

보행중심도시 조성정책 및 제도 연구

Urban Policy Review for Pedestrian City

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From a spatial point of view, building a desirable pedestrian environment begins with setting a walking range from walkable distance. Based on the walking range, urban space can be structured and various detailed design standards that materialize each individual street as a pedestrian oriented have suggested. Searching for various solutions from macro to micro-scale design approach can be understood being set up one planning principles especially with a new urbanism approached. It is advised that integrating these aspects is an essential for pedestrian oriented city In architecture and urban field. In urban design approach to planning pedestrian environment can be summarized as three in large : consisting principles for city structure ; concerns and improvement plan on pedestrian space ; and integrated plans including area linked between pedestrian space, surrounding building, and public space.

This study focuses on how a city structure constructed base on walking activity, how many public transportation systems have made linking individual walking range and how reasonable the spatial system has formed as basic factors for pedestrian oriented city within walking range. In addition, this study is to extract reference of design process which is not for constructing of previously regulated spatial form but for creating a highly preferred walking environment reflecting user's various opinions through the theoretical study on street plan and design. In this paper, several procedural issues are suggested including collaboration within public sector, public private partnership and pre and follow-up management.

At practical planing system, this study examine, from the theoretical research, how much part of urban structure, relationship among the street, architecture and public space which is surround, transportation system, and the walking environments

itself with focusing on institutional side such as legislation or guidelines. Planning regarding urban structure, transformation system, improving environment as a whole. Mostly, less than half of theoretical suggestions have reflected even though pedestrian relevant facts are dealt with. Especially those facts concerning with transportation and pedestrian spatial system seldom refers of linkages between streets and surround space or architecture, streetscape, and land use.

On a cooperation aspect, for the more desirable pedestrian environment become realized, there are problems should be complemented institutionally. While process of feasibility study and post management is stand high in estimation, the cooperation procedure of inner public department has no obvious standard. Also on a public-private partnership aspect, acceptance of an opinion process is evaluated as it focusing on outside organization's reference. These results reveals that organizing plans regard with those urban spatial structure, transportation system, and pedestrian space doesn't have planed or managed effectively even if it's very important.

The existing pedestrian-related public projects are examined by the type of project on urban space re-structuring, project on pedestrian space only, and project on improving the relationship between building and street. The former pedestrian projects have been emphasizing on facilities and place-based independent aspects, which did not account for local area or district's environmental quality. Although recently there are several various projects dealing with cultural or traveling issues, but the urban space re-structuring or public transportation system, and re-definition of building and street do not seen significantly in the policy context.

To benchmark the related policy trend across mega-cities, nine cities' pedestrian policies are surveyed, and the cases of Paris and Madrid are focussed more intensively. Pedestrian City is considered a major policy issue in every surveyed cities. The policy ranges do not covers pedestrian space or pedestrian network but also enhancement of urban attractiveness for pedestrian. The general implication of survey is such as follows; first, public transportation system must be combined with pedestrian network. Second, pedestrian friendly building code is to be set to promote terrace, facade, street tree, and street flower bed, as well as human scale in street. Third, pedestrian related legal control area should be institutionalized to found official public pedestrian network more generally. Fourth, existing urban space for cars must

be transformed into pedestrian space significantly including road diet, curb extension, etc.

When put together this study, realization of pedestrian oriented city has been meaning to improve the physical environment of the city, create a safe and comfortable space, revive of declining old town, and activate a newly constructed areas by setting up an effective design guideline.