

**“ All the cities of the world are going to expand. We need to a better understanding of what makes good urban habitat for homo sapiens. We have an obligation to make the new places more liveable, more sustainable, more healthy. We have the tools. ”**

Jan Gehl

#### **ACKNOWLEDGEMENT OF COUNTRY**

*We acknowledge the Aboriginal and Torres Strait Islander peoples as Traditional Custodians of the many Countries on which we live and work. We pay our respects to their elders and recognise First Nations peoples continuous and unique ability to care for Country. We acknowledge our responsibility to listen and learn as we walk alongside First Nations peoples to shape cities and communities for a better future.*

---

# CONTENTS

<b>PURPOSE OF THE REPORT</b>	<b>PAGE 4</b>
<b>HEALTHY PLACES, HEALTHY PEOPLE FRAMEWORK</b>	<b>PAGE 5</b>
<b>CHARACTERISTICS OF HEALTHY, WALKABLE CITIES</b>	<b>PAGE 6</b>
<b>STEPS TOWARDS HEALTHY, WALKABLE CITIES</b>	<b>PAGE 8</b>
<b>LEARNING FROM GLOBAL PRECEDENT</b>	<b>PAGE 10</b>
<b>LESSONS LEARNED</b>	<b>PAGE 12</b>
<b>COPENHAGEN, DENMARK (CASE STUDY ONE)</b>	<b>PAGE 14</b>
<b>MUNICH, GERMANY (CASE STUDY TWO)</b>	<b>PAGE 16</b>
<b>MILAN, ITALY (CASE STUDY THREE)</b>	<b>PAGE 18</b>
<b>OKLAHOMA CITY, UNITED STATES OF AMERICA (CASE STUDY FOUR)</b>	<b>PAGE 20</b>
<b>VITORIA-GASTEIZ, SPAIN (CASE STUDY FIVE)</b>	<b>PAGE 22</b>
<b>FROM THEN TO NOW</b>	<b>PAGE 24</b>

# PURPOSE OF THIS REPORT

**With 70% of the world's population expected to live in urban areas by 2030, cities have an increasingly important role in shaping human health, quality of life and happiness.**

**Mobility—the ability to move around freely and easily—is integral to the intrinsic value of a city. The renaissance of sustainable urban mobility has led to the reimagining of urban landscapes and urban areas to reclaim the streets and public spaces for people.**

**Encouraging walking and physical activity improves not only the human wellbeing and health of cities but also manifests social, economic, environmental and political benefits.**

The quality of places where people live, work and spend more leisure time are major contributors to the health and wellbeing of individuals and communities. With Queensland having the one of the highest levels of adult obesity in Australia, impacting 66% of adults and 25% of children, delivering healthy places that support healthy people has never been more important.

In 2019, the Healthy Places, Healthy People framework (**figure 1**) was developed. Through a co-design process engaging multiple agencies and disciplines, to establish indicators to effectively measure health of a place and enable ongoing monitoring.

In April 2023, Queensland Health and the Office of Queensland Government Architect hosted a working session titled 'Shaping Healthy Urban Environments: How can we deliver better?'. The purpose of this session was to re-engage with stakeholders and refresh the imperative of creating environments that keep health at the forefront of planning, design and investment decision-making. As part of this session, shade and walkability were established as themes of greatest potential impact.

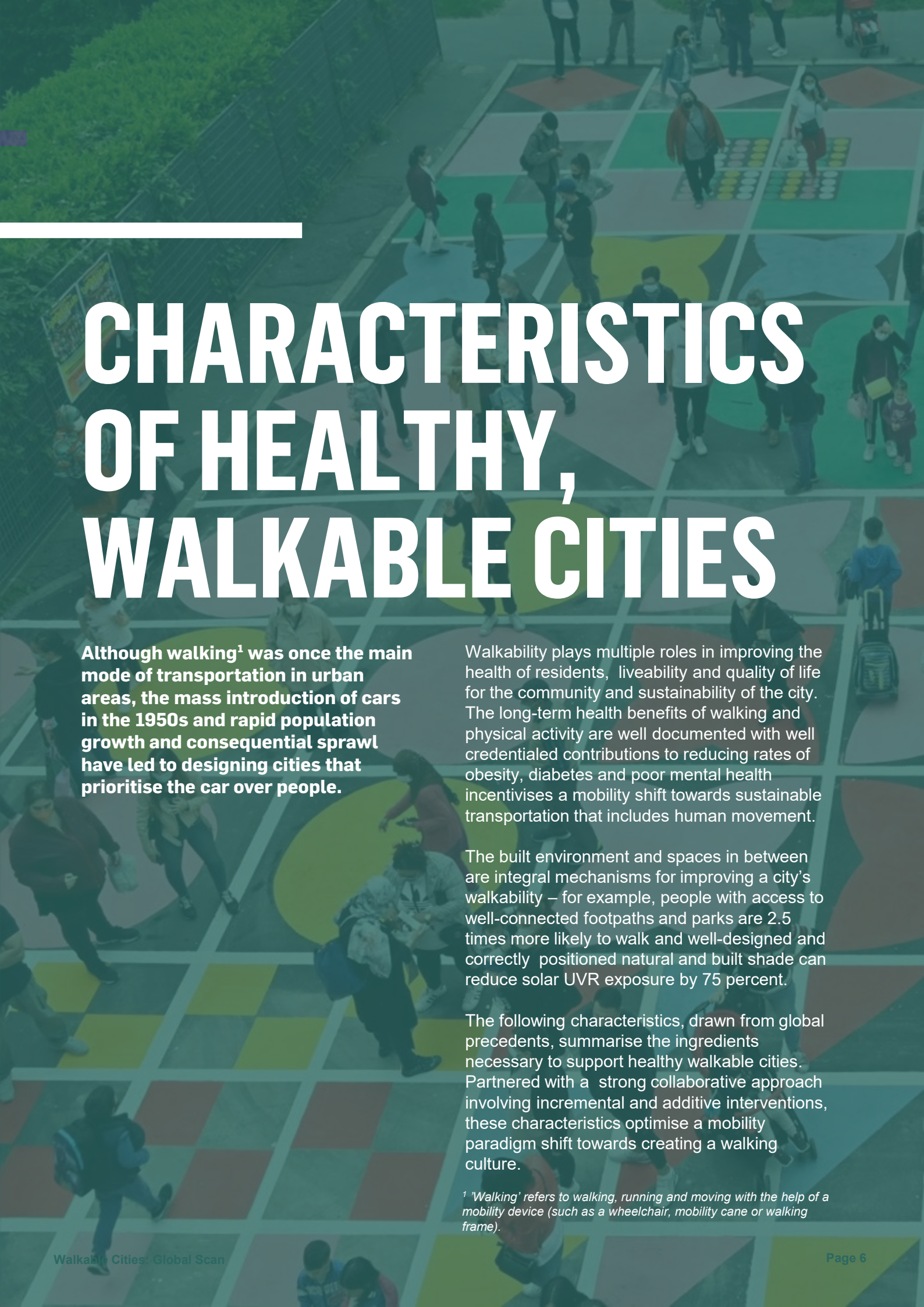
Consequently, this study builds into the 'Healthy Places, Healthy People' project, exploring the characteristics of healthy, walkable cities through an in-depth analysis of global case studies. This resource seeks to establish lessons learned from cities that have demonstrated successful action to accelerate healthier, more 'walkable' cities.

# HEALTHY PLACES, HEALTHY PEOPLE FRAMEWORK



Healthy Places, Healthy People Framework.  
Illustration by Rachel Apelt, Artbalm.

Figure 1: The Healthy Places, Healthy People (HPPH) framework  
Source: QLD Health 2021, Healthy Places, Healthy People Report.

An aerial photograph of a vibrant pedestrian plaza. The ground is painted with large, colorful geometric shapes in shades of green, yellow, red, and blue. Numerous people are seen walking across the plaza, some in groups and some alone. The overall atmosphere is one of active, healthy urban life.

# CHARACTERISTICS OF HEALTHY, WALKABLE CITIES

**Although walking<sup>1</sup> was once the main mode of transportation in urban areas, the mass introduction of cars in the 1950s and rapid population growth and consequential sprawl have led to designing cities that prioritise the car over people.**

Walkability plays multiple roles in improving the health of residents, liveability and quality of life for the community and sustainability of the city. The long-term health benefits of walking and physical activity are well documented with well credentialed contributions to reducing rates of obesity, diabetes and poor mental health incentivises a mobility shift towards sustainable transportation that includes human movement.

The built environment and spaces in between are integral mechanisms for improving a city's walkability – for example, people with access to well-connected footpaths and parks are 2.5 times more likely to walk and well-designed and correctly positioned natural and built shade can reduce solar UVR exposure by 75 percent.

The following characteristics, drawn from global precedents, summarise the ingredients necessary to support healthy walkable cities. Partnered with a strong collaborative approach involving incremental and additive interventions, these characteristics optimise a mobility paradigm shift towards creating a walking culture.

<sup>1</sup> 'Walking' refers to walking, running and moving with the help of a mobility device (such as a wheelchair, mobility cane or walking frame).

### **SAFE AND COMFORTABLE**

Create and monitor safer, softer and friendlier pathway conditions that are walkable and appealing to pedestrians i.e. lighting, seating, planting, shade and play equipment.

### **LEGIBLE AND CONNECTED**

The interface between destinations is easy to navigate and intuitive: employing data-based storytelling that proactively supports ease of movement and builds confidence to encourage walking.

### **MORE SPACE FOR PEOPLE AND LESS FOR CARS**

Intentional and proactive place-making that prioritise people over cars. Building a culture of walking through pedestrian-only areas.

### **INTEGRATED MOVEMENT NETWORK**

Supporting intermodal connectivity that inverts the mobility paradigm—encourage walking as the preferred choice—bridging gaps around pedestrian areas to allow ease of access.

### **MULTI-LATERAL GREEN CORRIDORS**

A network of green spaces that support a robust relationship with nature – utilising nature and its well-documented correlation with health and wellbeing as a driver for enriching active transport experiences (i.e. shaded corridors).

### **GRANULARITY - MICRO DESTINATIONS**

Encapsulate the essence of the city through a constellation of destinations – pedestrian pathways that build upon the intrinsic character of the city to enhance its image and identity. People are encouraged to walk between the places they want to go.

### **SOCIABLE AND HAPPY**

Creating human-scaled inimitable places that engages the community and supports a collective memory. Places that tap into a coalescence of moods – quiet and loud, happy and contemplative, inquisitive and nostalgic – to encourage social interaction and place attachment.

### **PLAYFUL FOR EVERYBODY**

Cultivating 'joyful' public realms and pedestrian pathways that enrich the journey for everybody. Activate spaces to promote play for all ages and abilities and create a mosaic of sensory experiences.

---

# STEPS TOWARDS HEALTHY, WALKABLE CITIES

## 01 EXPERIMENT

Employ scalable, short-term demonstration projects that allow experimentation and fluidity.

## 02 ENCOURAGE

Create walking intentions by actively inviting people to walk by creating connections that are easy and enjoyable. Develop partnerships which support a culture of change and evolution.

## 03 ENGAGE

Engage the community – exploit campaign culture to engage community participation that ensures projects with people and for people.

## 04 EVOLVE

Employ data-based story-telling to allow incremental change that addresses evolving needs and priorities of communities. Build out the experiments to create amplified outcomes.

## 05 ENDURE

Stick with what works – adapt what does not.

## 06 EXPAND

Imitate and adapt to other contexts – learn and expand across the city to support metropolitan scale change.



“

**The General Theory of Walkability explains how, to be favored, a walk has to satisfy four main conditions: it must be useful, safe, comfortable, and interesting.**

”

- Jeff Speck





---

# LEARNING FROM GLOBAL PRECEDENT

**Recognising the role of urban development in shaping the health and wellbeing of communities – this section presents a series of case studies (Copenhagen, Munich, Oklahoma City, Vitoria-Gasteiz and Milan) featuring cities that have prioritised a bold and ambitious agenda for improving health.**

**The key questions considered were:**

- How has a walking culture materialised within this city? What is the contextual setting of this walking narrative and how is it still evolving?
- What are the catalytic projects that transformed the way people move through or experience the city?
- Who are the actors involved in the projects?
- In what ways have the cities measured success? What are their performance indicator or criteria?



# LESSONS LEARNED

The following lessons reflect learnings from across all five cities.

## AMBITIOUS EVOLUTION NOT A REVOLUTION

Adopt an additive and incremental approach that allows for experimentation and adaptation over time.

Integrate demonstrable, short-term, scalable and cost-effective interventions – employ temporary **tactical urbanism**<sup>2</sup> to initiate permanent change.

Data is an integral foundation for the demonstration process - qualitatively and quantitatively measuring performance.

Great walkable cities are built from a healthy network of strategies/plans that contribute to city-wide transformation.

A **clear and collective ambition** across multiple levels of government and private sector is crucial to building a robust healthy network.

<sup>2</sup> 'Tactical urbanism' refers to a city, organisational, and/or citizen-led approach to neighbourhood building using short-term, low-cost, and scalable interventions to catalyse long-term change (Tactical Urbanism Guide 2016)



## START SMALL & GROW BOLDER

Urban interventions do not have to be costly to create impact – **employ temporary activations to experiment and measure impact.**

Create **playful and discovery-orientated** places that resonate with pedestrians – fine-grained interventions that focus on micro-destinations.

The street is an integral part of the public realm and an opportunity to enable greater social interaction and sense of belonging and place.

To foster more walkable cities, position the **journey as the destination** – create pedestrian pathways that are green, attractive and inviting.



## CHANGE THE CULTURE

Challenge normative modes of transportation through inventive re-imagining of streetscapes – championing people over cars.

Shifting the mobility paradigm to promote **walking as the first choice** – integrate mobility networks (i.e., light rail and bike riding) to foster a walking culture.

The power of a **'campaign mindset'** in driving community participation and buy-in – reframing the city's health and walking narrative.

# COPENHAGEN

Globally, more and more cities are inverting the mobility paradigm, transitioning from car-dominated streets to more sustainable transport alternatives. For the last five decades Copenhagen has been leading the charge in sustainable urban transportation – reimagining public spaces to encourage a walking and bike riding culture.

The 1962 transformation of old main street, Strøget, represents a fundamental change in understanding pedestrian streets and the way people move through cities. Highly influenced by the work of Danish architect Jan Gehl, Copenhagen redesigned its city to create a “softer” and “friendlier” environment redefining how people on bicycles and on foot experience the city. Strong collaboration between the City of Copenhagen, Stadsarkitektens Direktorat (Office of the City Architect), Stadsingeniørens Direktorat (City Engineer’s Office); and Bjørn Nørgård together with incremental cultural change and extensive data collection has enabled the successful pedestrianisation of streets in Copenhagen.

## KEY MILESTONES

**1962**

Pedestrianisation of Strøget Street

**1968, 1986, 1995, 2005**

Four studies conducted by Jan Gehl quantifying the success of the conversion of Strøget.

**1996**

600% increase in Copenhagen’s pedestrian-friendly spaces.

**2011-2015**

Adopting of the Copenhagen Pedestrian Strategy – More People Walk More



# A BLUEPRINT FOR SUCCESS

Since the pedestrianisation of Strøget in 1962, Copenhagen has revolutionised mobility paradigms – normalising bold urban interventions, holistic transportation networks and extensive data collection. Copenhagen exemplifies the benefits of gradual change adopting an aggregated approach to increasing the amount of space dedicated to walking and bike riding. Transitioning from a “city of car spaces” to “a city of people-spaces” has enabled Copenhagen to combine liveability and transport-sustainability. Steering away from large-scale projects in favour of incremental change is a two-prong strategy that allows for visible cultural change and minimal opposition.

## Institutionalising a Paradigm Shift

- The pedestrianisation of Copenhagen began with a pioneering experiment – the conversion of Strøget in 1962 into a pedestrian-only street. Key elemental changes included the removal of traffic, curbs, sidewalks and consolidation of street furniture. The impact was significant, with a fourfold increase in car-free square metres from 1968 to 1995; and the number of people on the street had quadrupled.
- Over the last five decades (1968, 1986, 1995, 2005), renowned Danish architect Jan Gehl alongside a team of students and researchers evaluated the dramatic changes made to the city centre. Their aim, to inform people, planners, architects and politicians in Copenhagen and globally, on how walkable, good-quality car-free spaces resulted in a transformation and character and quantity of life. Data about pedestrian behaviour in Copenhagen has steered planning and design of city streetscapes.

## More People to Walk More

- One of the main three directives of Copenhagen’s urban life vision “A Metropolis for People”, “More People to Walk More” was a 2011 pedestrian study aimed at enhancing pedestrian routes and meeting places and shifting traffic nodal points. In 2008, Copenhagen committed to a ‘Treaty for Pedestrians’ promising to create healthy, appropriate and sustainable local communities. The treaty includes actual safety, perceived safety, accessibility, ease of movement between destinations, comfort, network of pedestrian routes and enrichment of a walking culture.

## STRØGET EVALUATION

**+35%**

Increase in pedestrian volumes in the first year after conversion.

**+600%**

Increase in pedestrian space, from 15,800m<sup>2</sup> in 1962 to 99,700m<sup>2</sup> in 2005.

**+81%**

Increase in outdoor café seating, from 2,970 seats in 1986 to 7,020 in 2006.

**+400%**

Increase in stopping and staying activities from 1968 to 1996.

**+20%**

Increase in citywide pedestrian volumes to 15 min/day on average.

# MUNICH

Known as a “city of short distances”, Munich’s walkability journey took centre stage prior to the 1972 Summer Olympic Games where Lord Mayor Hans-Jochen Vogel inaugurated Munich’s Fussgängerzone (pedestrian area).

Adopting an integrated city-wide approach, the pedestrianisation of Munich is grounded in a highly connected intermodal transport system along the main east-west arteries. Integrated subway and regional trains systems with a light rail and bus network orbits back to car-free spaces such as Marienplatz and city hall.

Located in Altstadt along Kaufingerstrasse and Neuhauser Strasse, Munich’s pedestrian area, introduced as part of preparations for the Games, celebrates the combination of culture and shopping, both emphasising destinations and enduring journeys as motivations for greater pedestrian flows. Both retail turnover and footfall increased significantly following the intervention with an hourly footfall average of 12,800 people.

Considered amongst one of the most attractive German Cities, Munich’s commitment to a well-designed city centre and integrated pedestrian precincts supports this city image.

## KEY MILESTONES

### Early 1970s

Pedestrianisation of Kaufingerstrasse and Neuhauser

### 1972

Munich 1972 Summer Olympics

### 2016

Conversion of Sendlinger Strasse into a pedestrian zone begins as a 1-year trial

### 2018

Based off its success Sendlinger Strasse as a pedestrian zone was made permanent.

### 2020

Summer Streets initiative begins





# BUILD ON THE IMPETUS OF THE GAMES

**The Munich 72' Olympic Games catalysed pedestrianisation of the city centre.** A prime example of an enduring legacy, Munich 1972 marked an urban transformation for the city, regarding green space, connectivity and play spaces. Munich 1972 was underpinned by three core tenets: “Compact Games”, “Green Games” and “Joyful Games”. The notion of a “city of short distances” was drawn down from the concentration of the Games – with sport facilities located within 1 km of each other.

Integral to the city's shift towards a more inclusive, walkable environment was the idea that the implementation of pedestrian areas/zones was not a singular project or achieved in isolation rather they showcased an evolving plan at a metropolitan scale. The following pilot projects/initiatives encapsulate the cities ongoing commitment to city-wide sustainable mobility development through integrated transport systems and de-prioritising the car.

- The “**Summer Streets**” program was established during the pandemic to provide more space for pedestrians. Designated “play streets” are intended to create fun and healthy environments that encourage people to move and interact around their city.
- The 2016 redistribution and redesign of **Sendlinger Strasse** as a pedestrian zone was a phased approach aimed at strengthening the area for pedestrians to move through but also experience “a sticky, staying quality”. The process included extensive participation opportunities from retailers, residents and passers through its implementation leading to permanent designation as a pedestrian zone in 2018. By measuring performance, the city was able to evaluate and target interventions to best address the needs of the area. Examples include increasing accessibility, new furniture, new green spaces and associated good public transport connections.
- **Die Wanderbaumallee**, the temporary transformation of neighbourhood streets into “walking tree alleys” is an example of tactical urbanism that employs temporary experiments to incite permanent change of streetscapes. The multi-pronged ambition of the project is to educate and expose users to the benefits of trees in urban environments including shading, mitigating climate change and urban heat, air and noise pollution as well as encouraging attractive environments for physical activity. The successful showcase experiment has spanned more than 30 years, inspiring other cities to follow Munich's lead.

# MILAN

Since the 2015 expo, Milan has experienced an *il nuovo rinascimento* ('the new renaissance') reflecting a renewed capacity for 'innovation and urban vibrancy'. The city's evolving spatial dynamics i.e. skyscrapers and more green space, and the pandemic collectively accelerated action to promote healthier ways for people to live, experience and move around Milan.

In 2018, to address rising obesity and diabetes in Milan, the city joined Cities Changing Diabetes aimed at enhancing the prevention of chronic diseases, especially diabetes, accelerated by urban factors. Consequently, 23 major municipalities (representing 65% of the Milanese population) signed the Urban Diabetes Manifesto forming the Cities Changing Diabetes Milan Metropolitan Network.

---

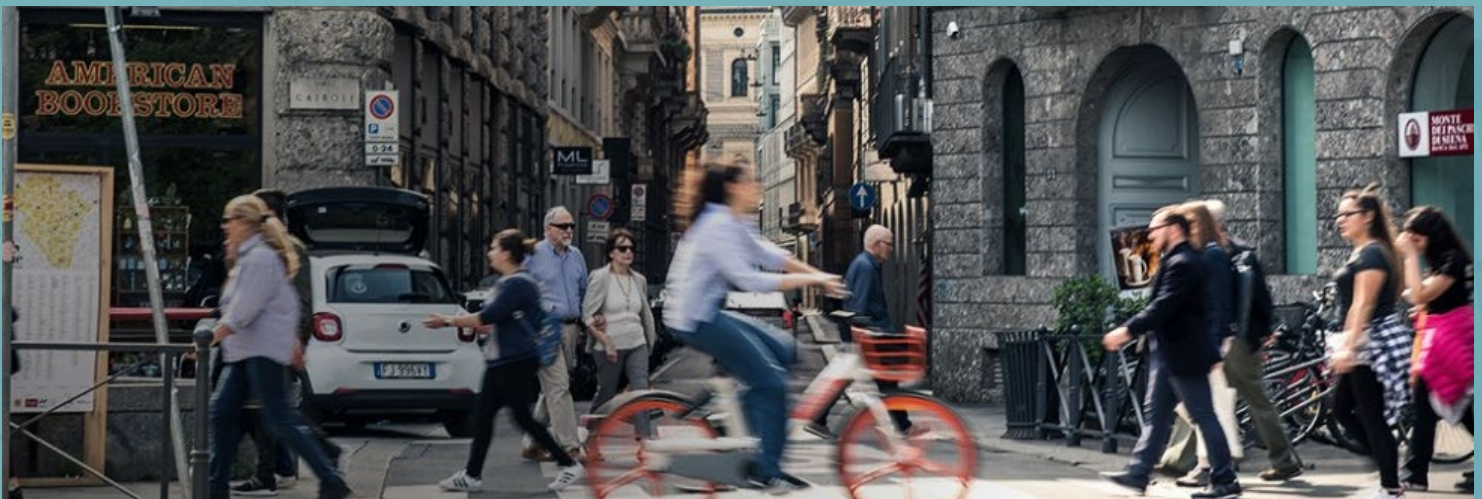
**5.75%** of adults in Milan are living with diabetes  
**12.1%** of men in Milan live with obesity  
**8.6%** of women in Milan live with obesity  
**27.5%** of the population in Milan is overweight

---

In 2020, the Cities Changing Diabetes Milan released the Milan Diabetes Atlas containing quantitative research mapped in the Cities Changing Diabetes programme. The Cities Changing Diabetes Action Plan 2022-2025 developed from both this mapping phase and in collaboration with the Municipality of Milan, the University of Milan, the Health City Institute and more than 80 experts, outlining action to combat diabetes and health inequalities in metropolitan Milan urban areas. The main areas of focus include:

- **Integrating health into policymaking:** a course empowering individuals and helping local authorities to integrate health into policy making.
- **Combatting loneliness during COVID-19:** a national freephone number to enable elderly people to feel supported during the lock down period.
- **Making Milan an Olympic Active City:** the creation of 34 walking routes around the city to encourage citizens to engage in more physical activity.

A critical success factor underlining Milan's transformation into a healthier city is the convergence of additive strategies across the city. Alternative initiatives such as Milan Adaption Strategy 2020, Play Streets and contributions to Making Cities Resilient 2030 intensifies the narrative and measurable action the city is taking around healthy, active and vibrant public spaces.



## PARTNERSHIPS

Milan City Municipality Lombardy  
Region Parliamentary Intergroup on  
Quality of Life in Cities, Health City  
Institute, National Institute for Health,  
Italian Municipalities Association  
(ANCI), IBDO Foundation University of  
Milan University of Milano-Bicocca  
University Vita Salute S.Raffaele of  
Milan University Bocconi of Milan  
Humanitas University Polytechnic  
University of Milan IULM University  
Obesity Study and Research Centre,  
University of Milan (CRSO)  
Censis Foundation National Institute of  
Statistics (ISTAT),  
Institute for Competitiveness (I-COM),  
Centre for Outcomes Research and  
Clinical Epidemiology  
(CORESEARCH), Medipragma, Italian  
Diabetes Society (SID), Italian  
Diabetologist Association (AMD), Italian  
Society of GPs (SIMG), Lombardy  
Patient Association Federation (CLAD),  
Diabete Italia, C14+ Cittadinanzattiva  
CONI FIDAL, Italian Society of  
Paediatric Endos (SIEDP), Italian  
Obesity Association (SIO), Italian  
Association of Dietetics and Clinical  
Nutrition (ADI), Fitwalking Association  
Science and Technology Museum  
ANIAD

# GROWING A HEALTHY CITY NETWORK

**By experimenting with temporary solutions, Milan has been able to effectively build upon a network of strategies and initiatives to cultivate a more pedestrian-friendly city.**

Collaboration across multiple levels of government as well as institutions has ensured a robust, evidence-based approach to urban interventions. Milan's journey towards a healthier, more walkable city is grounded in inclusive, flexible and participatory process highlighting the importance of integrated strategies across municipalities.

- Milan is working towards developing “An Olympic Active City” through the development of 34 walking routes covering 175 kilometres around the city to promote more physical activity. The initiative links some of the city's famous landmarks and green spaces and is expected to expand to 133 walking routes by 2026 Olympics. Integral to the success of this initiative is the collective ambition and strong collaboration between municipalities.
- Accelerated as part of the “Milano Adaption Strategy 2020” the ‘Open Squares’ initiative is a prime example of tactical urbanism. The prototypical project, the transformation of Piazze Aperte, was achieved in collaboration with Milan's Mobility and Environment Agency (AMAT), Bloomberg Associates, the National Association of City Transportation Official and the Global Designing Cities Initiative. The projects temporary nature ensures a dynamic, scalable intervention that reclaims public spaces to encourage walkability and community gathering. The overarching goal being to find cost-effective and fast interventions to improve quality of life.



# OKLAHOMA CITY

**Oklahoma City (OKC) has experienced a phenomenal urban transformation over the last two decades moving towards a healthier, more pedestrian-friendly city.** In 2007 and 2008 respectively, OKC was named America's second most obese city (Men Fitness) and worst US walking city (Prevention Magazine). With OKC resident's 28 percent less likely to participate in fitness walking and 14 percent less likely to go for a walk than the national average. The immediate and impactful response by the city was unprecedented. Lead by Mayor Mick Cornett and leading institutions, OKC embarked on a Fit walking chain of ambitious projects (Project 180 and bikewalkokc) and awareness campaigns aimed towards reshaping how people move around and experienced OKC.

Faced with a multitude of challenges from a commodity-driven local economy and vast 1600 sqm city area, OKC was a city dominated by development designed around the car, lack of and barriers to pedestrian connectivity as well as neglected infrastructure. Over the last two decades, OKC has taken strides to address these challenges. From small localised changes to large-scale urban renewal, OKC has witnessed a revival – attracting new businesses and talent as well as engendering significant change in its health trajectory. The City's annual increase in obesity rates has slowed from 6 to 1 percent. A critical factor to the success of this shift has been the ongoing community pride and responsibility towards the city, evident in a \$18 million sidewalk improvement fund made possible by a tax increase approved by voters.

Although OKC still a long way to go, the city's major reconstruction to optimise space for pedestrians, bicyclists, businesses and enriched urban life exemplifies how better health outcomes can be a conduit for ambitious urban renewal projects.

## 2007

After being named one of America's most obese cities, Mayor Mick Cornett announced a city-wide campaign to collectively lose 1 million pounds: "The city is going on a diet".

## 2008

Prevention magazine named OKC America's worst walking city.

Devon Energy Corporation proposed construction of a new 50 storey head-quarters in downtown OKC. This development included an overhaul of the downtown OKC walking network.

## 2009

OKC residents voted for a penny sales tax to construct capital improvements. This was rolled out through the MAPS 3 (capitals improvement) program.

Speck & Associates conducted a walkable study recommending an overhaul of OKC street network.

## 2012

Mayor Mick Cornett announced the residents of OKC had reached their 1-million-pound weight loss target.

## 2017

Project 180 was completed. The project was a 10-year revitalisation of Downton OKC creating a "new model for balancing equity and access with transportation and development interests.

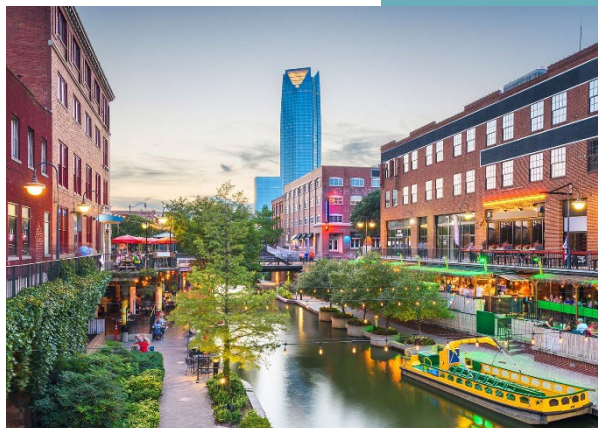
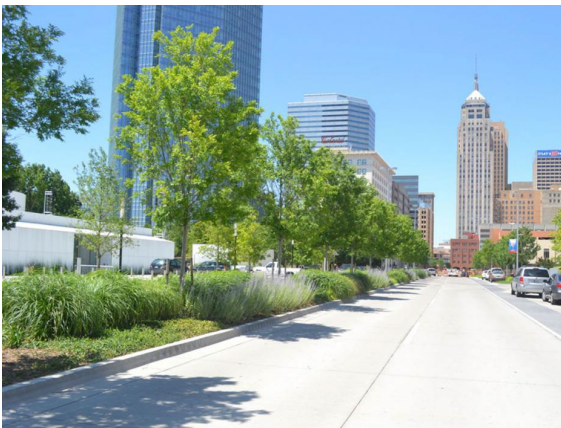
## 2018

Bikewalkokc strategic masterplan was adopted by City Council addressing directives set out in 2015 city plan planokc. The plan includes both bicycle, trail and pedestrian plans highlighting active transportation infrastructure as well as pedestrian priority areas. As of 2021, the plan is undergoing an editing process to evaluate the plans data, maps and performance measures together with new trends and future funding opportunities.

# HEALTH AS A PRIORITY IN REDESIGNING

**In the case of Oklahoma City, deliberate policy changes and investments were implemented to deprioritise the car and promote pedestrian and bicycle friendly streets.** From localised interventions to large-scale projects, OKC engendered a cultural shift through making health a greater priority in infrastructure and planning. Driving forces behind the city's successful ongoing pedestrian transformation included (1) de-prioritising of the car, (2) fostering civic responsibility and (3) building on momentum to champion an ambitious walkable city agenda. The following interventions exemplify the successful intersection of public and private partnership alongside civic participation and buy-in:

- **MAPS Programs:** city-wide streetscape improvements, new central park 70-acre park; senior and health wellness centres; 100 miles of new sidewalks; connectivity of activity nodes such as libraries and schools with neighbourhoods.
- **Project 180:** catalysed by the construction of \$700 million Devon Energy Center, the project built upon OKC's pedestrian-friendly city momentum and upgraded a multitude of streetscapes, enhanced green spaces, created safe and comfortable walking conditions and converted streets to prioritise people. Designing public realms that prioritise people over cars.
- **Pedestrian Environment Assessment Toolkit (PEAT):** a toolkit developed to evaluate current pedestrian infrastructure and predict future needs. Divided into two categories, the *intersection* tool and the *street segment* tool, a score was generated to best illuminate areas for intervention.
- **Bikewalkokc:** Drawn down from a methodology identified in PEAT, OKC discerned 10 priority pedestrian areas for strategic improvements.
- **Creating pedestrian and bicycle friendly streetscape:** inverting one-way streets to two-way (a continuation of a 90-day experiment); extra lanes becoming parking space; bike lanes and landscaping; limiting left turning for safer street networks.



# VITORIA-GASTEIZ

At the turn of the 21<sup>st</sup> century, Vitoria-Gasteiz, capital of Basque Country in Northern Eastern Spain, has flourished, through ambitious sustainable urban developments. Its historical area has transformed from a car-centric city to one of the most pedestrian-cycle friendly cities in Europe.

Impacted by rapid population growth, increased motorisation and urban sprawl, the small city of Vitoria-Gasteiz introduced a series of policies and coordinated action to ensure a safer, healthier, greener and more accessible city for its citizens.

Notably, the Sustainable Mobility and Public Space Plan was introduced in 2007 – defining the agenda for the next decade with two primary objectives:

- 1) To reverse the trend in modal share, reducing the use of private cars in favour of sustainable modes of mobility.
- 2) To reduce space allocated to cars and to increase the space for people.

A crucial aspect of this plan was simultaneous addressing mobility and public space – curating spaces that consider both priorities.



## KEY MILESTONES

### 2005

Vitoria-Gasteiz Accessibility Plan was developed

### 2006

Citizen Forum for Sustainable Mobility of Vitoria-Gasteiz was formed to build a “consensus scenario” desired model of mobility and public space

### 2007

The Citizen’s Pact for Sustainable Mobility was signed going on to form the roadmap for redefining mobility of the City.

Sustainable Mobility and Public Space Plan (SUMPSP) of Vitoria-Gasteiz was formulated to define a set of actions and strategies surround public space and mobility

### 2009-2010

As part of SMPSP, Vitoria-Gasteiz first superblock was carried out in **Sancho el Sabio street** – a central area with high population density and mixed-uses.

### 2013

Pilot traffic calming initiative was implemented across 47 streets to give priority to cyclists and pedestrians

### 2015

Comprehensive renovation of Gasteiz Avenue was completed creating a scenario where multiple methods of transport effectively coexist optimising sustainable mobility and increased public space for people.

### ONGOING

Reframing the Sustainable Mobility and Public Space Plan (SUMPSP) and development of the urban paths network – green and leisure routes around Vitoria-Gasteiz green belt and city centre that incentivise walking and promotes physical activity and health.

# BEING AMBITIOUS AND BOLD TO ENGENDER CHANGE

The incorporation of multi-sectoral interventions have allowed a robust and highly integrated city model that places people and the environment at the heart of Vitoria-Gasteiz. Over the last decade, Vitoria-Gasteiz, has embraced an outward looking approach to its sustainable urban development which intelligently adopts successful concepts from bigger cities such as Copenhagen and Barcelona and integrates these elements into its own context. This is apparent through its Copenhagen-style bike paths, Barcelona-like 'superblocks' and attractive, green pedestrian pathways redolent of the Netherlands. The following hard and soft interventions encapsulate, at varying scales, BOLD action taken to revolutionise how the city functions and ultimately how people experience and move through the city.

- **The Sancho el Sabio superblock pilot** was implemented in 2009-2010 as a demonstrative superblock – altering four lanes of bi-directional traffic into a single lane with the adjacent 'street' pedestrianised. The intermodal transport scheme optimises pedestrians, bicycles and public transport.
- **Traffic calming pilot (2013):** to improve the coexistence of differentiating modes of transport calming, interventions were carried out across 47 streets in central Vitoria-Gasteiz. An example of low-cost and potentially temporary interventions, the calming also involved tactical urbanism to enhance the experience of these streetscapes.
- **Improvements to accessibility:** mechanical ramps and elevator access.
- **Re-sectioning of Gasteiz Avenue:** engendering a scenario where multiple transport modes can co-exist whilst promoting and recognising sustainable mobility as the primary transportation mode.
- **Pedestrian pathways:** improved walkability and access to natural spaces.
- **Santa Bárbara Square:** eliminating architectural barriers to promote activity and social interaction in a central urban space.
- **Revision of SUMPSP:** adapt strategies to Vitoria-Gasteiz evolving social, urban, economic and mobility context building on the impetus of the last decade to action the following (1) implement more superblock across the residential areas; (2) introduce further traffic calming measures; (3) enhance main network of urban paths; (4) Implement Safe School Roads Program; (5) construct high-quality cycle paths to industrial estates.

## POSITIVE IMPACT OF THE SANCHO EL SABIO SUPERBLOCK<sup>3</sup> PILOT

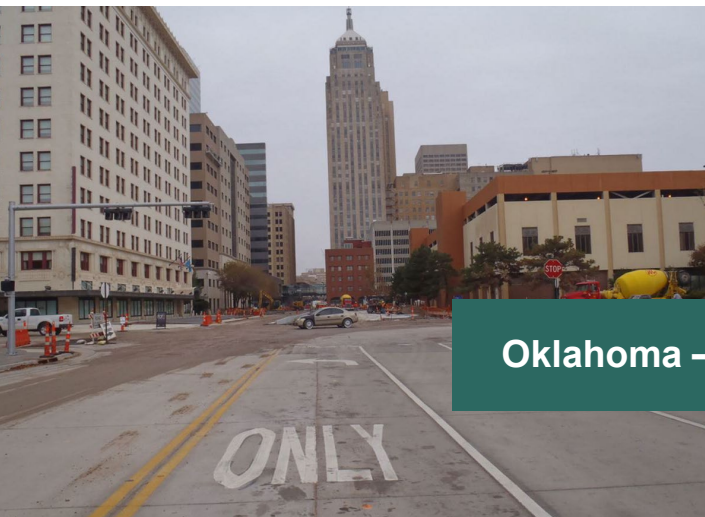
- +64% Increase in pedestrian area
- 8% Reduction in noise levels
- 40% Reduction in pollutant gas emissions
- 63% Reduction in car use

<sup>3</sup> 'Superblocks' are the gradual reimagining of urban spaces to redefine how people and communities interact with their cities by reclaiming public spaces – giving streets back to people. The model includes three different action archetypes:

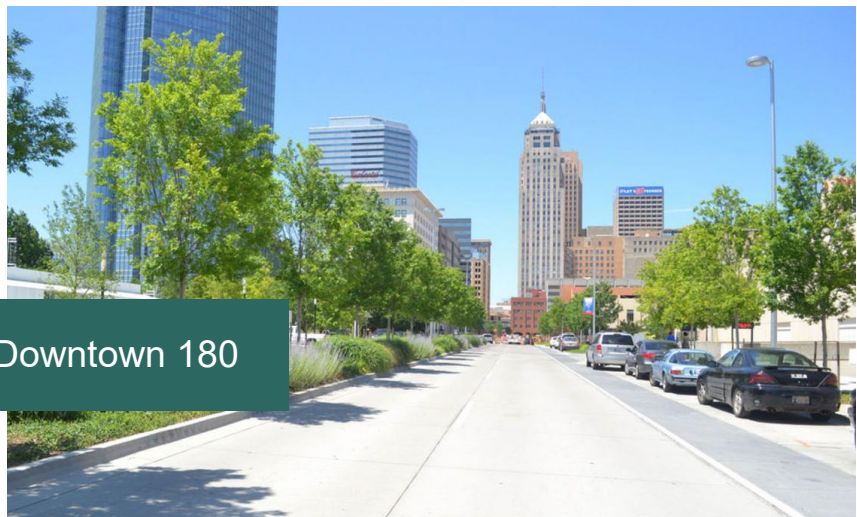
- 'Basic' actions focusing on small functional changes i.e., street directions
- 'Tactical' changes that include low-cost, temporary actions to pilot new ideas i.e., street painting and urban furniture.
- 'Structural' changes that include permanent changes to transformations of streetscapes i.e., redevelopment or infrastructural additions.

# FROM THEN TO NOW

The following encapsulates example transformations of spaces/streets, 'from then to now', into healthier, more walkable streets.



Oklahoma – Downtown 180



“ The pedestrian is an extremely fragile species, the canary in the coal mine of urban livability. Under the right conditions, this creature thrives and multiplies. But creating those conditions requires attention to a broad range of criteria, some more easily satisfied than others. ”

Jeff Speck, Walkable City: How Downtown Can Save America, One Step at a Time

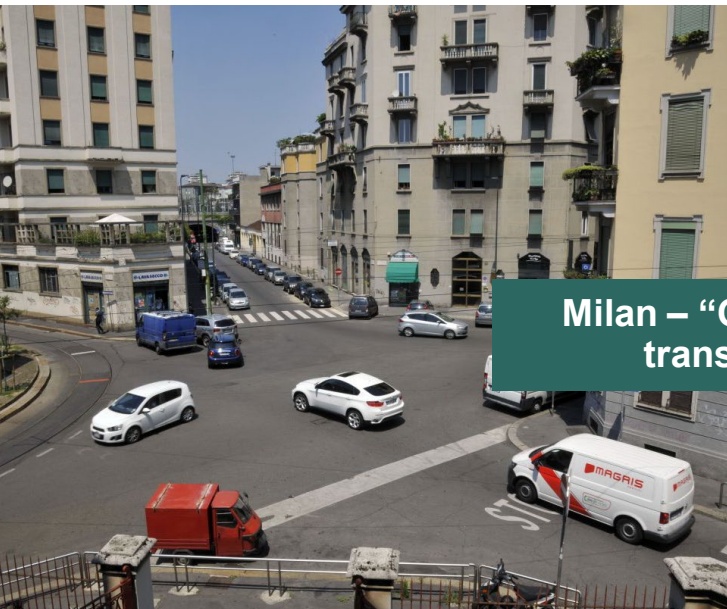


Vitoria-Gasteiz – Gasteiz Avenue Intermodal Connectivity





Munich – rediscovering missing urban trees



Milan – “Open Squares” transformation



Copenhagen – Strøget street transformation



Future State

