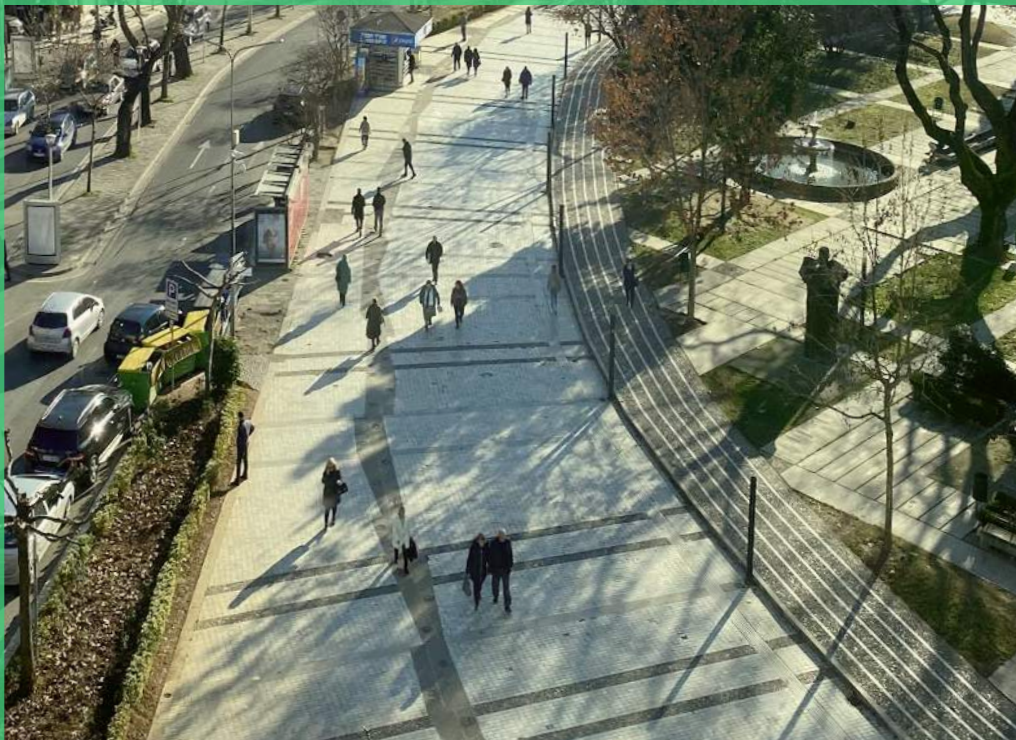


WALKING TIRANA





Tirana Walking



**BASHKIA
TIRANË**

Foreword

People love to walk in Tirana, they always have. Most of our daily needs are within a 10-minute walk and our mild climate and flat terrain keep walking as our primary choice for short trips and a great option when connecting to public transport for longer journeys.



We know that this benefits our physical and mental health, helps keep the economy growing, and ensures our city is clean, safe and equitable.

Many cities would envy Tirana's inherent walkability and *xhiro* culture of walking, so we should not take it for granted.

That is why we commissioned a Walking Task Force in 2022 which connected international experts with city transport, planning and delivery departments.

This Walking Policy is the result of our work and aims to maintain Tirana's advantage, capitalize on the city's *xhiro* way of life, and keep people on their feet. Our primary goal is to make sure all the people walking in our city feel valued and supported. We would be delighted if our plans were also helpful to shape the walkability of other global cities that want to be as enjoyed on foot as much as Tirana.

Anuela Ristani

Deputy Mayor for Sustainable
Development and International Relations
City of Tirana



Tirana's Walking Task Force



Membership includes: Simon Battisti, Eneida Berisha, Edrina Caca, Glodian Dauti, Flavia Gixhari, Ariela Hajdarmataj, Genc Haxhiu, Altin Hysko, Kliton Jani, Ray Koçi, Mandi Marku, Christian Mettke, Ina Musai, Migena Nallbani, Genti Nechvatal, Enton Punavija, Keit Rahmani, Martin Schäfer, Ebi Veterniku, Gentian Vocaj, Jim Walker, Egin Zeka, Irini Zoica

There are over 8,000 reports submitted by citizens every year to the different departments asking for improvements to their walked experience. **80% of citizens want more car-free zones, greenery, and places to rest** so that they can enjoy walking in Tirana more.

The Tirana Walking Task Force was commissioned by the Mayor of Tirana in January 2022 and is since then under the patronage of Deputy Mayor Anuela Ristani. The group identified that many people are already walking in Tirana and **agreed to actions that the city can take to enhance their experience.** These actions would potentially both support all the people walking already and entice those who are motorizing their short trips back onto their feet.



The following policy and actions aim to ensure walking is an integral part of Tirana's future as much as it has defined its past.

Policy 1: Value Walking

- Coordinate a community-based communication campaign
- Promote walk to school and walk to work programmes
- Implement regular free community-led walk programmes
- Promote behaviour change using participatory events
- Implement temporary or permanent closure of the road network
- Train medical and allied health professionals on the health benefits of physical activity
- Promote walking in the least active groups

Policy 2: Reduce Road Danger

- Specify a minimum safety performance standard
- Set local design standards
- Investigate pedestrian risk at all crash locations
- Ensure all pedestrian road crossings are safe at intersections and every 90 meters
- Conduct pedestrian audits
- Lower speeds
- Reduce vehicle lanes
- Target driver behaviour to reduce speed and reduce the use of mobile devices
- Enlarge more sidewalks
- Install bollards on sidewalks to protect people from parked cars
- Rehabilitate more sidewalks
- Increase and promote air and noise monitoring

Policy 3: Enable Accessibility and Comfort

- Provide highly connected, walkable, low-traffic neighbourhoods
- Protect polycentric "communities of short distances"
- Assure a walking-friendly street network
- Locate social housing
- Provide transit services with less than 10-minute wait times
- Provide LED public lighting
- Provide seating and shade
- Provide street name and building signs

Policy 4: Build Capacity for Delivering Measurable Benefits to People Walking

- Hire a 'Walking Expert' at the Department for Transport
- Invite citizens to map where their walking needs require improving
- Engage in international and national high-level, multisector exchanges
- Adopt targets and indicators
- Identify research priorities
- Collaborate across departments and institutions to dedicate financing mechanisms

Value walking

POLICY 1

TIRANA VALUES PEOPLE WALKING AND PUTS THE NEEDS OF THE PEDESTRIAN FIRST

in city transport and planning decisions in accordance with the Albanian highway code and Tirana 2030's commitment to a strong and equitable transport system that allows all citizens to move around the city and the region in a safe and sustainable way.

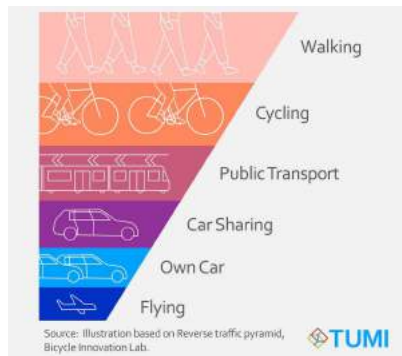
Goal: The 80% of people living within 3km of the city Centre walk for an hour a day and enjoy the experience.

Policy Context:

Most trips in Tirana are walked. Some surveys suggest that as much as three quarters of residents choose walking “**always or very often**” to reach their destinations.

The scale of existing walking activity is perhaps surprising, given the visibility and dominance of the car in public space. Post communism, cars became a symbol of freedom, which is perhaps why the pace and scale of their impact has been tolerated despite the legal framework in the Albanian highway code that clearly puts the pedestrian first. A combination of car-centric transit (encouraged by sprawl) and issues in the privatization of land resulted in sidewalks being an afterthought, the space left after buildings and commercial activities occupy footpaths.

Ideal traffic pyramid for mobility politics



Women are walking more than half of all their trips in Tirana (66%) and are less likely to have access to a car than men. But men are walking too, and for almost twice as many minutes as women (87:44 minutes per day) [1].

Personal health and clean air are strong incentives as well as the fact walking is the most reliable mode and free!

This level of physical activity not only underpins the city's sustainable transport system, but also rewards the community with good physical and mental health irrespective of age, income, or gender.

ACTIONS

1

Coordinate a community-based communication campaign on the co-benefits of more walking and identify “champions of change” to promote walking policy action and stimulate a professional and community-wide value of walking in line with the sustainable Development Goals. Build upon existing community networks (community centres, schools, NGOs) to ensure the success of the campaign

2

Promote walk to school and walk to work programmes which include actions to improve access by walking.



The municipal police are present at several schools in Tirana to ensure children cross the street safely. Image credits: Mayor's twitter account.

3

Implement regular free community led walk programmes from parks and other natural environments (such as Dajti Mountain and the villages in Tirana Municipality) as well as in private and public workplaces, community centres, recreation and sports facilities, and faith-based centres as well as touristic walking tours.

4

Promote behaviour change using participatory events (e.g. car-free day, national action days for sustainability, environmental campaigns, air quality, Vision Zero, Tirana Marathon).



The city, in close collaboration with the State Police, oversaw street closures and public transportation rerouting to accommodate more than 2500 runners that participated in the Tirana Marathon 2022. Image credits: the Mayor's twitter account.

5

Implement temporary or permanent closure of the road network (to motorized vehicles) for use by people walking to help citizens re-imagine their city. Make sure to have an effective communication strategy in place that announces how traffic and public transit shall be affected by events.

6

Train medical and allied health professionals on the health benefits of physical activity on prevention and management of noncommunicable diseases, mental health, healthy ageing, child health and development, and wider promotion of community health and well-being. Enlist health centres and the Institute of Public Health, to ensure multi-scale commitment (from local to more central).

7

Promote walking in the least active groups such as girls, women, older adults, rural communities, and vulnerable or marginalized populations and people with mental and/or physical disabilities.





Reduce road danger

POLICY 2

TIRANA COMMITS TO A “ZERO ROAD DEATHS” POLICY,

including pedestrians further to the commitment by the Albanian Ministry of Internal Affairs in 2020. This will create a network of quality pedestrian routes that are well maintained and popular and in line with the commitment of the Bicycle vision for Tirana.

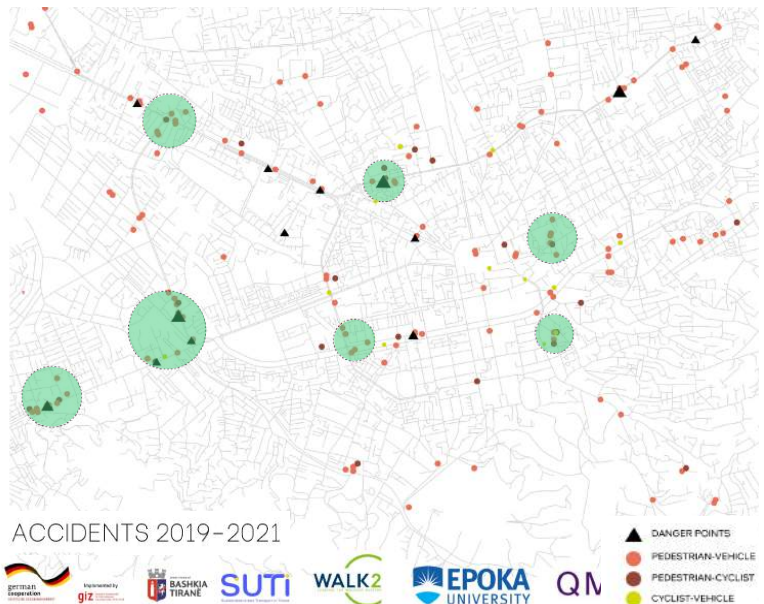
Goal: There are no pedestrian casualties and the number of citizens who do not feel safe from cars as pedestrians reduces significantly from 57% (by 2030).

Policy Context:

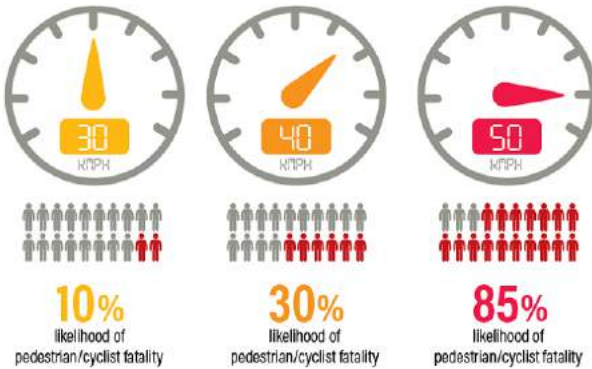
Road Safety is a concern of 57% of citizens when walking in Tirana and for good reason — people walking in Tirana are twice as likely to be killed by a car than in most other European cities [1].

In fact, Tirana citizens make up half of Albanian road deaths every year, and for every fatality, it is estimated that there are another 8 also injured not counted in the annual statistics. [2].

Casualty clusters include key arteries where traffic speeds are higher and vehicle numbers more concentrated such as Kavaja Street, Ruga Drian Hoxha, Ruga Teodor Keko, Ruga Asim Vokshi and Bulevardi Gjergj Fishta.



Higher Vehicle Speeds Increase Likelihood of Pedestrians/Cyclists Dying in Collisions



Source: Cities Safer by Design (2015)
wri.org/publication/cities-safer-design

 WORLD RESOURCES INSTITUTE

This illustration from World Resources Institute (WRI) shows how the increase in speed exponentially increases the fatality rate [3].

Safe Road Users

Less than half of drivers report that they slow down or give way to pedestrians in Tirana – even at crossings [1].

Safe Roads

A quarter of people walking in Tirana, want more or wider sidewalks and for parked cars to be removed from walking infrastructure (footpaths and crossings) to reduce risk.

Safe Vehicles

Since 2022, speed limiters are now mandatory in all new cars in the EU. The new software is known as intelligent speed assistance system (ISA).





Post-crash care response:

Existing data systems for recording crashes do not always collect data on pedestrians in Tirana and the system for sharing data is complex to understand and use.

ACTIONS

1

Specify a minimum safety performance standard of three stars or better for pedestrians based on the WHO iRAP standards. The minimum safety performance standard should be a result of close collaboration of the City's Directorate of Transportation and Road Traffic, and the Directorate of Planning and Territorial Development with the Ministry of Internal Affairs

Star Rating				
★	No sidewalk, No safe crossing, 60 km/h traffic	No cyclepath, No safe crossings, poor road surface, 70 km/h traffic	No motorcycle lane, undivided road, trees close to road, winding alignment, 90 km/h traffic	Undivided road with narrow centerline, trees close to road, winding alignment, 100 km/h traffic
★★★	Sidewalk present, pedestrian refuge, street lighting, 50 km/h traffic	On-road cycle lane, good road surface, street lighting, 60 km/h traffic	On-road motorcycle lane, undivided road, good road surface, <5m to any roadside hazards, 90 km/h traffic	Wide centerline, separating oncoming vehicles, >5m to any roadside hazards, 100 km/h traffic
★★★★★	Sidewalk present, signalized crossing with refuge, street lighting, 40 km/h	Off-road dedicated cycle facility, raised platform crossing of major roads, street lighting	Dedicated separated motorcycle lane, central hatching, no roadside hazards, straight alignment, 80 km/h traffic	Safety barrier separating oncoming vehicles and protecting roadside hazards, straight alignment, 100 km/h traffic

* For details on the full model for all road users and more urban and rural examples see <https://www.irap.org/3-star-or-better/what-is-star-rating>.

Source: Global Status Report on Road Safety 2018

Star rating for roads: what makes a road safe? The WHO iRAP star rating system could be used as a basis to establish a minimum safety performance standard for Albanian streets.

2

Set local design standards that consider road function and the needs of pedestrians, and for specific zones including pedestrian only areas. Invest in capacity building and training municipal staff, as well as staff from the Departments of Public Works, to ensure they implement the recommendations of the design standards and provide suggestions to improve them.

3

Investigate pedestrian risk at all crash locations in the last 5 years where serious and fatal injuries have occurred and set a performance target for pedestrians based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision).

4

Ensure all pedestrian road crossings are safe at intersections and every 90 meters. This will include

- Adding signals in areas where the design speed is over 30 kilometres per hour with minimal waiting times and allocating 1.4m/second to cross;
- Adding curb ramps to allow wheelchairs and strollers to safely navigate streets;
- Raising street crossings to slow traffic by 10%;
- Providing street medians that are a minimum of 1.5 meters wide as a pedestrian refuge when roads are high-volume or four lanes or more and cannot be continuously crossed;
- Avoiding constructing pedestrian tunnels or pedestrian bridges.

5

Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines). To increase awareness, engage the community and schools in pedestrian audits. Make sure the audits are periodic and allow room to change the recommendations according to contemporary best practices.



The Walkability app is a free mobile phone application participatory mapping tool developed by Walk21. It allows people to conduct walking audits and report positive and negative experiences. The app is an effective tool to enable pedestrians of any age, gender and ability to share their walked experiences.

6

Lower speeds to 30 km/hr in all residential neighbourhoods and below 40 kilometres per hour in urban areas. While many streets in Tirana have already a limit of 40km/hr, traffic speed is 30% of the reported concerns with walking in Tirana. Building self-enforcing infrastructure and increasing (automated) speed controls will lower speeds sustainably.

Reduce vehicle lanes, limit street parking options, and provide regulated, planned and organised public parking places in dedicated locations in the city.

Convert some streets to be pedestrian access only in areas near retail, schools, or other community destinations or gathering spaces.

This can capitalize on the success of the 'empty spaces' transformation in Skanderbeg and Pedonale and the New Bazar to give merchants more space to do business.



Streets for kids is a project implemented by Qendra Marrëdhënie that narrows car's right-of-way and closes sections of school streets to improve walking safety and add public spaces in the sidewalks. Image credits: Qendra Marrëdhënie's twitter account.

8

Target driver behaviour to reduce speed and reduce the use of mobile devices, in response to the demand of 51% of residents who report that drivers don't respect them when they walk.

Municipal and state police should target school streets, fine motorists failing to give priority to pedestrians at crossings and remove illegally parked cars from the footpath.

9

Widen more sidewalks in response to the demand from 48% of residents who want more space to walk and in accordance with the road code that gives priority to pedestrians. Examples on Rruga Ibrahim Rugova, Rruga e Durrësit and Rruga Sami Frashëri are showing the success of these interventions.

- Create sidewalks that are a minimum of 2 meters wide in low-volume areas and 4 meters wide in high volume areas. Use bricks, concrete pavers, concrete, or asphalt so that sidewalks can be easily traversed by a stroller or wheelchair.
- Maintain 2-3 meters of unobstructed sidewalk in all contexts, including in areas with street vendors, sidewalk cafes, or street furnishings.
- Use curbs and planted swales or bollards to create a buffer between people on sidewalks and moving and parked vehicles. Extend curbs at crossing points to reduce crossing distance and prevent cars blocking pedestrian crossings.

10

Install bollards on sidewalks to protect people from parked cars in response to 68% of residents saying that illegally parked cars interfere with their walking experience and ensure the Municipal Police continue to enforce illegal parking. (As an example of the scale of investment required, students identified that 1,000 new bollards per year to protect walking space from obstructions are required in administrative units 3 and 4). The city's Directorate of Planning and Territorial Development and Directorate of Transportation and Road Traffic should work closely with the various Directorates of Public Works, to assess bollard needs.



A combination of retractable and stone bollards guard the entrance of the pedestrian zone at the New Bazaar. They allow pedestrians, cyclists, cargo bikes and strollers to go in, and keep cars out.

11

Rehabilitate more sidewalks in response to the demand from 52% of residents who want existing sidewalks to be in better condition. Improvements such as on on Rruga Kavajas, Rruga Ndre Mjeda and Rruga Dritan Hoxha should be rolled out to more locations. Additionally, 25km of new walkway is needed annually to thread together the most walked to destinations — especially new sidewalks in the administrative unit 5.

12

Increase and promote air and noise monitoring to understand high risk (and high priority) areas and neighbourhoods (i.e.: high air and noise pollution areas that should be prioritized). Air and noise monitoring could be done with community and school leaders, in cooperation with public health organizations.



Enable accessibility and comfort

POLICY 3

TIRANA COMMITS TO BEING AN EQUITABLE CITY

that is accessible and comfortable to use for the universality of the people regardless of skills, physical condition, age or gender, in accordance with Tirana's Green City Action Plan.

Goal: Walking is reported by the majority of citizens as an enjoyable experience in Tirana



Policy Context:

Tirana is an accessible city. 80% of the urban population live within a 3km radius of the city centre (a 20-minute walk or 20-minute walk and public transport ride). However, breaks in the continuity and consistency of the access is encouraging more than half of car trips (52%) to be made for distances less than 2 km (a 25-minute walk).

School trips are increasingly driven rather than walked. 61% of trips to school are walked in the outer ring, 44% inside the main ring and 40% of trips in the city centre are walked to school. Protecting the “school streets” is essential to maintain the mode share and keeping young people active.

More than half of people in Tirana suggest that better lighting, wider footpaths, more trees and less obstacles would help keep them from motorization. These issues matter more to women, despite men walking for more time than women every day.

Only 1 in 10 streets in Albania meet a minimum standard for pedestrians which is half the European average (11.4% vs 28%) [4]. The essential minimum includes sufficient space to walk, a safe crossing and an appropriate traffic speed. While the situation is better in Tirana, the capital should invest further to reduce the inequity suffered by people walking in Tirana compared to those walking in other European cities.

Car-free zones and more greenery and places to rest will keep people on their feet in Tirana. 37% of citizens also want more benches in the streets and more trees to provide shade.

ACTIONS

1

Provide highly connected, walkable, low-traffic neighbourhoods, with access to public transport hubs, local shops, services, green areas, and educational facilities for daily living that respond to gendered behaviours, such as trip-chaining, reliance on walking or public transit, and making “non-wage-earning” trips for leisure and reproductive work.

2

Protect polycentric “communities of short distances” with mixed-use development, decentralized services, and comprehensive transportation services to allow for the efficient combination of work, family errands, caregiving trips, and shopping. Include public spaces such as the newly created squares at Mosaic and Bukureshti, and expand the school streets program based on the success in Rruga Pjetër Bogdani.

3

Assure a walking-friendly street network where the median urban block length is between 100 and 150 meters. Create a Task Force consisting of representatives of the General Directorate of Territorial Planning, and the Directorate of Transportation and Road Traffic to facilitate discussions, assessments and suggestions promoting multi-modal transportation. The team would continue to allow the departments to collaborate and identify areas of low accessibility that could benefit from multimodal transit initiatives (e.g.: added bus stops, and improved sidewalks).

4

Locate social housing within a 500-meter walk from a transit stop/station.

5

Provide transit services with less than 10-minute wait times outside of traditional commuting times, real-time signage, and accessible, high-quality bus stops.

6

Provide LED public lighting, as already done for example on Rruga Hoxha Tahsin, Rruga Bardhyl and Rruga Luigj Gurakuqi, on all streets, in public spaces and around bus stops at regular increments. (e.g., 25 lux for shopping areas such as Myslym Shyri street; 30-40 lux for other areas and light poles every 9 meters).



The city replaced incandescent lighting with LED lighting for many streets, including Rruga Bardhyl pictured above.

Provide seating and shade in regular increments along the street to enhance pedestrian comfort and provide spaces for socialization and rest. The success from Rruga Petro Marko and Rruga Shyqyri Bërxolli can be replicated in other areas.

(63% of residents request more benches on the street so they can rest more and 62% of residents want more street trees to shade them while they walk).

By extending the remit of the Parks and Recreation tree and bench donation scheme, residents and enterprises will be able to get seats and shade where they need them. As an example of the scale of investment required, students identified that 100 seats and trees to encourage people to rest and enjoy the city more are needed especially in administrative units 5 and 6.



The maintenance department is pictured installing a new bench under the shade of a tree. Image credits: City workers' Twitter account.

8

Provide street name and building signs for wayfinding and evolve further signage to support exploration and discovery on foot including links to public transport.



Build capacity for delivering measurable benefits to people walking

POLICY 4

TIRANA COMMITS TO CONTINUE WORKING IN PARTNERSHIP

with local universities and international experts to develop the relevant skills and expertise in the transport, planning and delivery teams so that this walking policy is effective and impactful.

Goal: The skills to implement the walking policy efficiently are developed and its impact is measured.

Policy Context:

It is reasonable for people walking in Tirana to expect:

- A dedicated, unobstructed, and continuous space to walk that is of consistent quality, clean and maintained;
- Safe road crossings with reasonable time given to cross and wait;
- Seating and rest areas, lighting, ramps for gradients, shelter from the climate and green infrastructure to enhance comfort and enjoyment in an experience that is secure from crime, safe from traffic and confident to navigate.

There are several departments with responsibility for walking issues in the administration of the Municipality that need to work together to deliver such a quality level of service consistently. The delivery chain consists of the Directorate of Urban Planning and Territorial Development, the Directorate of Transportation and Road Traffic, the several Public Works Directorates and includes evaluation of the projects and feedback.

It is estimated that there are over 8,000 reports submitted by citizens every year to the different departments asking for improvements to their walked experience. 80% of citizens want more car-free zones, greenery, and places to rest so that they can enjoy walking in Tirana more.



ACTIONS

1

Support the “Walking Expert” in the Directorate of Transportation and Road Traffic and increase staff or create walking and cycling infrastructure crew at DPN2 for accelerated implementation. Provide opportunities for different departments to discuss, exchange expertise, and promote collaboration.



“Tirana City Talks” is an initiative by the city, a series of panels where professionals and academics discuss about prevalent topics in urban planning and architecture in Albania. These panels create cross-department channels of communication, fighting siloes, and facilitating discussions and knowledge-sharing between different departments.

2

Invite citizens to map where their walking needs require improving and analyse the data by age, gender and ability in all geographic locations.

3

Engage in international and national high-level, multisector exchanges (transport, urban planning, health, social care, education, tourism, and sports and recreation involving government, NGOs, and the community) as done at the Walk21 Conference in Dublin, 2022, and the FABER Forum in Tirana in 2022, to support development, implementation and monitoring of walking policy actions.



Encourage staff participation and engagement in multi-lateral and multisector exchanges. Pictured here is Deputy Mayor Anuela Ristani sharing the city's pedestrian-friendly measures at Walk21's Conference in Ireland (2022)

4

Identify research priorities to strengthen the evidence base and inform planning and implementation of walking policy actions. The Directorate of Planning and Territorial Development, as well as the Directorate of Transportation and Road Traffic, should collaborate with higher education institutions (the Faculty of Architecture and Engineering of the Polytechnic University of Tirana, the Faculty of Social Sciences of the University of Tirana, The Agricultural University of Tirana, and private universities) and identify together research priorities

5

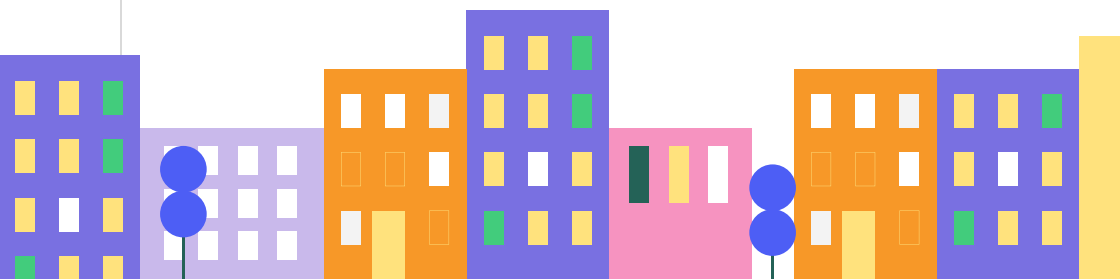
Adopt targets and indicators – including:

- Walking activity (minutes walked);
- Walking risk (road safety fatalities and injuries);
- Accessibility (500m quality catchments);
- Walk comfort quality (quality sidewalks, safe crossings and appropriate speeds);
- Pedestrian satisfaction (location specific reporting).

These indicators can be used to measure the impact of the walking policy actions and invite relevant academic institutions to evaluate policy effectiveness and impact.

6

Collaborate across departments to dedicate financing mechanisms to support policy actions (e.g.: 10% of the annual transport budget for walking network infrastructure; 10% of the annual local health budget for community walking participation; funding of a national physical activity lottery; and use of “social impact bonds”). Institutions of interest are the following (but not limited to): The City’s Directorate of Planning and Territorial Development, the City’s Directorate of Public Works, the Ministry of Infrastructure and Energy, the National Territorial Planning Agency, the Ministry of Education and Sports, to name a few.





Policy 1: Value Walking

Action (What?)	Priority (When?)
Coordinate a community-based communication campaign	Short term
Promote walk to school and walk to work programmes	Short term
Implement regular free community-led walk programmes	Short term
Promote behaviour change using participatory events	Short term
Implement temporary or permanent closure of the road network	Short term
Train medical and allied health professionals on the health benefits of physical activity	Long term
Promote walking in the least active groups	Medium term

Policy 2: Reduce Road Danger

Action (What?)	Priority (When?)
Specify a minimum safety performance standard	Long term
Set local design standards	Medium term
Investigate pedestrian risk at all crash locations	Medium term
Ensure all pedestrian road crossings are safe at intersections and every 90 meters	Long term
Conduct pedestrian audits	Short term
Lower speeds	Medium term
Reduce vehicle lanes	Medium term
Target driver behaviour to reduce speed and reduce the use of mobile devices	Short term
Enlarge more sidewalks	Medium term
Install bollards on sidewalks to protect people from parked cars	Short term
Rehabilitate more sidewalks	Medium term
Increase and promote air and noise monitoring	Medium term

**Leadership
(Who?)**

Community networks (community centres, schools, NGOs), the General Directorate of Planning and Territorial Development (GDPTD)

City's various directorates, the Municipal Police

Private and public workplaces, community centres, recreation and sports facilities, and faith-based centres as well as touristic walking tours

City's various directorates, the Municipal Police

City's various directorates, the Municipal Police

Local Health Centres, the Institute of Public Health

Local Health Centres, the Institute of Public Health, the city's various directorates

**Leadership
(Who?)**

The Directorate of Transportation and Road Traffic (DTRT), GDPTD, the Ministry of Internal Affairs

Directorates of Public Works, GDPTD

DTRT, Municipal Police, State Police

DTRT, GDPTD

DTRT, GDPTD, community centres, schools

DTRT, the various directorates of Public Works

DTRT, GDPTD, the various directorates of Public Works

Municipal police

GDPTD, the various directorates of Public Works

DTRT, GDPTD, the various directorates of Public Works

GDPTD, the various directorates of Public Works

Community leaders, schools, the Institute of Public Health, non-profits

Policy 3: Accessibility & Comfort

Action (What?)	Priority (When?)
Provide highly connected, walkable, low-traffic neighbourhoods	Long term
Protect polycentric "communities of short distances"	Long term
Assure a walking-friendly street network	Medium term
Locate social housing	Long term
Provide transit services with less than 10-minute wait times	Medium term
Provide LED public lighting	Medium term
Provide seating and shade	Short term
Provide street name and building signs	Short term

Policy 4: Build Capacity

Action (What?)	Priority (When?)
Support the "Walking Expert"	Medium term
Invite citizens to map where their walking needs require improving	Short term
Engage in international and national high-level, multisector exchanges	Medium term
Adopt targets and indicators	Medium term
Identify research priorities	Long term
Collaborate across departments and institutions to dedicate financing mechanisms	Long term

**Leadership
(Who?)**

Multi-scalar institutional collaboration (central and local government)

Multi-scalar institutional collaboration

Multi-scalar institutional collaboration

Various departments responsible for planning, transportation, public works and social housing, the Ministry of Finances and Economy and the National Housing Authority

DTRT

DTRT, GDPTD, the various directorates of Public Works

GDPTD, the various directorates of Public Works

GDPTD, the various directorates of Public Works

**Leadership
(Who?)**

DTRT, DPSHTRR

GDPTD

City's various directorates

City's various directorates

City's various directorates, schools, NGOs

Multi-scalar collaboration, various departments responsible for planning, transportation, public works and social housing, the Ministry of Finances and Economy and the National Housing Authority

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- [3] “The Need for Safe Speeds: 4 Surprising Ways Slower Driving Creates Better Cities |,” TheCityFix, May 09, 2017. <https://thecityfix.com/blog/the-need-for-safe-speeds-4-surprising-ways-slower-driving-creates-better-cities-anna-bray-sharpin-subha-ranjan-banerjee-claudia-adriazola-steil-ben-welle/> (accessed Apr. 03, 2023).
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