



Walk 21 Conf reflections & multi modal experiences in the Netherlands

Gerry Dance – Team Leader Multi Modal

Rotterdam / Netherlands – key facts

- Population 623,000,
- Home to the largest port in Europe
- Almost completely destroyed in WWII
- So on a long journey of transformation (like Utrecht)
- Modal Split trips
 - Rotterdam - 28 % of people walk 22% bike
 - Netherlands – 18% walk (similar to NZ) and 27% bike (NZ 3%)



Walk 21 Rotterdam Key facts

- 20th edition of the walk 21 conference series (first conference in London in 2000)
- Key Theme – Walking and Liveable Communities
- Approx 400 to 450 attendees
- Over 4 days – first day workshops
- Very full programme
 - A mix of key notes and parallel streams – 10 presentation streams and up to 7 walkshop streams!!



Some key messages & phrases

- Mobility hippieness & Hipster mobility
- The real challenge is not Climate Change but Mind Change
- Public space is for everyone
- Councils - Space managers – think about what matters most
 - Public space is for everyone
- Data – measure the right thing - it has to enhance the why!
- Planning the city at eye level – not a birds eye view – were not birds!
- Modal Shift – Mix of measures with multiple benefits
- Regulate to innovate – Anticipate – talk & cooperate – maximise benefits
- Micro mobility – street clutter & safety concerns
 - Reallocate space
 - Co-exist
 - Active & Light mobility = Unite!



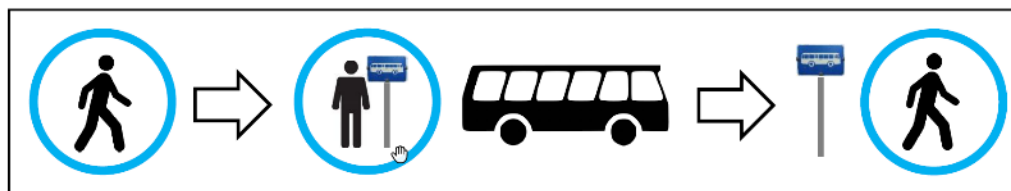
Key Note – Helge Hillnhutter

- Walking is an outdoor mobility

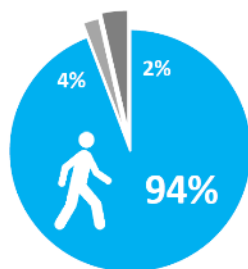


1 Walking!
2 Walking environment!
3 Public transport ... ?

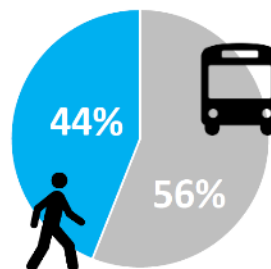
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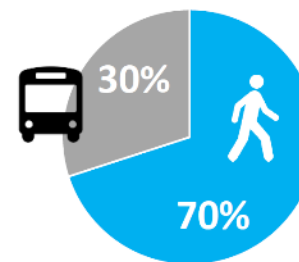
Walking to stops/stations?



Travel time from door to door



Memories of the journey



Key Note – Helge Hillnhütter

1

Walking!

2

Walking environment!

3

Public transport ... ?

2



Variation distance perception **30%**

Variation of perceived walking distance

+9%

-9%

-11%

-14%

+10%

-10%

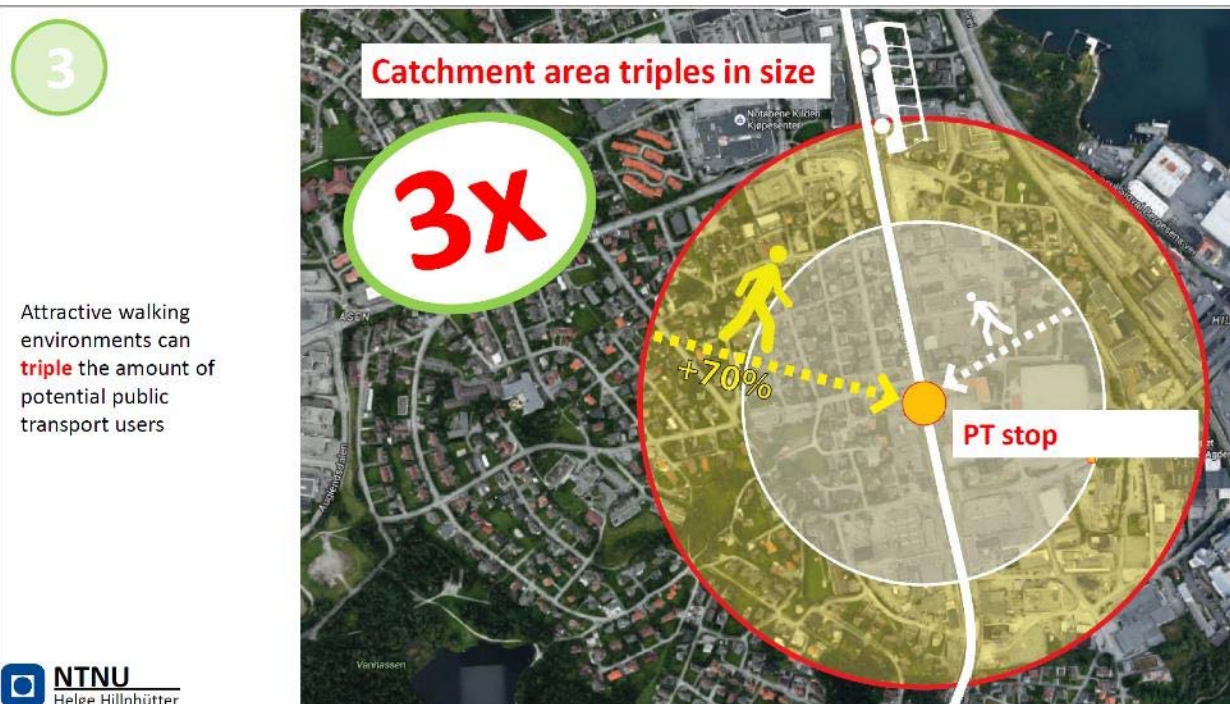


 **NTNU**
Helge Hillnhütter

Key Note – Helge Hillnhütter

- 1
- 2
- 3

Walking!
Walking environment!
Public transport ... ?



A very cool train station



Lots of bike parking – in & out



Competing for space



Utrecht Train Station

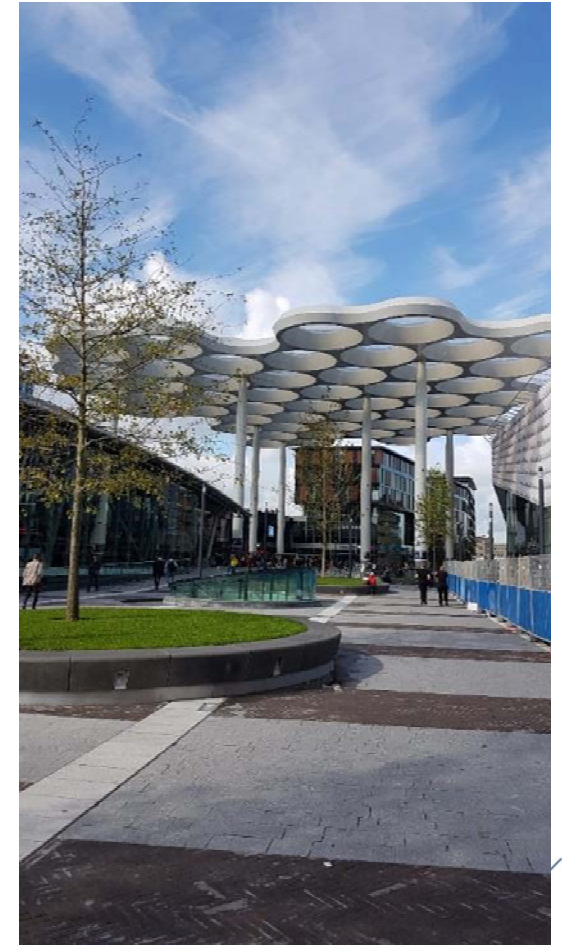
- Busiest in Netherlands with over 1000 departures



Ped – cycle bridge across tracks



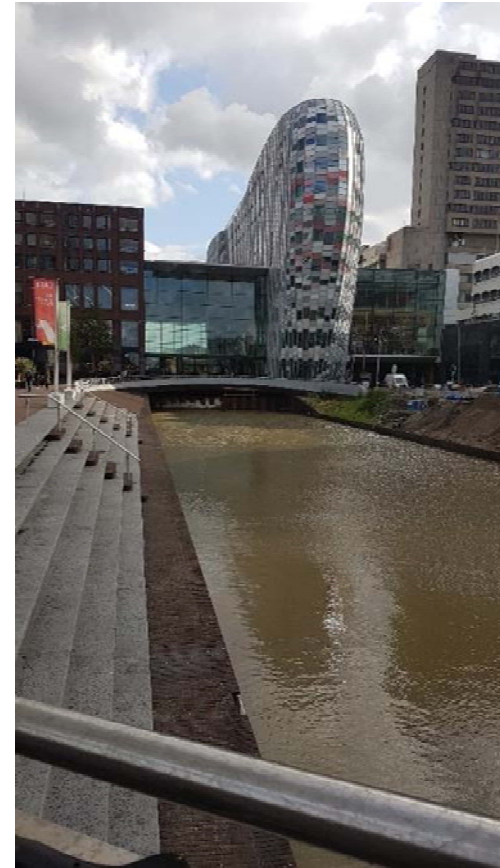
**Bike parking station
12,500 spaces
- 2 other 2000plus
stations other side**



Three levels

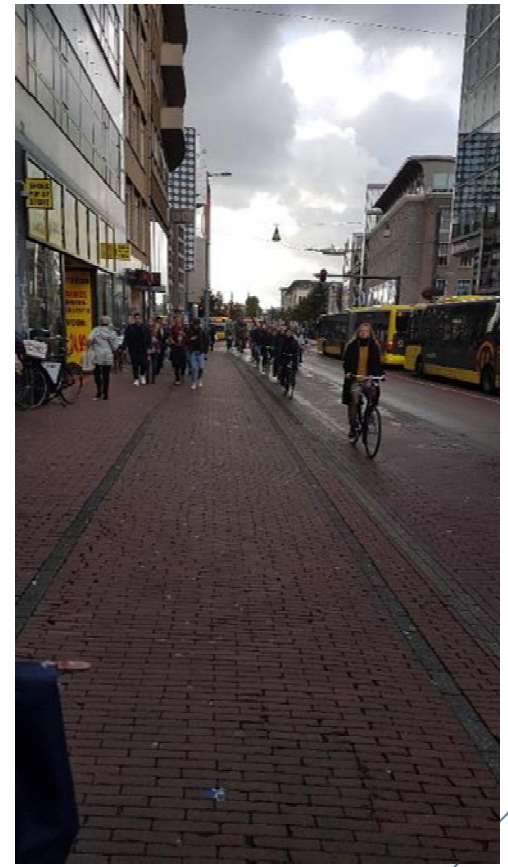


Main arterial road used to run through the centre of town being transformed back into a canal



Busiest Multi Modal arterial

- 40,000 bike movements and;
- 1200 buses daily





Reflections on Walk21



John Lieswyn, MET, PTP
Director, ViaStrada
john@viastrada.nz



Walking to school in Aotearoa (New Zealand)

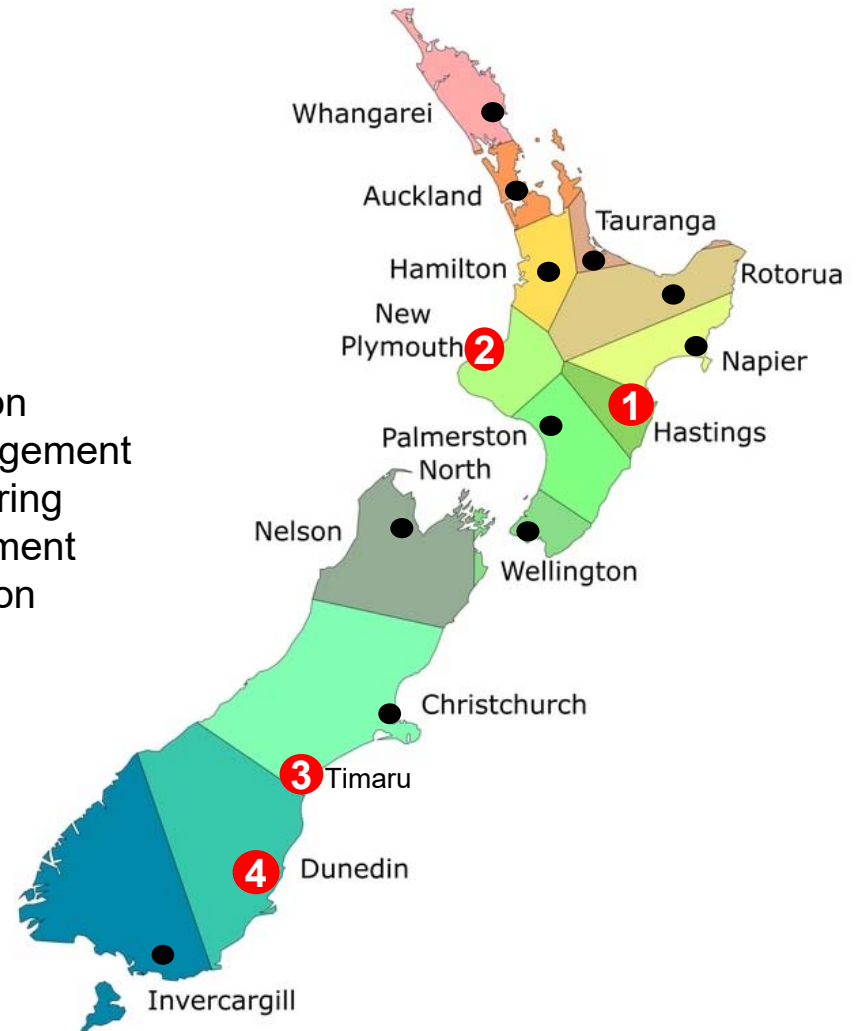
John Lieswyn
Walk21 Rotterdam 2019

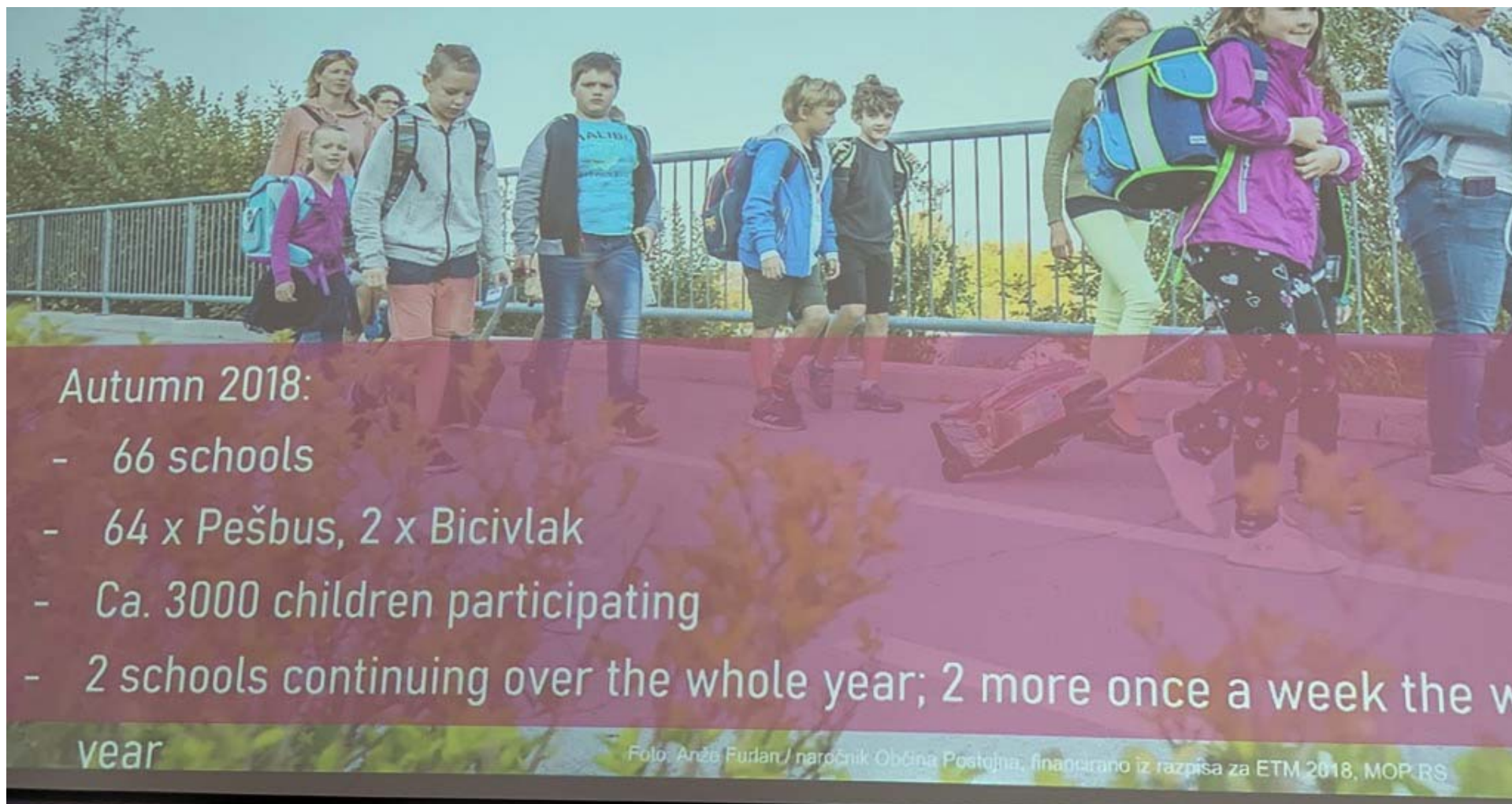
VIASTRADA

Outline

- Why 'active' travel?
- How: travel planning resources
- Examples:
 1. Hastings: MoveIt
 2. New Plymouth: Let's Go
 3. Timaru: Friday Footpath Frenzy
 4. Dunedin: road safety
- When: a national call to action

} Education
Encouragement
Engineering
Enforcement
Evaluation

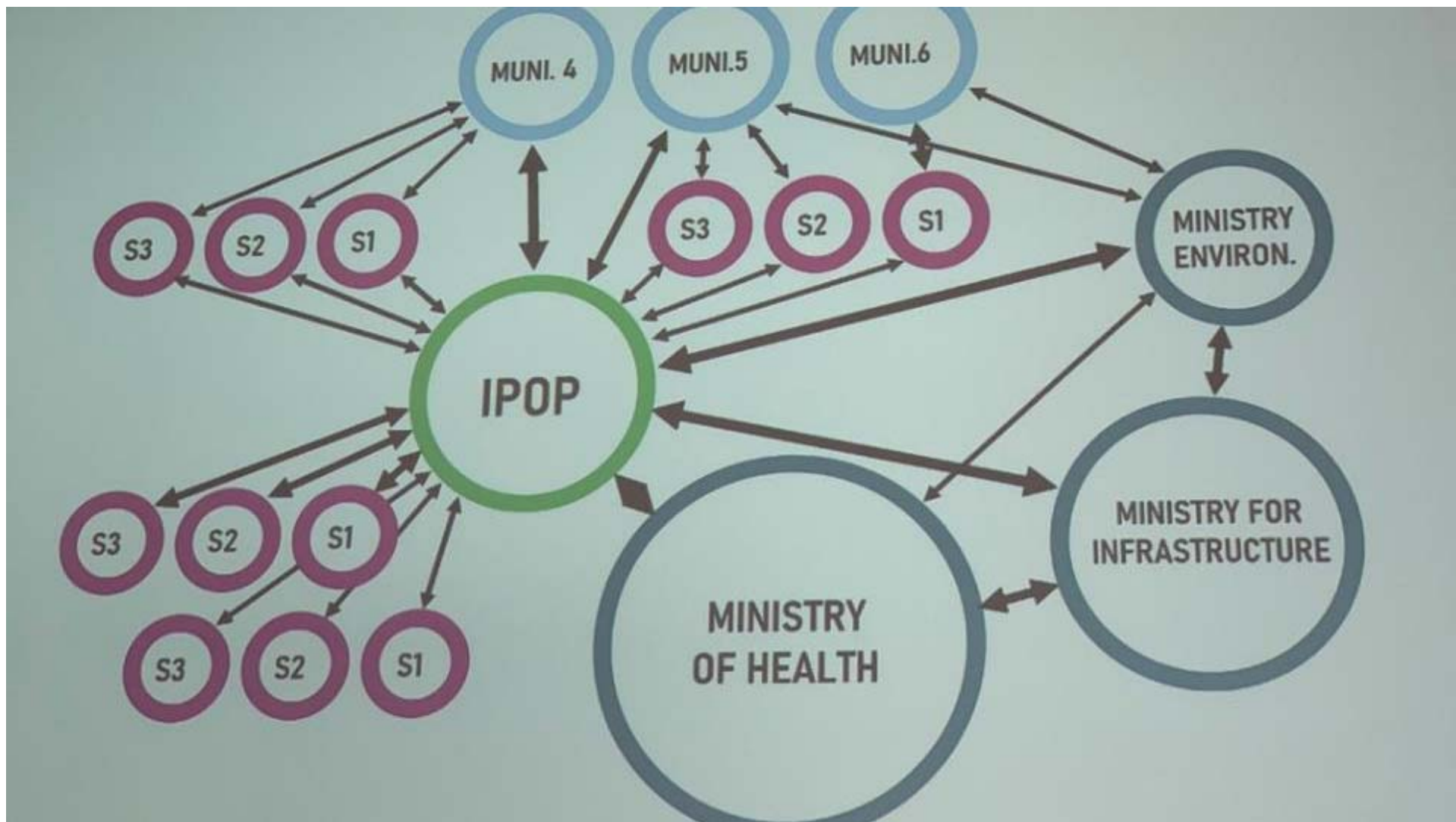




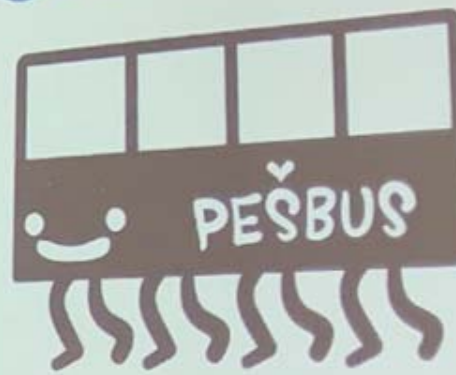
Autumn 2018:

- 66 schools
- 64 x Pešbus, 2 x Bicivlak
- Ca. 3000 children participating
- 2 schools continuing over the whole year; 2 more once a week the w
year

Foto: Anže Furlan / naročnik Občina Postojna, financirano iz razpisa za ETM 2018, MOP RS



PESBUS



NASLEDNJA POSTAJA: ŠOLA

8.05

www.ajdovscina.si



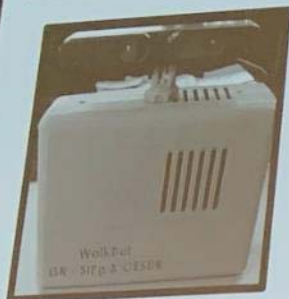
REPUBLIKA SLOVENIJA
MINISTRSTVO ZA ZDRAVJE

DOBRO VELJ
Slovenija



WALKBOT

3D PORTABLE SIDEWALK SCANNING SYSTEM



Paulo Cambra
Tecnico Lisboa, University of Lisbon
MIT Portugal Transportation Systems

How accessible is your city ?

Accessibility standards compliance
Automated detection of irregularities
Passing width
Slopes
Accurate measurement
GIS mapping

WalkBot

3d sidewalk scan system

Paulo Cambra | Manuel Marques | Miguel Costa | Filipe Moura | Alexandre Gonçalves

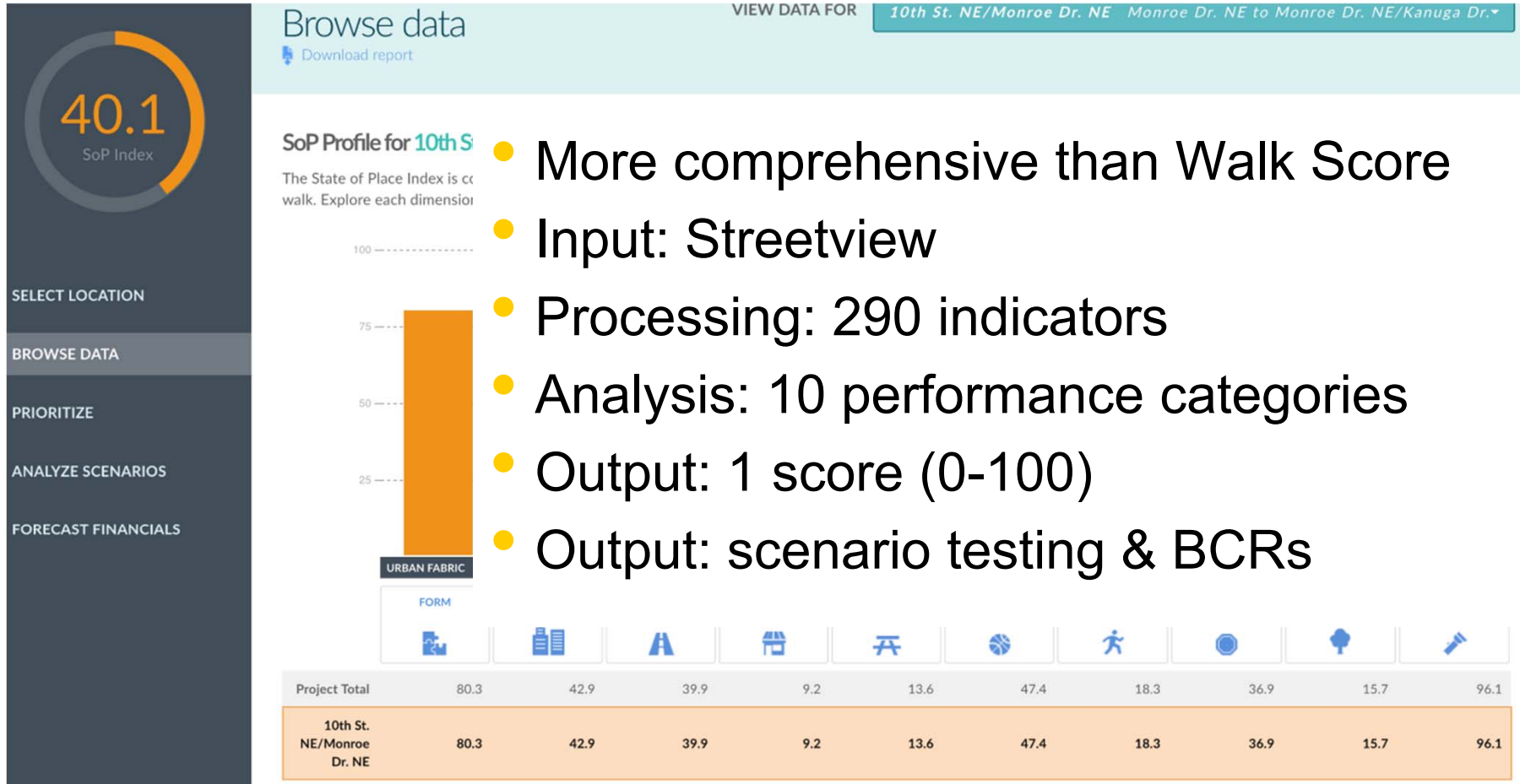
MIT CERIS 3-Bot MIT Portugal

OVERVIEW	THE SYSTEM	FEATURES
<ul style="list-style-type: none">• Pedestrians are sensitive to sidewalk conditions• A deficient sidewalk can be a safety hazard for vulnerable users• Sidewalks should be accessible to all. The regulations exist but...• How accessible is your city?• How safe are your sidewalks?• Current evaluation methods rely on manual data collection - Expensive, time consuming, subjective	<ul style="list-style-type: none">• RGBD Intel Real Sense Camera• Single board computer• LCD Touch Screen interface• Battery	<ul style="list-style-type: none">• Automatic recognition of pavement irregularities• Portable + Affordable• Georeferenced dataset for GIS mapping• Accurate measurement

SAFETY: PEDESTRIAN FALL RISK	EVALUATION OF ACCESSIBILITY STANDARDS
<ul style="list-style-type: none">Warning - Trip Hazard A maximum range of 12 m and a lateral resolution of 10 cm is required for the system to detect trip hazards.But underreported The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.More than meets the eye The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.Towards a pedestrian fall risk index The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.	<h4>APPLICATIONS</h4> <ul style="list-style-type: none">Sidewalk Passing width The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.Automated quality The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.Towards large scale data The system is designed to detect trip hazards, but it is not designed to detect other types of hazards, such as potholes or loose gravel.



State of Place



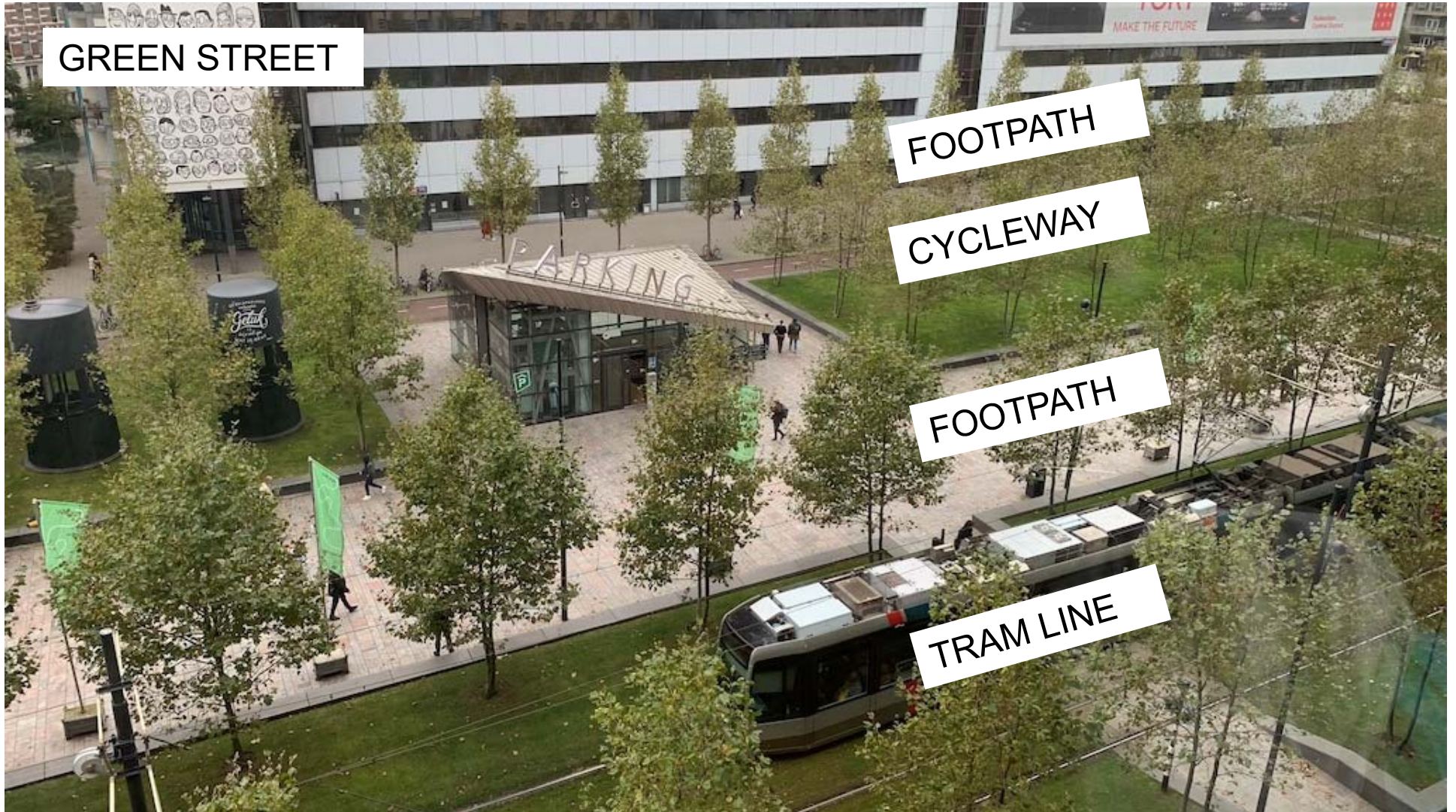
GREEN STREET

FOOTPATH

CYCLEWAY

FOOTPATH

TRAM LINE













ALMOST ZERO “SHARED” PATHS



NOT JUST A CYCLEWAY



A DIFFERENT INTERPRETATION OF LE CORBUSIER'S VISION:
BICYCLE SUPERHIGHWAY TO ROTTERDAM CITY CENTRE,
RESIDENTIAL TOWER IN A GARDEN SETTING



HIGH RISE HAS FOOD GARDEN



A WALKABLE FAST FOOD JOINT



2-MINUS-1 IN ENTERTAINMENT DISTRICT



RURAL



COMMERCIAL



RESIDENTIAL



SUBURBAN



NEW HIGHWAY
IN CITY CENTRE

1974

VIASTRADA



DURING



AFTER



“Art crossing” doesn’t
confuse drivers or
those with visual
impairment



Median refuge cycle crossing, give way triangles, piano key crossing markings



Braille for
number of
steps and
destination





Electric wheeling channel



Nearside
cycle signal
with dual
countdown
displays

