

OUR PLAN



FOR PEDESTRIANS

Walking Creates Space

We need more space for walking because walking itself creates more space. Literally, pedestrians occupy less space than cars or cyclists. And figuratively, walking creates more mental space by benefitting the brain. It also eases the burden on healthcare as walking is part of a healthy lifestyle. Finally, pedestrians contribute more to the economy as they spend more money than motorists – creating more space economically as well.

Walking is About More Than Mobility

Creating more space for walking brings the human scale back to our streets. It creates more places for meeting, exercising and playing, strolling, and enjoying a healthy walk. Moreover, it contributes to larger societal goals: biodiversity, climate adaptation, urban densification, and the local economy. Therefore, it is unfortunate to view walking merely from a mobility perspective, which often focuses on getting from A to B as quickly as possible.

Walking Requires a Broader and More Integrated Perspective

If we viewed walking from a broader perspective than mobility, we would undoubtedly create more and better space for walking. This broader perspective requires a different language and different assessment methodologies. Instead of talking about pedestrian crossings, we might refer to them as car crossings. And in our assessments, we might no longer think in terms of vehicle delay hours but in terms of quality of life.

Besides Developing a Different Way of Looking at Walking, There is Now Also a Need for Concrete Tools

The support for viewing walking from a different perspective, using different language, and applying different assessment techniques regarding walking is visibly increasing. We are very pleased with this and encourage it. However, this shift has not yet resulted in a concrete methodology that creates more space for walking, while there is a need for concreteness, both in the public and private sectors.

Therefore, We Have a PLAN: Pedestrian-friendly, Lively, and Attached Network

Our PLAN serves as a guide for policymakers and designers in creating space for pedestrians. It aims to inspire and serves as a starting point for discussions about the distribution of urban space. PLAN stands for Pedestrian-friendly, Lively, and Attached Network. On the next pages, we describe what such a network looks like. Our ambition is for every city and village to develop such a network that promotes walking, making it more than just a means of getting from place to place. **In this way, we bring the future, in which walking is so much more than just getting from place to place, a step closer.**

Walking space accommodates the people who use it, making walking space accessible to all pedestrians

There is a **minimum obstacle-free width** of pedestrian space that meets the needs of current and future users. Pedestrian space is for people, not for obstacles like charging stations, car and bike parking spots, lampposts, outdoor dining areas, and shop displays.

Walking space is **social and traffic-safe**. Within city limits, there is as much **separated space for pedestrians** as possible. A speed limit of 15 km/h is the norm for roads with a residential function where no separate walking space is present. Outside built-up areas, pedestrians should not have to share space with cars or bicycles.

A good measure of safety includes:

- Parents letting their **children** play outside or walk to school or friends **independently** without worrying.
- The **elderly feeling confident** taking a walk or walking to shops, healthcare facilities, social spots, and public transport.
- **Women feeling safe** walking on the streets **at night**.



Is there insufficient space to create a clear, obstacle-free area? Instead of cramming everything in, **prioritize the modes of transport for which this space is intended** and design accordingly.

Walking space is **accessible** to all pedestrians, especially children, the elderly, people with disabilities, and people using mobility aids (e.g., walkers, strollers, wheelchairs). And for various purposes, such as quickly getting from A to B, walking and chatting together, walking the dog, taking a stroll, shopping, etc.

Walking space is varied, and there is something to experience every few meters

Experiences can include, for example:

- Greenery, water, and nature
- Meeting places (benches and other seating areas)
- Play areas
- Interesting facades or ground floors
- Art

The **frequency** of these experiential elements depends on the location and type of walking space.



The design of the walking space is centered around the **human scale**. This involves, among other aspects, a high level of detail in elements like street furniture and facades. Additionally, it ensures that the pedestrian space is comfortably sized—not too cramped, but also not excessively spacious.

Functionality and aesthetics are balanced.

There is a continuous, complete, coherent, and fine-grained walking network consisting of different types of routes and places

The network consists of (1) **different types of routes** and (2) **different types of places**, such as parks and squares.

The walking network is documented in **walking network maps**.



Pedestrians can easily orient themselves within the network. Where this is not intuitive, **wayfinding** is used.

The walking network connects to recreational routes and **links urban areas with the surrounding countryside**.

The number of **barriers** (roads, railways, water, etc.) in the coherent walking network is minimized. The barriers that do exist can be crossed by all pedestrians without significant waiting time. Choices are tailored to the walking range of pedestrians.

PLAN

Pedestrian-friendly

- Walking space **accommodates the people** who use it, making walking space **accessible to all pedestrians**:
- Walking space is **accessible** to all pedestrians, especially children, the elderly, people with disabilities, and people using mobility aids (e.g., walkers, strollers, wheelchairs). And for various purposes, such as quickly getting from A to B, walking and chatting together, walking the dog, taking a stroll, shopping, etc.
 - There is a **minimum obstacle-free** width of pedestrian space that meets the needs of current and future users. Pedestrian space is for people, not for obstacles like charging stations, car and bike parking spots, lampposts, outdoor dining areas, and shop displays.
 - Is there insufficient space to create a clear, obstacle-free area? Instead of cramming everything in, **prioritize the modes of transport for which this space is intended** and design accordingly.
 - Walking space is **social and traffic-safe**. Within city limits, there is as much **separated space for pedestrians** as possible. A speed limit of 15 km/h is the norm for roads with a residential function where no separate walking space is present. Outside built-up areas, pedestrians should not have to share space with cars or bicycles.
 - A good measure of safety includes:
 - Parents letting their **children** play outside or walk to school or friends **independently** without worrying.
 - The **elderly feeling confident** taking a walk or walking to shops, healthcare facilities, social spots, and public transport.
 - Women feeling safe** walking on the streets **at night**.

Lively

- Walking space is **varied**, and there is something to **experience** every few meters:
- Experiences** can include, for example:
 - Greenery, water, and nature
 - Meeting places (benches and other seating areas)
 - Play areas
 - Interesting facades or ground floors
 - Art
 - The **frequency** of these experiential elements depends on the location and type of walking space.
 - The design of the walking space is centered around the **human scale**. This involves, among other aspects, a high level of detail in elements like street furniture and facades. Additionally, it ensures that the pedestrian space is comfortably sized—not too cramped, but also not excessively spacious.
 - Functionality and aesthetics** are balanced.

Attached Network

- There is a **continuous, complete, coherent, and fine-grained walking network** consisting of different types of **routes** and **places**:
- The network consists of (1) **different types of routes** and (2) **different types of places**, such as parks and squares.
 - The number of **barriers** (roads, railways, water, etc.) in the coherent walking network is minimized. The barriers that do exist can be crossed by all pedestrians without significant waiting time. Choices are tailored to the walking range of pedestrians.
 - The walking network connects to recreational routes and **links urban areas with the surrounding countryside**.
 - The walking network is documented in **walking network maps**.
 - Pedestrians can easily orient themselves within the network. Where this is not intuitive, **wayfinding** is used.

Colophon

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This concept was developed by Wandelnet and Rebel. With contributions from College van Rijksadviseurs, Felixx, gemeente Leeuwarden, gemeente Leiden, gemeente Rotterdam, Goudappel, Humankind, Johan Cruijff Arena, Staatsbosbeheer, Synchroon, Vincent Luyendijk and Rob van der Werff.

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