



The history of Pedestrian Masterplan

The Basic Ordinance for the safety and the improved environment for Seoul citizens

1997

The 1st Masterplan for the improvement of pedestrian environments

1998

The 2nd Masterplan for the improvement of pedestrian environments

2004

2008

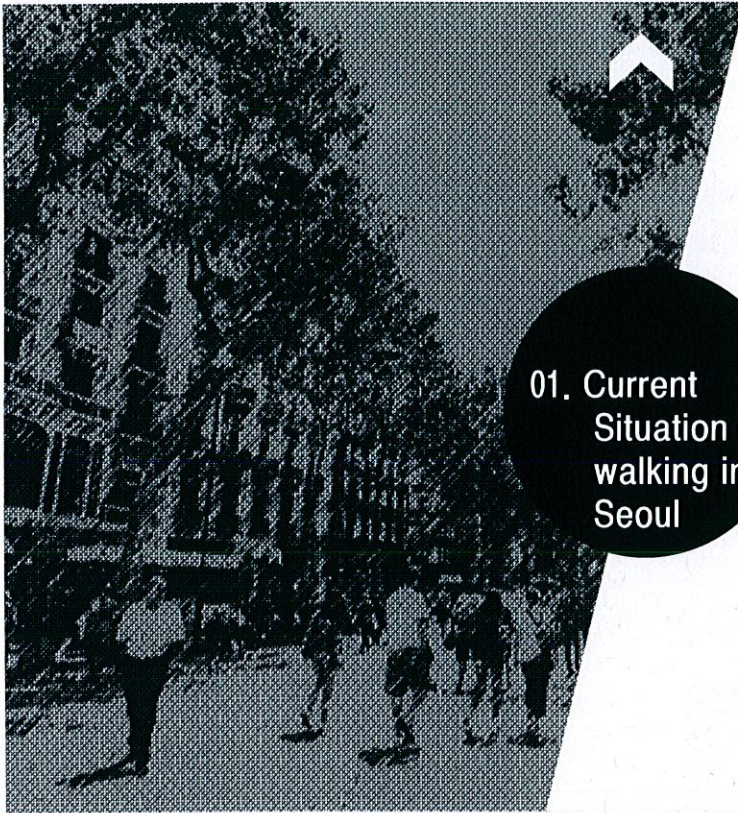
The study for the measurements for the improvements for pedestrian environments began

2012

The Pedestrian Law for safety and convenience was legislated

2013

Seoul Vision of "Pedestrian Friendly City of "Seoul Transport Vision 2030" established masterplan for the safety and convenience of pedestrian established - Based on "The Pedestrian Law"

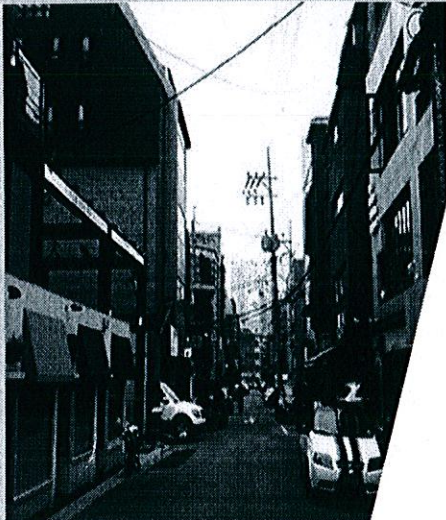


01. Current Situation of walking in Seoul

서울시 보행안전 및 편의 증진 기본계획 수립연구

1.1 Over 70% of Seoul's streets are narrow streets with no sidewalk

> Streets with no sidewalk



(A street of Mapo-Gu in Seoul)

> The percentage of pedestrian paths among total road length → Approximately 35%

[Seoul City Road expansion of road and pedestrian path]

	Lengths(m)			
	Road			Pedestrian path
	Total	General	Vehicles Only	
Seoul	8,147,579	7,972,429	175,150	2,788,619

Seoul City Statistics, Seoul City Council, 2012

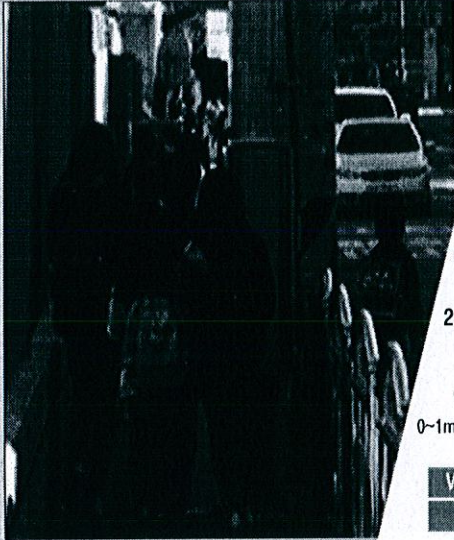
> Under 12m width narrow streets are over 70%
[4 different road expansion]

Road 4 (Over 40m)	Road 3 (25~40m)	Road 2 (12~25m)	Road 1 (Under 12m)
234,425m	712,030m	861,167m	6,339,957m
2.88%	8.74%	10.57%	77.81%

Seoul City Statistics, Seoul City Council, 2012

1.2 under 3 meter wide pedestrian walkways

> Fenced narrow pedestrian walkways



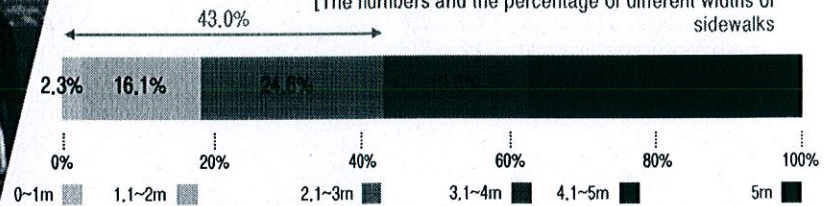
> 11 % the percentage of available pedestrian path on roads
[The percentage of pedestrian paths in roads]

	size(m ²)	
	Roads	Pedestrian path
Seoul	82,623,846	10,249,537

Seoul City Statistics, Seoul City Council, 2012

> Half of pedestrian paths under 3m width

[The numbers and the percentage of different widths of sidewalks]

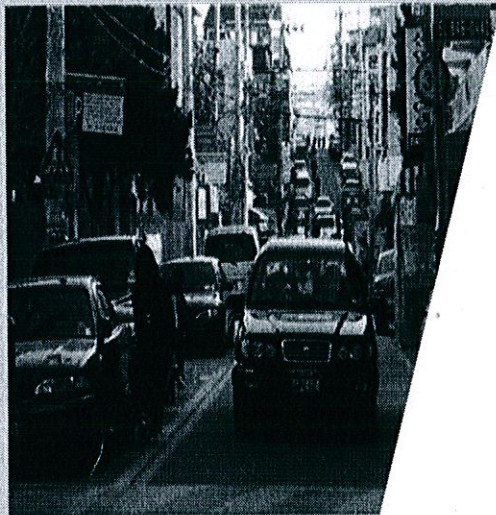


Width(m)	0~1	1.1~2.0	2.1~3.0	3.1~4.0	4.1~5.0	over5.0m
spots	234	1,162	2,455	1,963	1,518	2,218

Seoul City, Seoul mobile population research, 2009
Analysis of Seoul mobile population research 10,000 spots

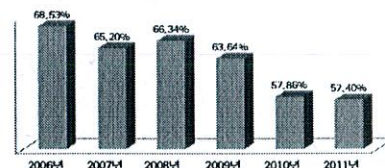
1.3 over 50% of traffic accidents happen on side streets

> Dangerous side streets for pedestrians



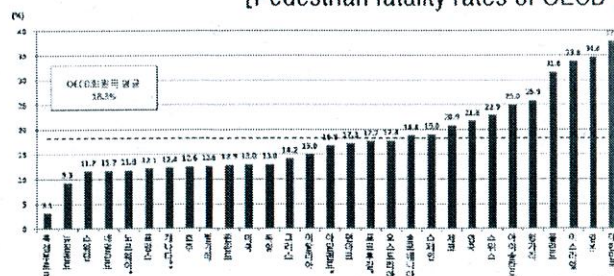
> High traffic accident rates on side streets

[The rates of traffic accidents of main streets to side streets]



Road Traffic Authority, Regional traffic accident statistics, 2011
Accident data are from the National Police Agency, it may differ from Seoul City statistics data, under 12m streets

[Pedestrian fatality rates of OECD]



Road Traffic Authority, OECD Traffic accident comparison, 2012

1.4 Dangerous Pedestrian crossings

> 285m Average width of pedestrian crossings

[Seoul City Pedestrian crossings]

Year	Cross ways	Cross ways per 1km
2007'	25,275	3.20
2008'	25,590	3.23
2009'	26,273	3.31
2010'	26,695	3.35
2011'	28,004	3.51

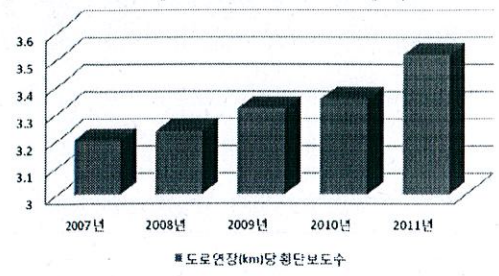
Seoul statistics (<http://stat.seoul.go.kr>), 2012

[Seoul City grade-separated crossings]

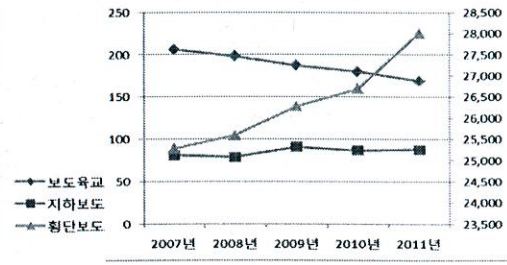
Year	Pedestrian overpass			Pedestrian underpass		
	Number	Length(m)	Square meter(m ²)	Number	Length(m)	Square meter(m ²)
2007'	206	7,963.8	50,797.9	81	4,608.0	46,714.7
2008'	198	7,709.2	49,863.8	79	4,540.0	46,088.9
2009'	187	7,675.0	48,418.0	91	4,930.0	47,062.0
2010'	180	7,612.0	47,161.0	87	9,822.0	47,655.0
2011'	169	7,360.0	45,266.0	88	4,982.0	47,890.0

Seoul City Statistics, Seoul City Council, 2012

[The increasing number of crossings per 1km]



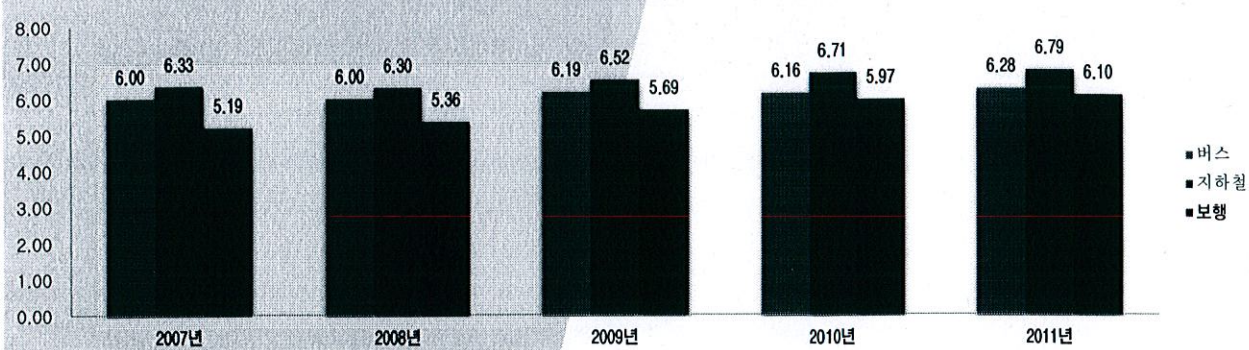
[The change in pedestrian pass facilities]



1.5 Low pedestrian Satisfaction

> Pedestrian satisfaction

[Satisfaction scores on different types of transport (out of 10)]



출처 : 2011, 서울서베이, 서울특별시, 2012

1.6 Transit is a hassle

> Inconvenient long distance transit

[Average transit distance]

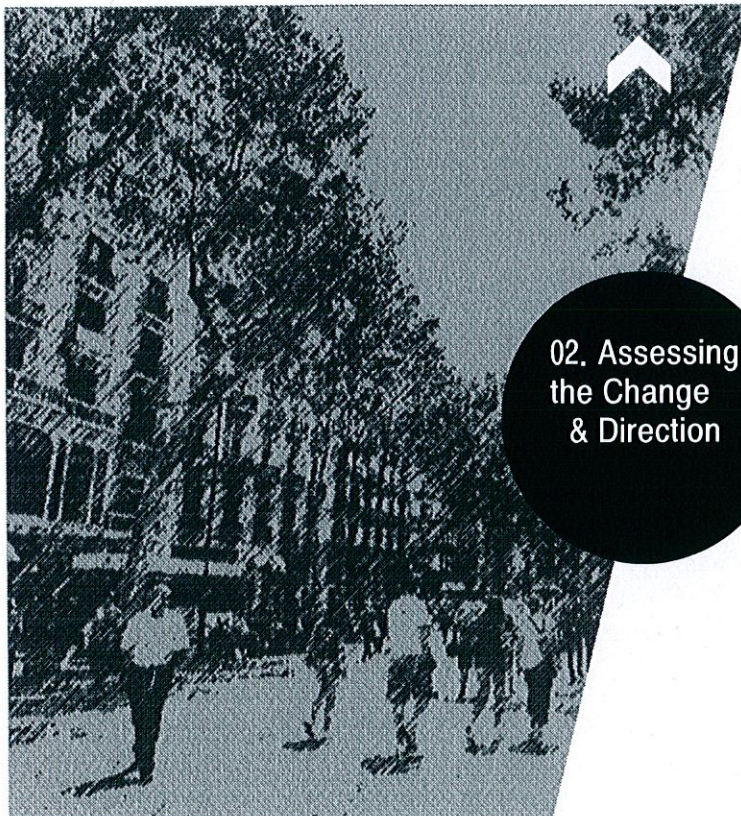
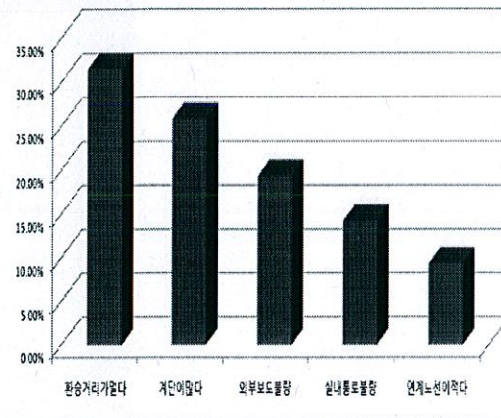
Transit spots	distance(m)
Jongno-3ga(subway line No.1→No.5)	312
Nowon-gu(Subway line No.4→No.7)	278
Seoul Metro Areas	136
Gangnam-gu (bus→Subway line No. 2)	260
Seoul Station (bus→Subway line No.4)	190

2013, The Seoul Metro Transport Plan

Countries	distance(m)
Korea	285
Penn Station(The U.S, New York)	29
Berlin Central Station(Germany, Berlin)	136
St Pancras Station(the U.K, London)	197
Fukuoka Station(Japan, Kyushu)	156

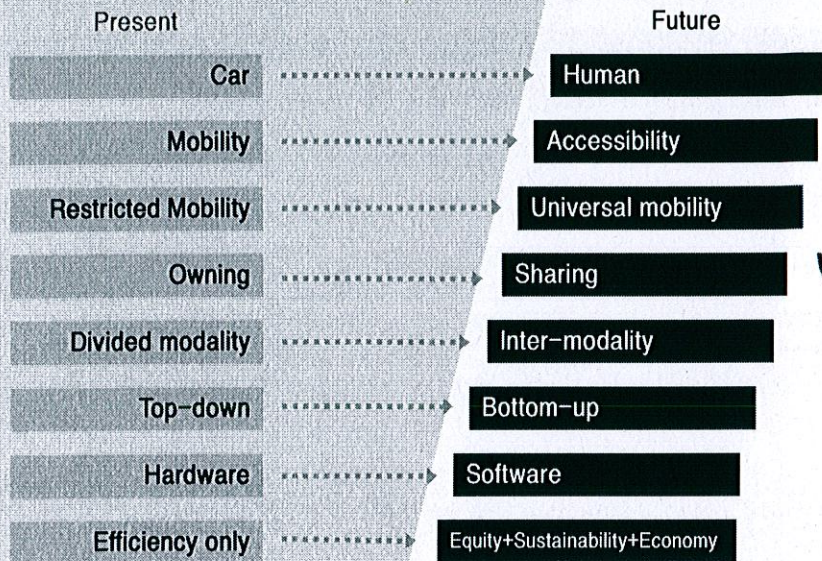
The 1st Complex Transit Center Basic Plan(2010), the Ministry of Land, Infrastructure and Transport

[Survey on reasons of difficult transit]



02. Assessing the Change & Direction

2.1 Transport Policy Paradigm shift

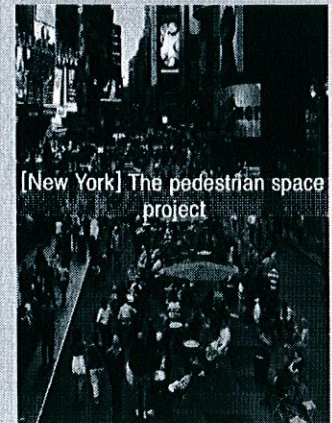
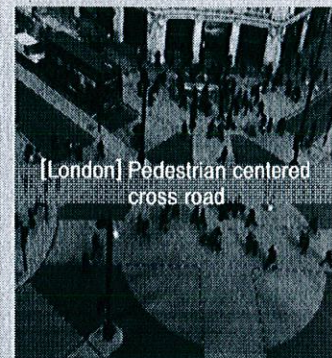
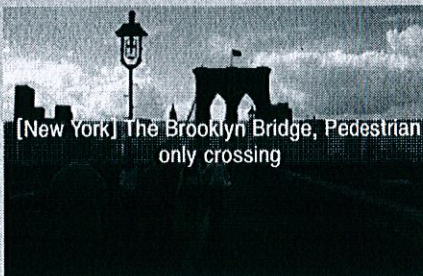
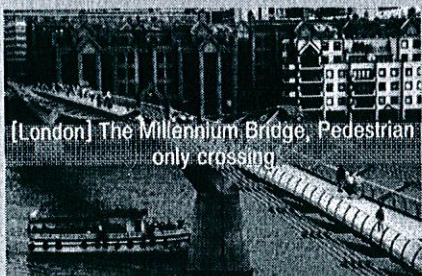
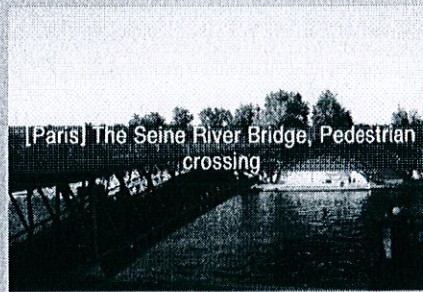
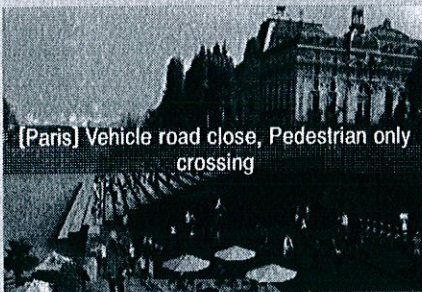


The Seoul Transport Vision 2030

What effects on pedestrians?

2.2 Transport Policy Paradigm shift _ Pedestrians side

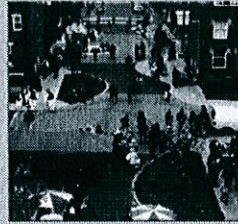
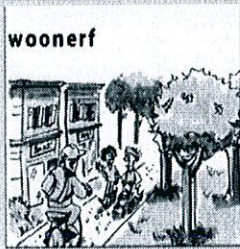
> Human



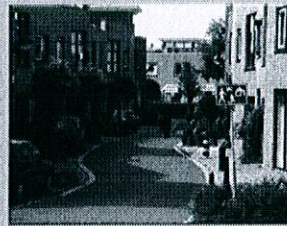
2.2 Transport Policy Paradigm shift _ Pedestrians side

> Accessibility

[Netherland residential road improvement]

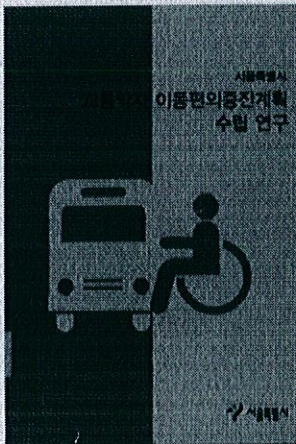


[The U.K residential road improvement]



2.2 Transport Policy Paradigm shift _ Pedestrians side

> Universal Mobility



Mobility Assistance for the mobility disability

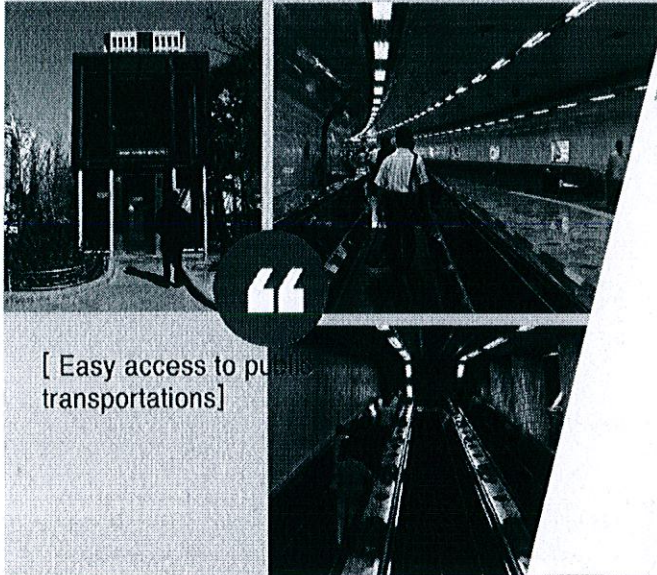
- The Transport Improvement Law for the mobility disability(2005.01)
- The Transport Improvement Act for the mobility disability (2007.05)
- The Transport Improvement Plan for the mobility disability (2008)
- 14 cities including Seoul established The Transport Improvement for the mobility disability Act

[Policy change for the mobility disability]

2.2 Transport Policy Paradigm shift _ Pedestrians side

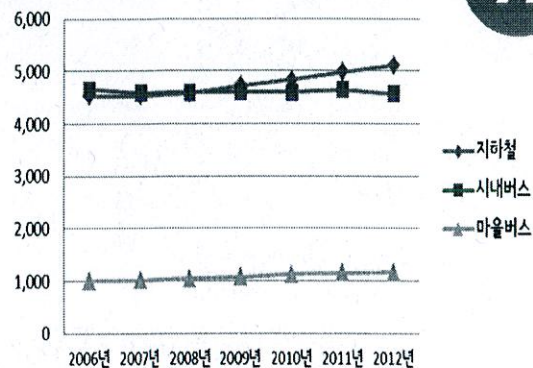
14

> Sharing



[Easy access to public transportations]

[The change in public transport use]



Transport statistics data, Seoul City Council, 2012

2.2 Transport Policy Paradigm shift _ Pedestrians side

15

> Bottom up (Participation of citizens, Communication with citizens)

Introducing the participation of citizens on policies

- Residents' referendum is introduced(The Referendum Act, 2004.01)
- The Residents' Recall System (2006.05)
- The Participatory Budgeting (The Local Finance Act, 2011.09)
- The Seoul Citizen Participatory Budgeting Ordinance(2012.05)
- The allocation of budget for the Participatory Budgeting System(2013)

[Current developed communities & The Community Building Plan in Seoul City (2012)]



[Steps of public participation in government policies]



Project		2012'	2013'	2014'	2015'	2016'	2017'
Building Community Project with Citizens	Member	500 (190)	900 (400)	1,380 (480)	1,980 (600)	2,580 (600)	3,180 (600)
	Budget (1,000,000)	72	199	224	249	249	249

Transport Statistics, Seoul City Council, 2012

2.2 Transport Policy Paradigm shift _ Pedestrians side

> Software · IT

Seoul Kwanghwamoon Square



Square performance & Marathon



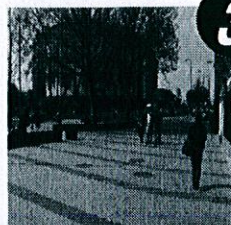
Street Painting



Exiting streets (London, Florida)



Street performance



Street performance (London)



Pedestrian route guide using



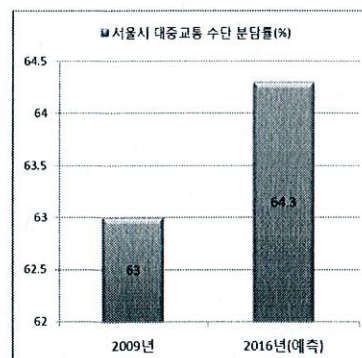
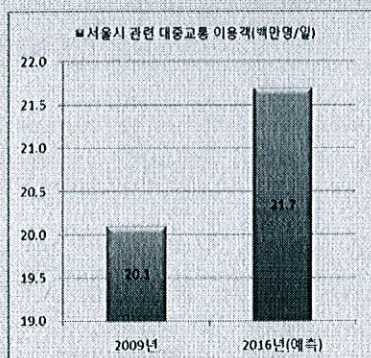
Pedestrian route guide using IT



2.3 The prediction of the volume of Pedestrians

> The increasing use of public transport and on the volume of pedestrians related to public transport

- The increase of public transport is expected
- Therefore, the volume of pedestrians related to public transport is predicted to rise



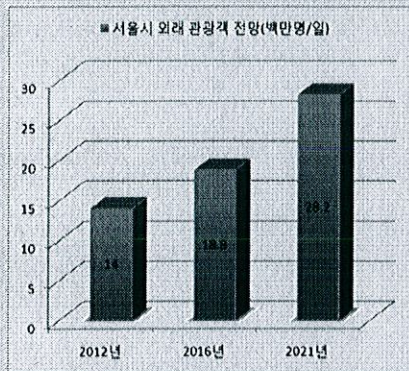
The Seoul Public Transport Plan, 2010

[The percentage of public transport users and the percentage of transport means to public transport]

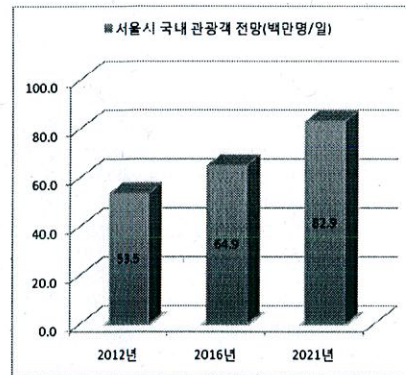
2.3 The prediction of the volume of Pedestrians

> The increasing number of overseas visitors, who are expected pedestrians

- Tourists to Seoul City is estimated 100 million people by 2021
- Pedestrian traffic related to tours is predicted to rise



출처 : 제3차 관광개발 기본계획, 문화체육관광부, 2011



[Estimation of the domestic and international visitors to Seoul City]

2.4 The purpose of the vision & the Policy

> Principle

Principle 1 Correspondence with The Seoul Transport Vision

Principle 2 Association with The Pedestrian Friendly Seoul City Vision

Principle 3 Continuity from The 2nd Pedestrian Masterplan

2.4 The purpose of the vision & the Policy

[VISION] - - -

Happy Pedestrian Friendly City, Seoul

[OBJECT] - - -



[The Seoul Transport Vision 2030]

Human

Share

Environment

[The Pedestrian Friendly Seoul Vision]

Sound, Safe Streets

Convenient Streets

Story-telling Streets

[The 2nd Pedestrian Basic Plan]

Pedestrian route network

Integrate with Public Transport

Promote Walking

2.4 The purpose of the vision & the Policy

> The Objectives of the Seoul Transport Vision

The main purpose of the Seoul Transport Vision 2030

Projects	2010	2016' (Short term)	2021' (Middle term)	2031' (Long term)
The rate of Pedestrian	15.9%	17%	18%	20%
Pedestrian path	8%	9%	12%	15%
Pedestrian accidents	10,783	9,000	8,000	1,000

The policy index of the Pedestrian Friendly Seoul City Vision

Projects	Unit	2012'	2014' (Short term)	2020' (Middle term)
Pedestrian accidents	-	10,869	10,000	8,000
Pedestrian path	%	8	10	15
The rate of pedestrian	%	16	17	20
The mobility disability protection area	-	1,667	1,900	2,600

> The aims of the Pedestrian Safety and Convenience Promotion Basic Plan

1 Total 10% decrease of the number of under 2m width pedestrian paths

※ Under 2m width sidewalks took up 18.5%(2009' mobile population research)

2 20 districts to promote pedestrian environments

※ Except the mobility disability protection areas
(2011' Child protection district 1,566 / Elderly people protection districts 44)

3 The rate of vehicles traveling within 5km reduce to below 10%

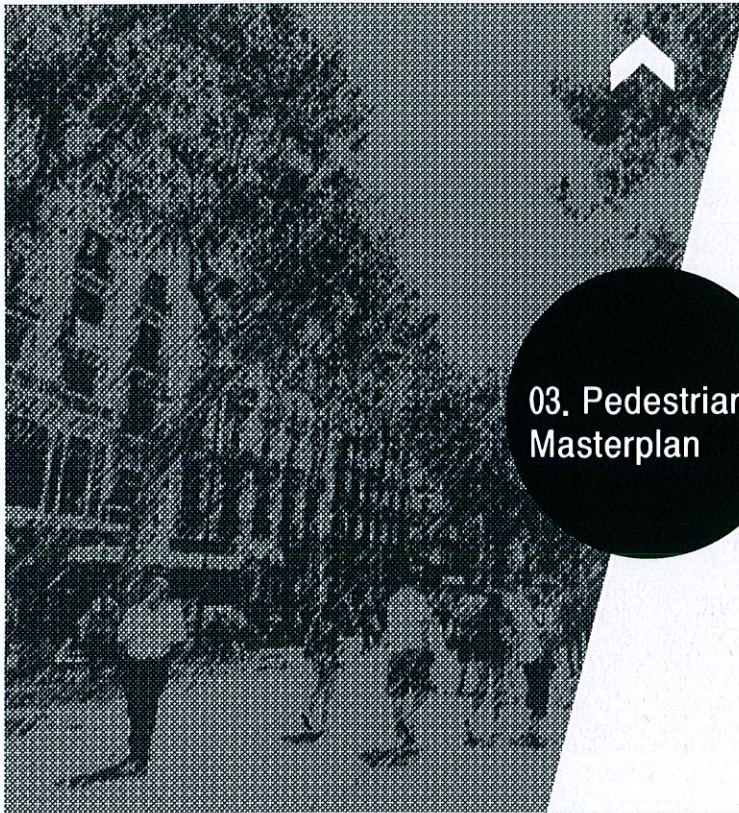
※ The rate of vehicle uses within 5km is 15.15%(2011')

4 Pedestrian accidents drop to 9,000
Pedestrian death 1.7 among 100,000 people

※ 2010' Seoul pedestrian accidents 10,783

※ 2010' Pedestrian death among 100,000 people

: Korea 4.3(Seoul 2.1) Japan 1.6, The U.K 0.7, The USA 1.4, France 0.8



03. Pedestrian Masterplan

서울시 보행안전 및 편의 증진 기본계획 수립연구

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3.1 Vision & object & Action (3 objects, 10 Actions, 21 Projects)

[Vision]

Happy Pedestrian Friendly City, Seoul

[Object]



[Action]

1. The Expansion of the Pedestrian Environment Improvement Project according to the function of districts

2. Enhancing School Zone Safety

4. Pedestrian paths improvement for public transport transits

5. Multiple pedestrian routes for public transport transits

6. Pedestrian route information systems with feedback from citizens

8. Main pedestrian street development

9. Walking together project, uniting Seoul

[Method]

Evaluation systems for pedestrian path improvements

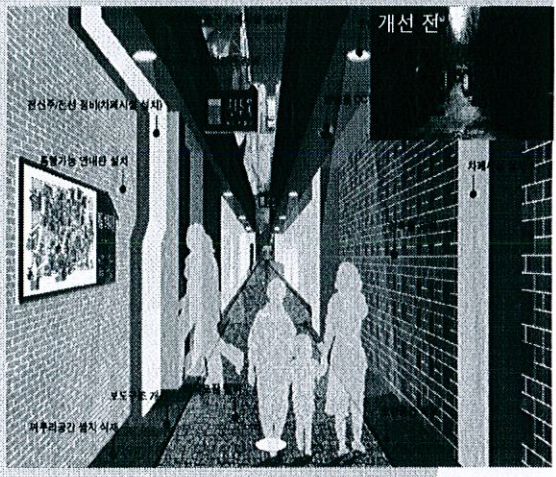
Regular data update of pedestrian routes

Encouraging the participation of local and public groups

Action 1. The expansion of the pedestrian environment improvement in accordance the nature of the function of the districts

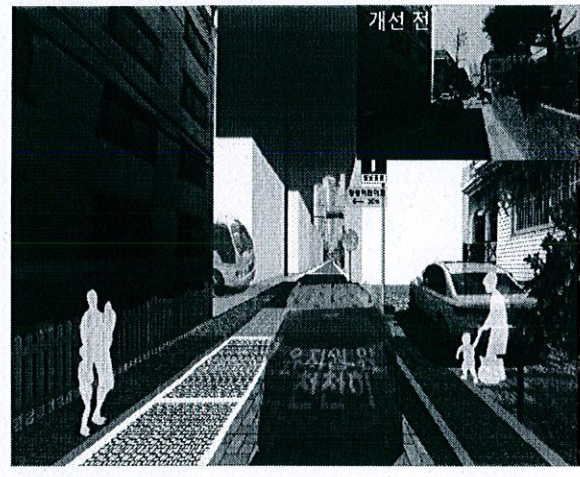
< Commercial district >

- Aim : Mobility, Connectivity
- Districts : Myung-Dong



< Residential area >

- Aim: Connectivity
- Area: Sinrim-Dong

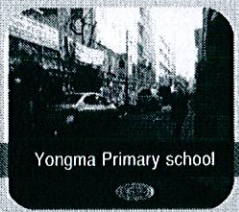


Action 2. School Zone Safety

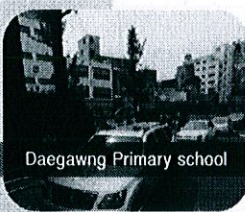
- Regulation of traffic on school times



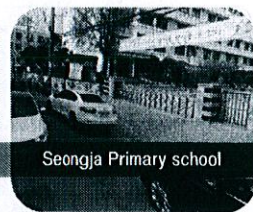
Hawgae Primary school



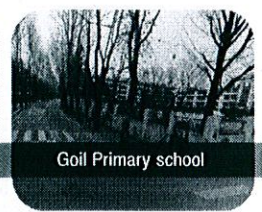
Yongma Primary school



Daegawng Primary school

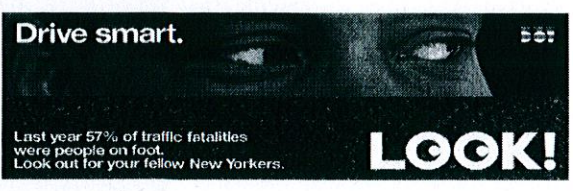
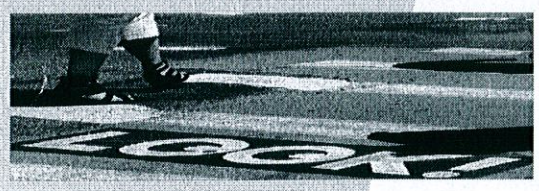


Seongja Primary school



Goll Primary school

- School Zone cross walk promotion campaign
 - Look campaign in New York to alert motor vehicles at pedestrian crosswalks



Action 3. Strong connectivity with improvements



- Four way pedestrian crossing

- Possible area: Jongro-Gu crosswalks which have the high volume of pedestrians in 3-4 lanes of roads

- Broad walk-crossing

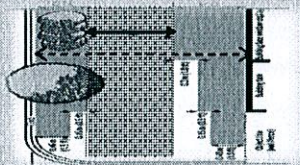
- Possible areas: Myung-Dong, Gangnam station, Jongro-Gu and DDP areas, which has the high volume of pedestrians



Action 4. Pedestrian environment improvement at public transportation facilities

[The Problem of street vendors at stops]

- Transport facility areas which has the high volume of pedestrians need sufficient sidewalk.
- But, the available sidewalk is narrow for pedestrians due to vendors

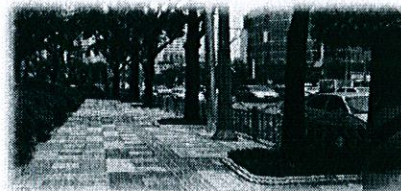


[Removal of these street vendors is an on-going dispute]



Improvement Schemes

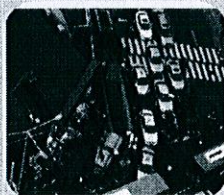
- Physical facilities such as bollards and flower beds are to improve pedestrian environments and to prohibit vendors from occupying the space
- The organization of pedestrian related policies are necessary



Action 5. Multiple pedestrian routes to public transportation

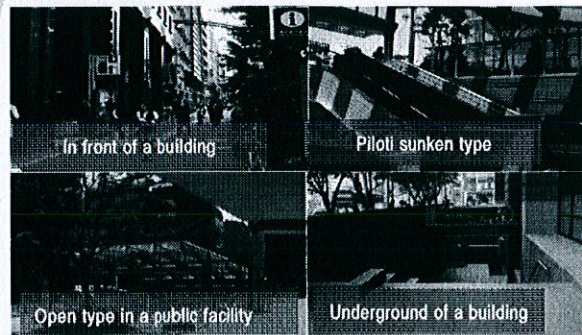
[The problems of subway station gates]

- Subway station gates occupying much pedestrian space make actual pedestrian walk space narrow and deteriorated
- There are the same number of subway station gates regardless the number of subway station users



[Construction of new subway station gates]

- New subway gates are to be connected to buildings and other areas
- Incentive policy to promote for new designs of subway station gates

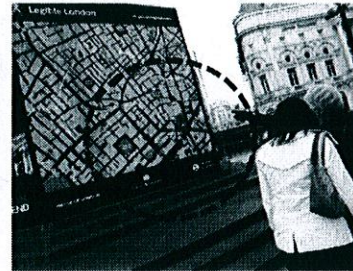
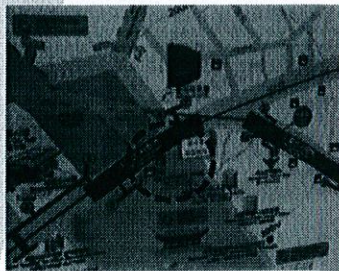
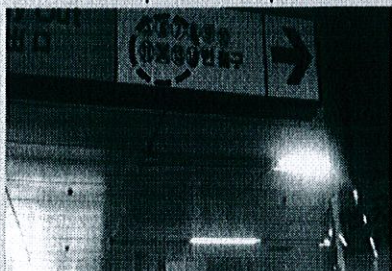


There is the incentive grant on floor area ratio when including subway stations in buildings *The Seoul City Plan Ordinance 55*

- The area which has subway stations is regarded as public area
- The regulation of the floor area ratio of the building may be alleviated through the deliberation of the City Plan Committee
- The regulation of the height of the building may be alleviated when regarded as historic, cultural and aesthetical district (4,6 floor → 6,8 floor)

Action 6. Pedestrian participating public transportation system

- Information of pedestrian route update systems which reflect opinions from pedestrians
- Convenient transit route information to public transportation
- Navigating systems for public transport users
- Detailed pedestrian walk information systems outside of public transport
- Primarily, the systems are introduced to busy subway stations, and then will be extended to other public transportations



[Pedestrian path information types for public transport]

Action 7. Barrier-Free Pedestrian walk spaces

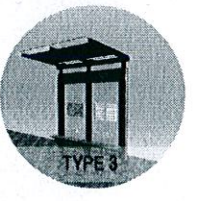
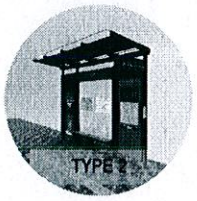
✓ Barrier-Free transportation environment

Improvement in accessibility and mobility for the mobility disability in pedestrian paths, walk-crossings, bus stops and subway station gates



✓ Bus stop renovations on sidewalks

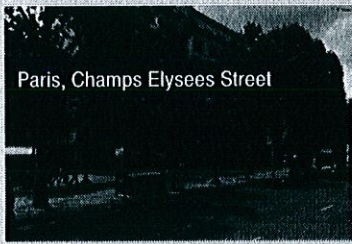
Complex bus stop renovations such as facilities to guide to bus stops, arriving bus info facilities and rest areas for the mobility disability



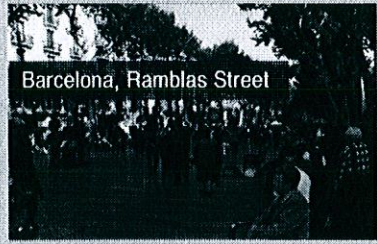
✓ Convenient facilities for subways

building Convenient facilities in subway transit areas and elevators through to bypasses and crossings

Action 8. Streets renovation mainly for Pedestrians



Paris, Champs Elysees Street



Barcelona, Ramblas Street

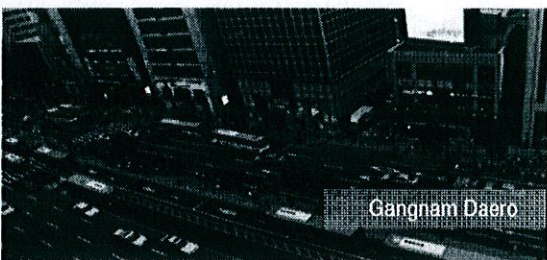


- Commercial facilities on the ground level
- High volume of pedestrians
- The pedestrian paths are wider than roads
- Convenient facilities for pedestrians
- A variety of events on the streets

▪ Prospective pedestrian main streets



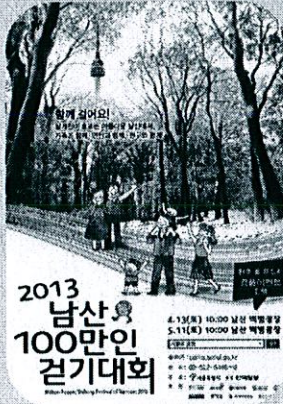
Sejong Daero



Gangnam Daero

Action 9. walk together project, uniting Seoul

- Connecting "Walking Events" held by different locals
- Development of means to inform a variety of "Walking Events"



Action 10. Pedestrian Projects related to pedestrian paths

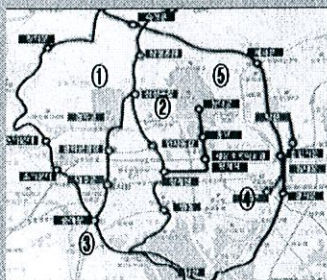
- Convenient facilities such as toilets on pedestrian routes
- Pedestrian guide signs
- Pedestrian route map, Information desk center

“

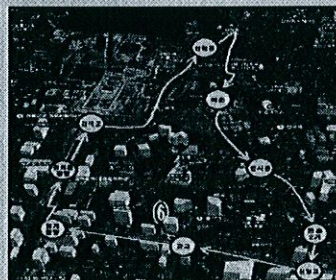
More convenient, pleasant and legible

”

[Pedestrian routes information]



[Pedestrian circular walk]



[Noticeable walkway signs]

