



NATIONAL WALKING POLICY MASTERCLASS

Walk21

Lisbon, Portugal

12-13 September 2023

Module Overview

Session	Title	Date	Portugal time
1	Introduction to the course and example policies	12th September	9 - 10.30
2	The 8 step process for an effective policy		11 - 12.30
3	Using the global imperatives to set a national vision and objectives		14 - 15.30
4	A guide to the tools and resources that can help create an effective policy		16 - 17.30
	WALK AND DINNER		
5	Inspirational Walking Campaign and Infrastructure Actions	13th September	9 - 10.30
6	Inspirational Land use Planning and Public Transport Integration Actions		11 - 12.30
7	Setting priorities and delivery frameworks for roll out		14 - 15.30
8	Funding options		16 - 17.30
	WALK AND DINNER		

Ground Rules

→ Format:

Presentation (1 hour)

Questions and Discussion (30 minutes)

→ Engagement for participants

Please go to
www.menti.com

and enter the code:

5254 3507



→ Sessions will be recorded!



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Module Six Agenda

- Inspirational land use planning and public transport integration actions
- 7 Case Studies
- Questions and Discussion



Land use planning — to enable the successful delivery of effective walking strategies.

- Give Priority
- Connect Destinations
- Publish Design Guidelines
- Enable Equity



A8

GIVE PRIORITY

Integrate urban land use planning and transport planning to support compact and transit-oriented development that is:

- ➔ accessible to all
- ➔ leads to a reduction of travel and transport needs
- ➔ enhances connectivity between urban, peri-urban and rural areas
- ➔ gives priority to walking, cycling and public transport users.

At the same time as making walking accessible, safe, and easy, discourage private vehicle use in high density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure.

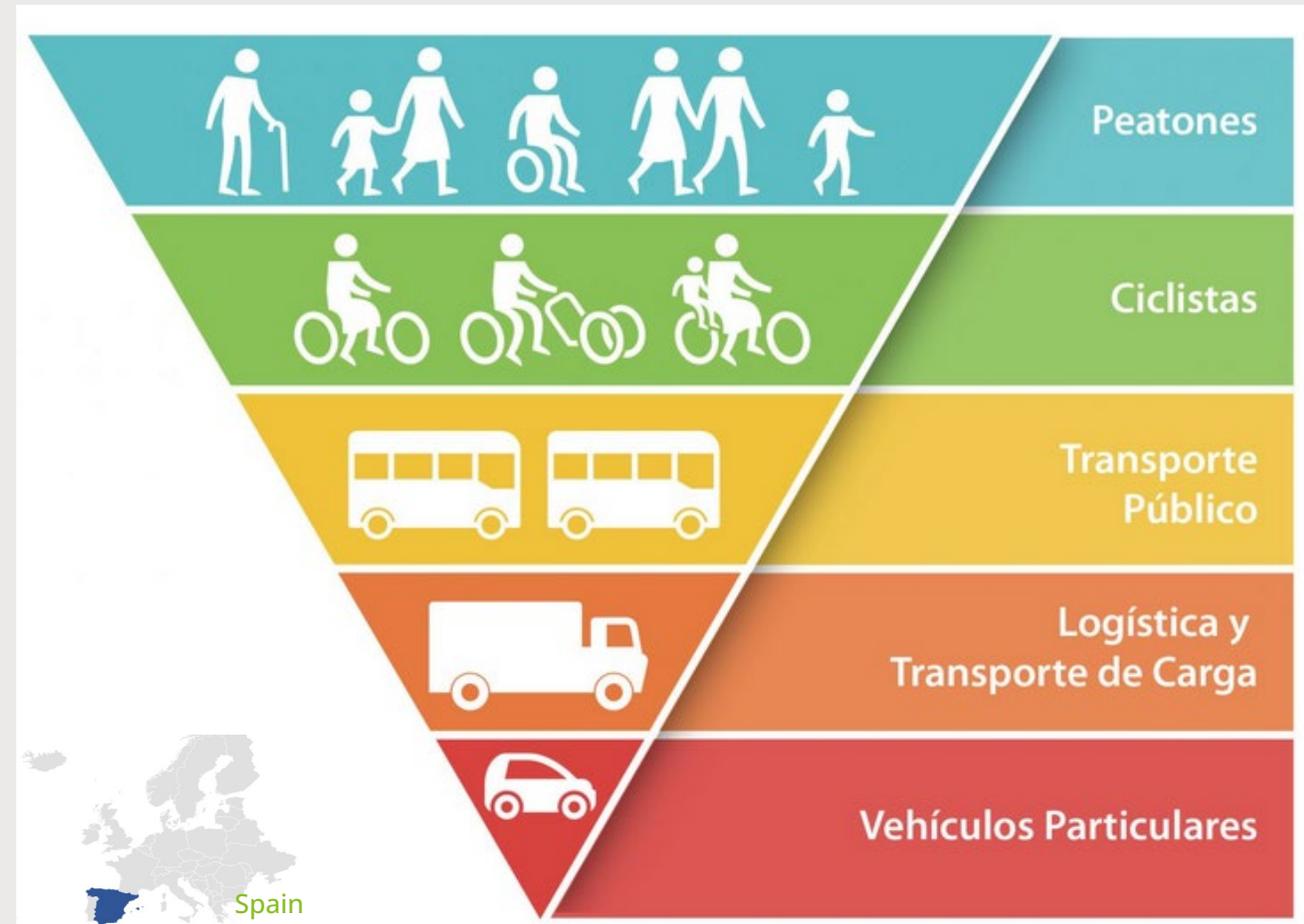
Sustainable, Safe, and Connected Mobility Strategy 2030

Takeaways:

- ✓ Mobility for all as a social right.
- ✓ Alternative mobility solutions to private car to everyone, everywhere
- ✓ Prioritise contested urban public space to pedestrian, cyclists and public transport
- ✓ Promote new urban development based on proximity and autonomy of citizens mobility
- ✓ Contribute to the long-term decarbonization of the economy through transportation planning

Lessons learned

- ✓ Barcelona (Superblocks), San Sebastian (No on-street parking), Pontevedra (Pedestrianised city centre)





A9

CONNECT DESTINATIONS

Promote polycentric “communities of short distances” with mixed-use development, decentralized services, and comprehensive transportation services to allow for the efficient combination of work, family errands, caregiving trips, and shopping.



A10

PUBLISH DESIGN GUIDELINES

Publish pedestrian design guidance to encourage walking in and around housing, public buildings, schools and educational facilities, health care settings and workplaces and link national support to these standards.

8 Principles of Sidewalks

Lessons learned:

- ✓ They worked across governments to gather knowledge, case-studies and actions.

Actionable Items:

- ✓ Practical guidelines on how to design a good sidewalk.



8 Principles of Sidewalks Guidelines.



A11

ENABLE EQUITY

Enforce walking audits by day and after dark to give special attention to the needs of all women and girls, as well as children and youth, older persons and persons with disabilities and those in vulnerable situations when walking to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sight lines).

SILVER ZONES, SINGAPORE

Lessons learned:

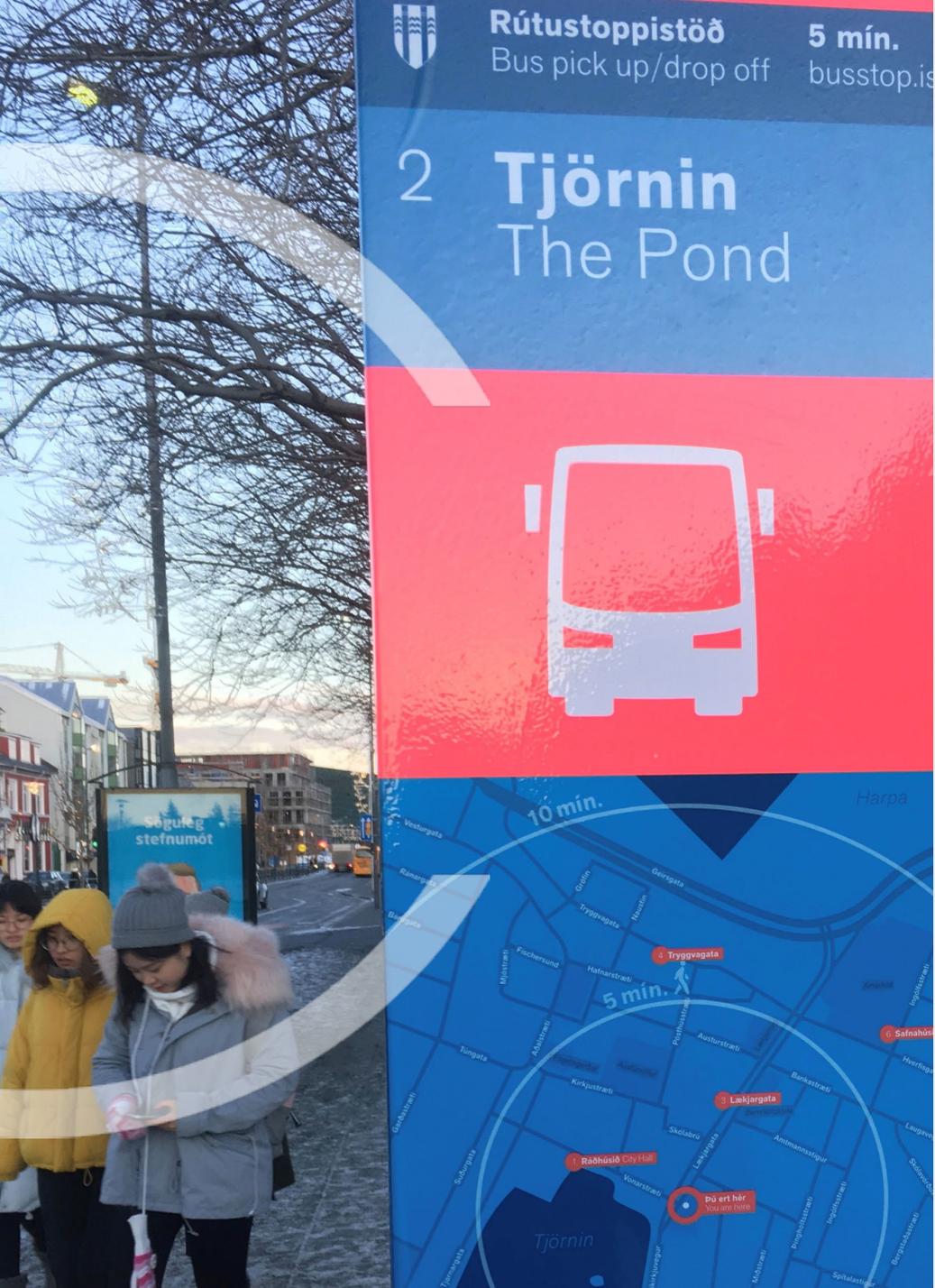
- ✓ Target areas with high population of senior and higher accident rates, and areas where there are amenities (hawker centres, markets).
- ✓ Lower speed limits make it safe for the transit authority to try out new measures to create a better road environment.
- ✓ Increased engagement with communities in Silver Zones.

Actionable Items:

- ✓ 30 Silver Zones already completed, LTA on track for 50 by 2025.
- ✓ A Silver Zone takes 12 to 18 months to be completed.
- ✓ Before intervention, monitoring to understand pedestrian and vehicle flows. Design accordingly!
- ✓ By community demand, plants guide pedestrians to certain crossing points within Silver Zones, in place of the usual metal railings.



Pedestrians can extend their crossing time by tapping their concession cards. Source: www.mot.gov.sg



Integration with public transport – to underpin sustainable mobility for longer trips

- ➔ Ensure Quality Catchments and Stops
- ➔ Adapt Transit Services
- ➔ Integrate Mobility Management



A12

Stimulate coordination across actors that are relevant for different aspects of public transport, pricing and payment systems, urban environments for access and egress, authorities responsible for hubs and stations, public transport agencies, and others to ensure public transport catchments, access routes and stops are attractive (E.g. pedestrianised streets foster joy and excitement; parks and green spaces provide a relaxing walking experience; vast, monotonous urban environments are often perceived as dull; car-dominated walking environments induce feelings of stress and fear).



Mobility Hubs in Weiz, Austria

Lessons learned:

- ✓ 3 things for the price of one: regional connectivity, railroad greening and integration with different modes of mobility.
- ✓ Integrated mobility central to the promotion of spatial development of the Weiz-Nord-Mitte-Umland area.

Actionable Items:

- ✓ Multimodal mobility hubs in key stations of the city.
- ✓ Greening of all railway track concrete troughs.
- ✓ Wayfinding and integration with walking and cycling.
- ✓ Integrated facilities: e-charging, biking,



Source: www.stadtmarketing-weiz.at



A13

ADAPT TRANSIT SERVICES

Enable bus and train services to meet the needs of all genders, ages and abilities. supporting trip-chaining, a reliance on walking or public transit, and making “non-wage-earning” trips for leisure and work. E.g. stop request programs, transit carriage layout designs, real-time signage that shows expected transit arrival times, and clean, secure, accessible toilets.

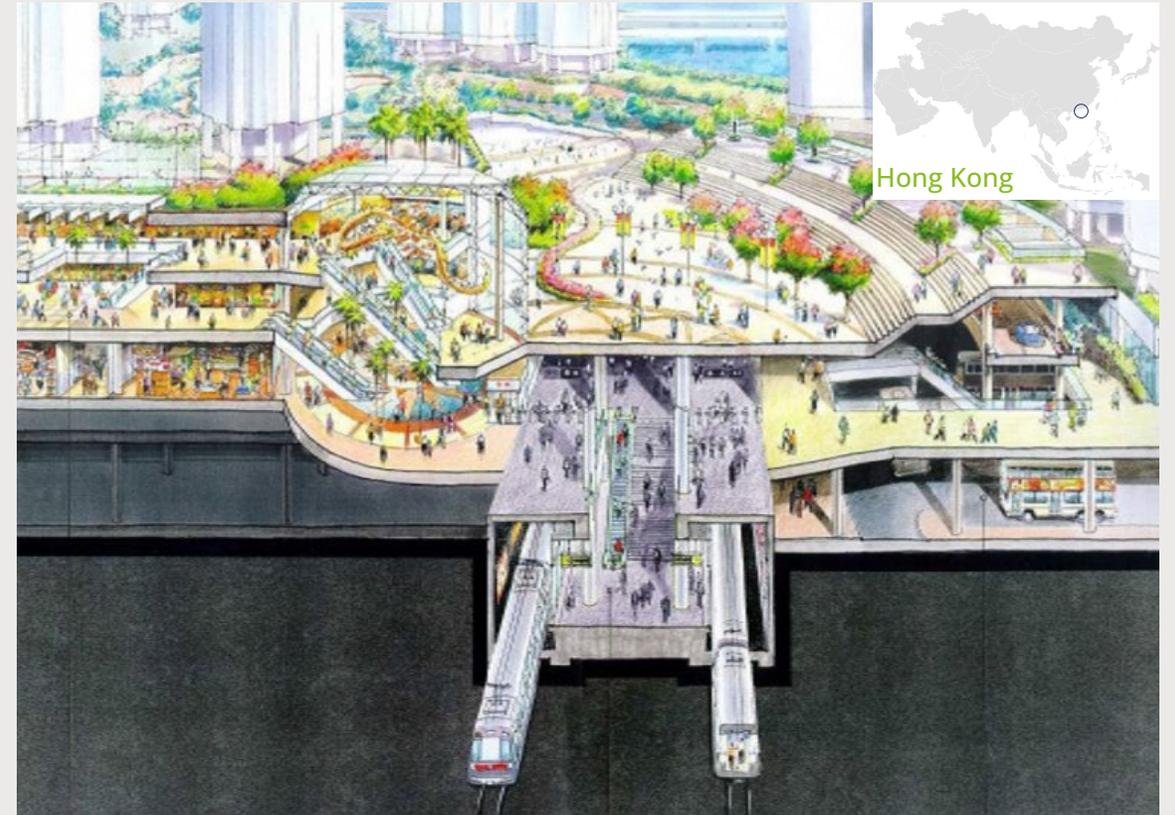
Rail + Property, Hong Kong

Lessons learned:

- ✓ Integrating railway expansion with property development can help make public-transit systems financially self-reliant while also promoting sustainable urban growth.

Actionable Items:

- ✓ MTR manages some 130,000 dwellings, 1m sq metres of office space and a similar number of other commercial premises.





A14

INTEGRATE MOBILITY MANAGEMENT

Promote fiscal incentives for walking and public transport as part of local destination travel plans to ensure walking infrastructure is planned and designed to support the whole transportation system (e.g. Tax-free mobility budgets and sustainable mode cost reimbursement schemes).



Spanish Sustainable Mobility Law

Lessons learned:

- ✓ Cities may impose fees on vehicles circulating in Low Emission Zones
- ✓ Possibility to local authorities of establishing a fee to disincentivise the use of private vehicles
- ✓ National Sustainable Mobility System (NSMS) and Integrated Mobility Data Space (EDIM) between the State, Autonomous Communities and municipalities

Actionable Items:

- ✓ Obligation for companies with over 500 workers to have a sustainable transport plan.
- ✓ Cities with between 20,000-50,000 inhabitants to have a sustainable urban mobility plan (SUMP)
- ✓ Municipalities with more than 50,000 inhabitants have the obligation to create a LEZ



MOBILITY AS
A RIGHT



ACTIVE &
HEALTHY



DIGITAL &
INNOVATIVE



INVEST BETTER
IN PEOPLE'S NEEDS



Question and Discussion

Do you have other case studies to share?

How can you adopt these actions?