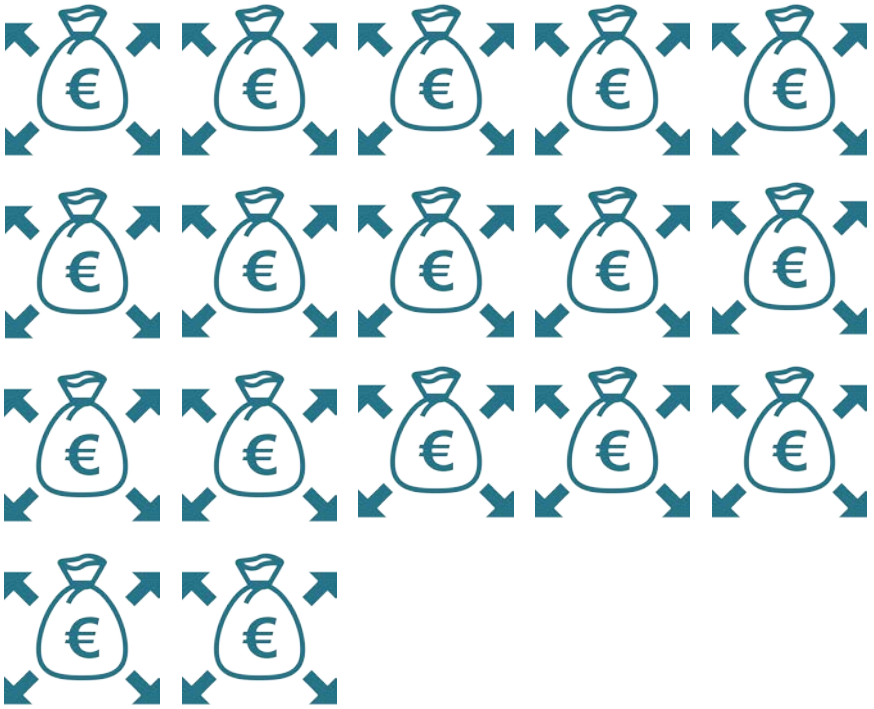
+70% >



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Health

Environmental

Economic

Social

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Walkable cities

Frequent interactions

Stronger neighbourhood

More helpful community

More resilient community

Attachment to place

Number of cars

Number of friends

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Social capital

+80%

Knowing neighbours

Sociability

Trust

Political participation

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Foot Locker
Foot Locker
H&M
C&A
RENO

Ingredients of walkability

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Safe walking

Traffic safety

Low level of crimes

30 km/h: 5%

60 km/h: 85%

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The more people walk, the safer the street becomes.

How to reduce crimes

- Proper lighting
- Police presence
- Safety cameras
- Windows overlooking the street
- Voluntary community organizations
- The built environment

Comfortable walking

Uninterrupted movement

Sitting opportunities

Efficiency

Convenience

Access to ”pedestrian accelerators”

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Useful walking

Access to services & functions

Density

Mixed-use areas

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Interesting walking

- Street life
- The quality of the edge
- Green areas
- Other people

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Key walkability issues

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Measuring walkability

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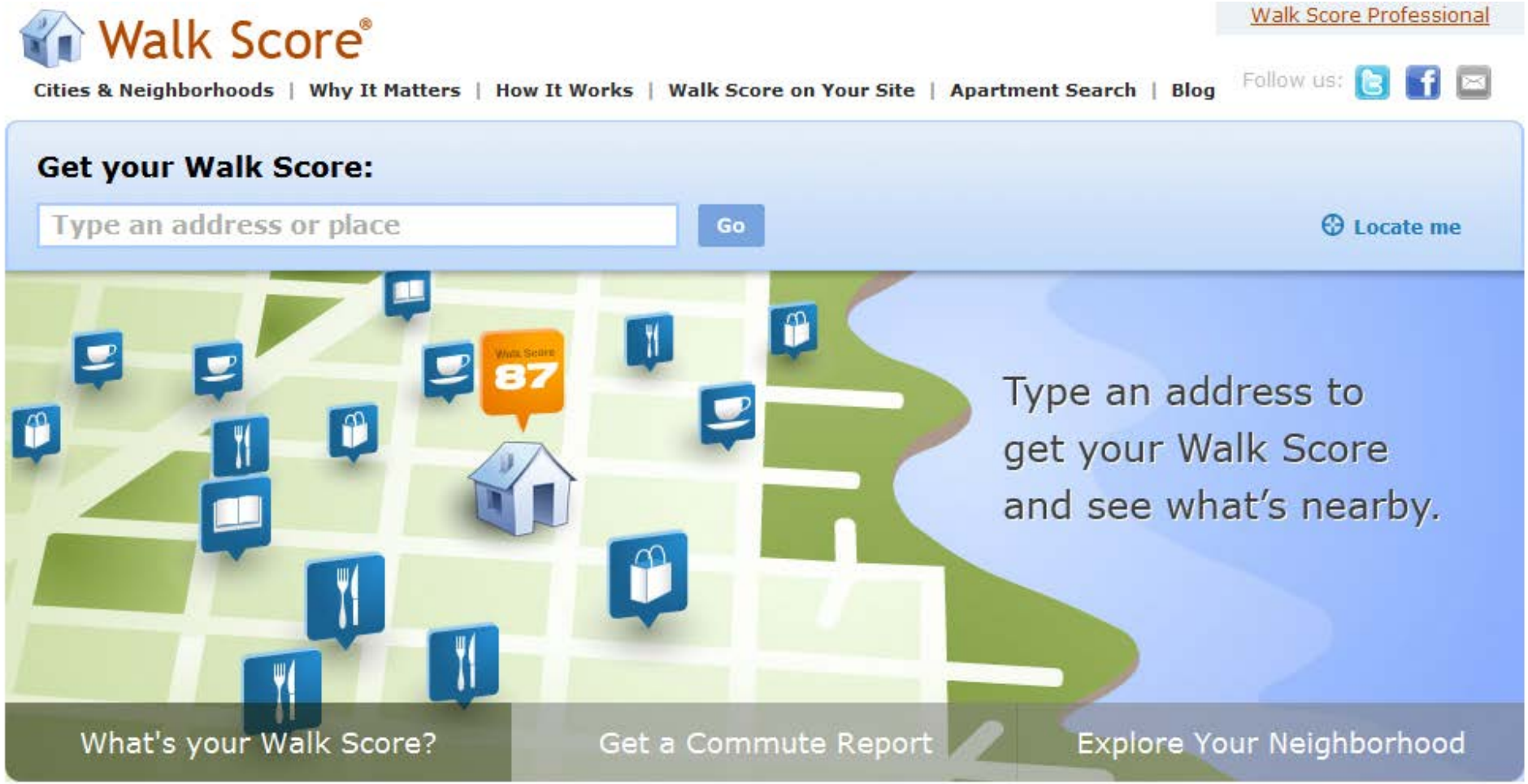

Measuring walkability

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<5 minutes

>30 minutes

maximum points

0 points

Analysing costs and benefits

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Highest

Investment efficiency

Lowest

Lowest

Cost

Highest

Analysing costs and benefits

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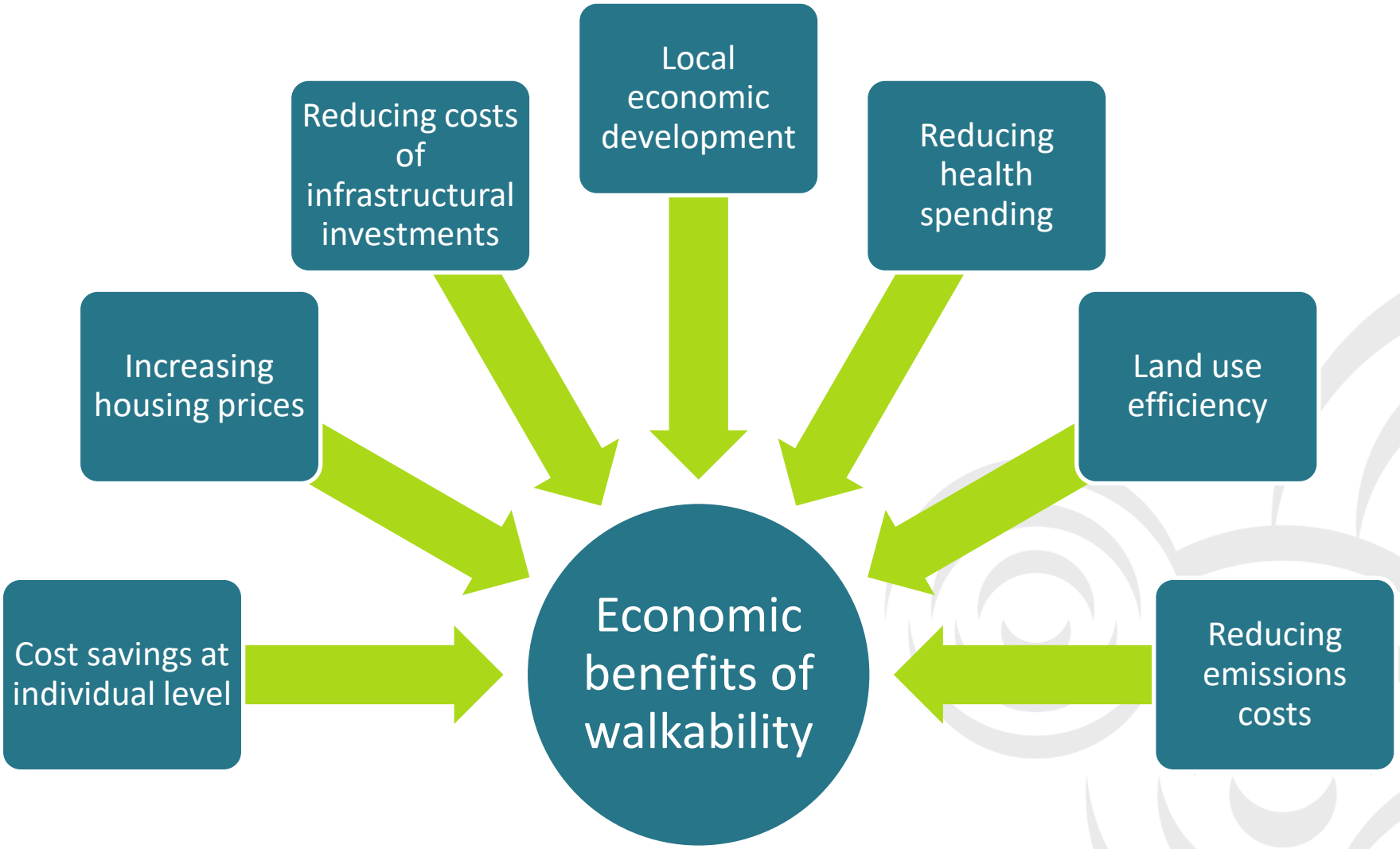

Walkability planning – integration with other plans

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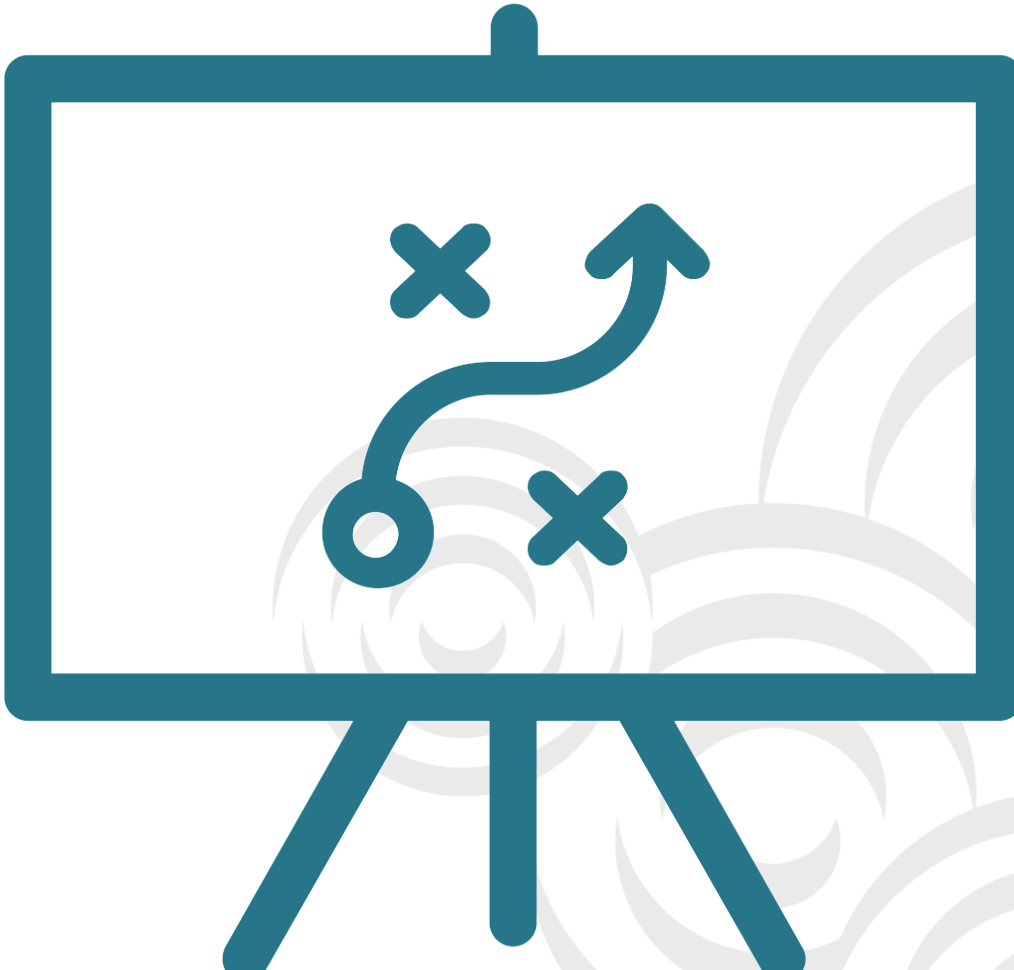
- Traditional local traffic plans
- SUMP
- Permeability plans
- Walkability plans



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Walkability planning

Participative

A detailed analysis

An integrated approach

2-levels: city and community

A diverse set of interventions

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Walkability interventions

Investment in infrastructure

Soft interventions

Policy proposals

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Street design

Street design

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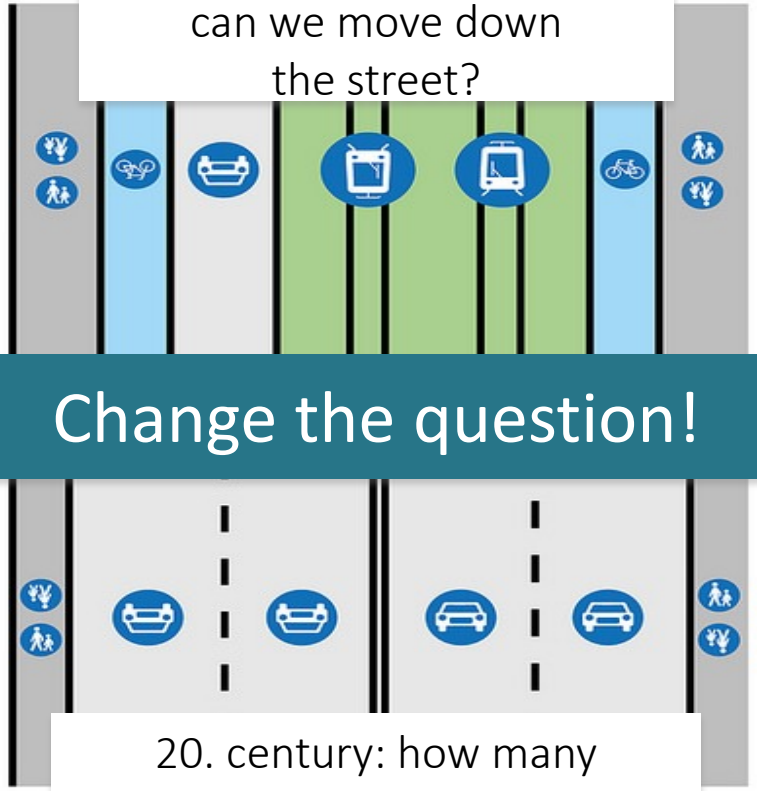
21. century: how many

PEOPLE

can we move down
the street?



Change the question!

20. century: how many

CARS

can we move down
the street?

Street design – principles

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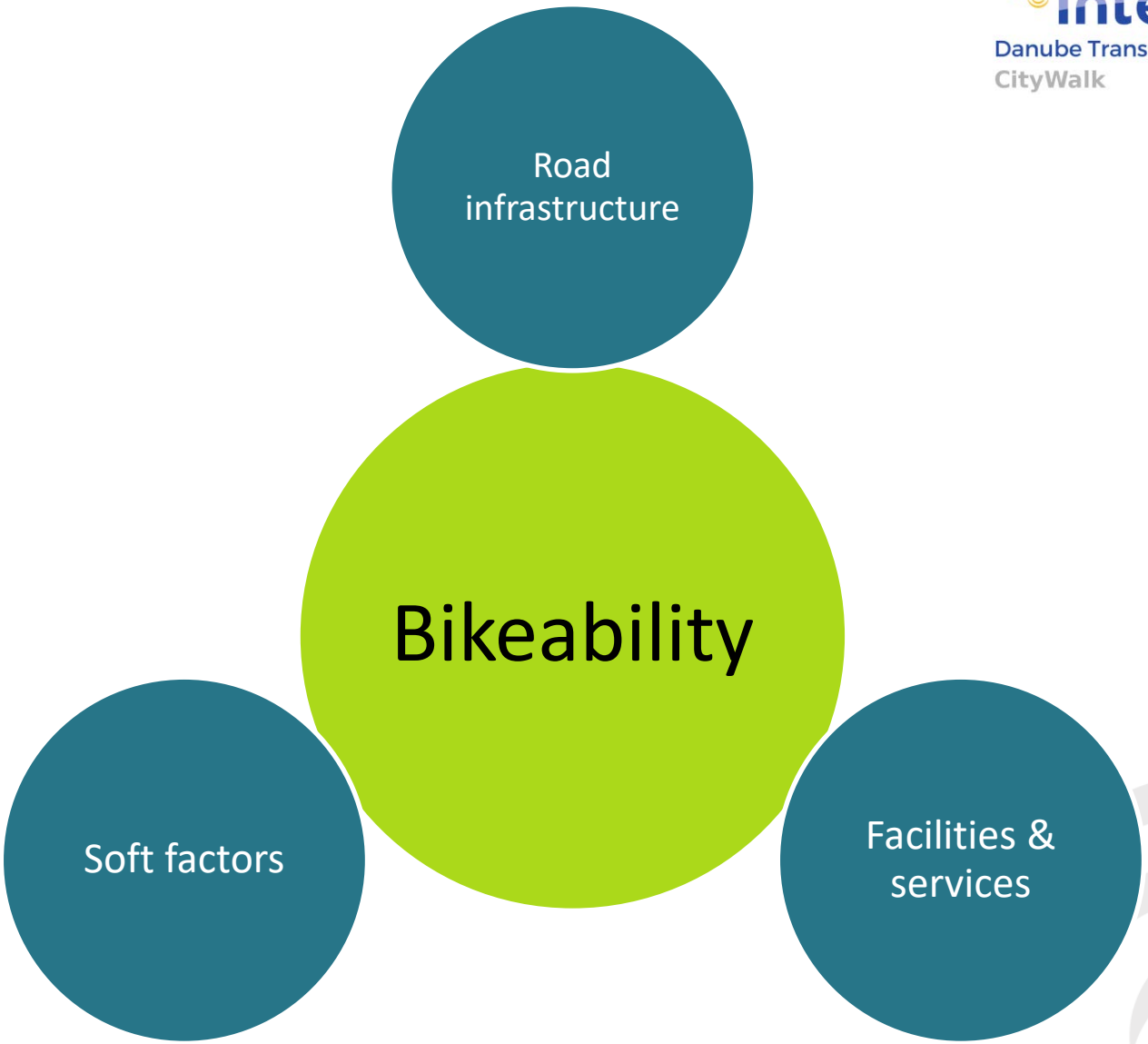
What makes a city bikeable?


Road infrastructure
Bikeability
Soft factors
Facilities & services

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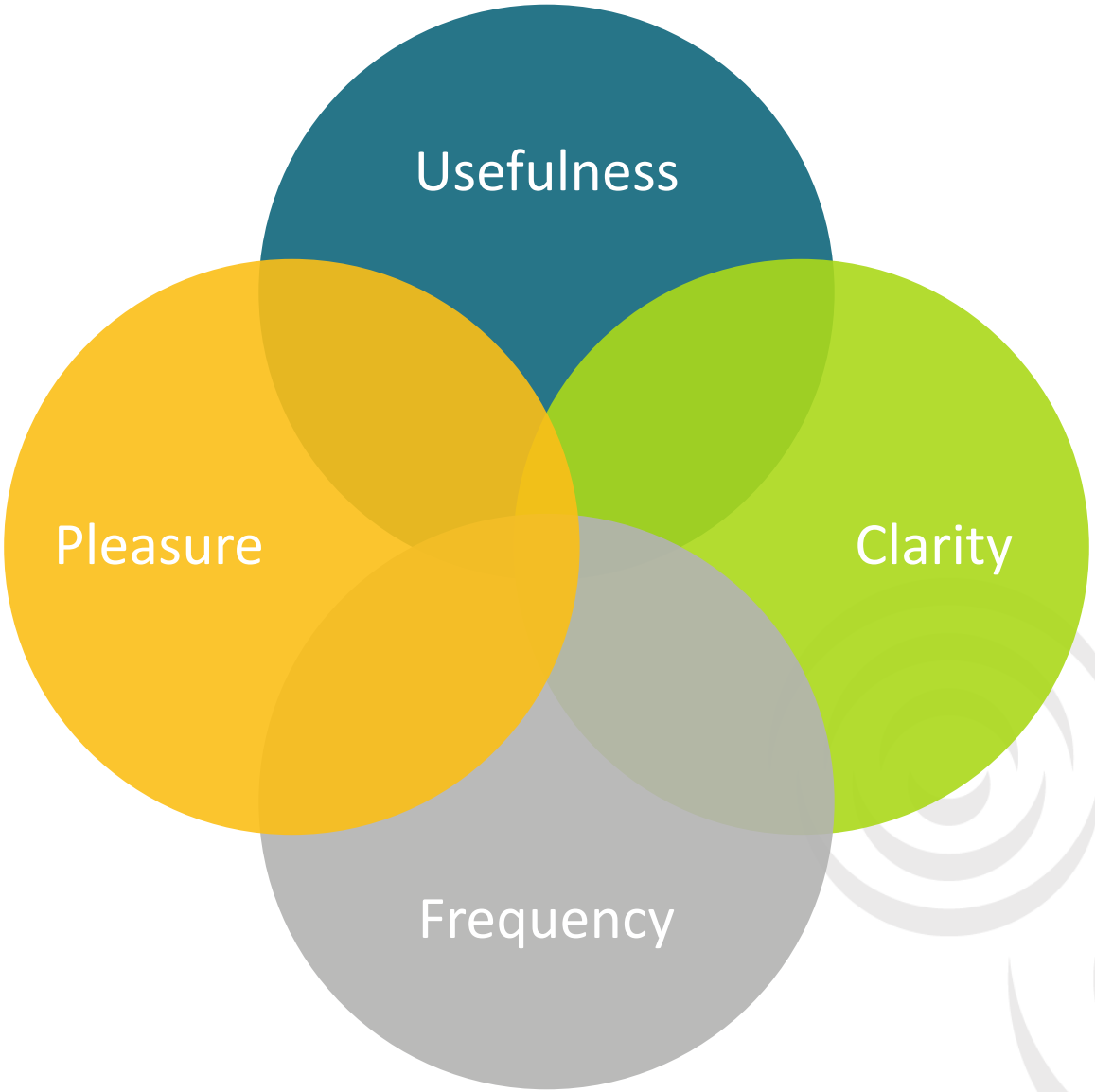
What makes a good public transport?

Optimal mix of transport modes – public transport



Optimal mix of transport modes – new mobility services

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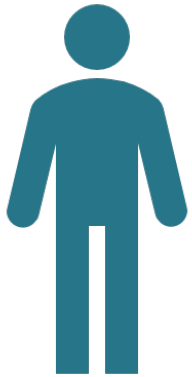

- Private car → Car sharing (peer-to-peer)
- Taxi → E-hailing
- Rental car → Car sharing (fleet operator)

- Carpooling → Shared e-hailing
- Public transport → On-demand private shuttles
- → Private buses

- Investment in infrastructure **paves the way for walking.**
- Soft measures **make people walk.**

To change behaviours

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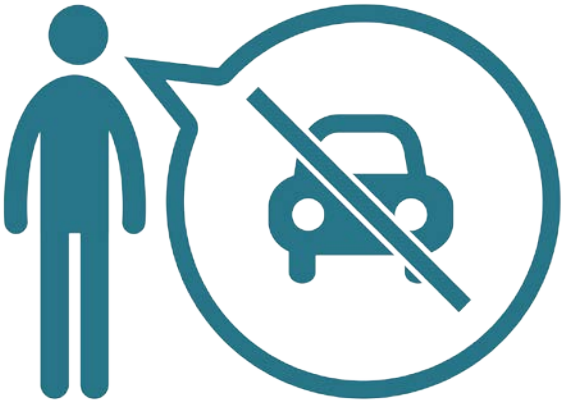

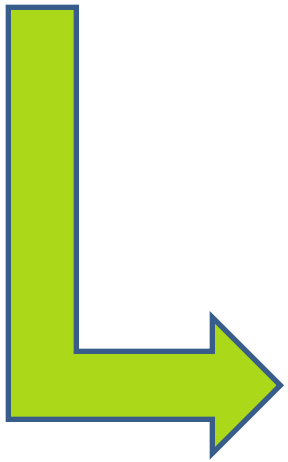

Raising awareness

Participatory planning

Educational programmes

Campaigns

Leading by example

Gamification

Local regulations

- Parking
- Speed limits
- Building regulations
- Road building

Economic motivators

Making car use expensive

Making public transport cheaper

Convenience & time

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Dec 2016
May 2019

1.669.430
ERDF

225.721
IPA

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