GENERAL INFORMATION

PETUS description of tool in use	
Name of the case	**Pedestrian Master Plan for the city of Liège**
Name of the tool	Pedestrian Master Plan
Country	Belgium
City / region Total area (km2) Population Density (people/km2)	Liège 69,39km2 185.441 inhabitants (January 2004) 2672,45
Tool user's profile a. Organisation name (municipality, NGO, national or regional department, company, etc.) b. Field of activity c. Detailed contact/feedback (project website, e-mail, address, tel., fax)	**a.** Different departments and public services of Liège Municipality **b.** Environment, Tourism, Construction, Urbanism, Land Use, Green and Blue infrastructure, etc. **c.** CITY of LIEGE *Federal Plan for Large Cities - Liège* *Plan Fédéral des Grandes Villes -Liège* rue Lonhienne, 2/2 B-4000 LIEGE Tel: +32 4 221 72 95 Fax: +32 4 223 76 60 ● Mr. G. PERPINIEN, Mobility Expert Tel: +32 4 221 72 93 ● geoffrey.perpinien@liege.be
Reviewer, date	Veronica Cremasco, January 2004

Short description of the case

This case is related to the development of a tool that aims to support sustainable development in the city of Liège, Belgium.
The tool consists in a Pedestrian Master Plan which study was funded by the E.U. (Feder funds) and the Wallonian Region of Belgium. The local coordinator was the Federal Plan for Large Cities in Liège.

Preliminarily, available data and surveys put in evidence the pedestrians' challenges for the city (walking habits, poor financial resources, good proximities of services, increase of car use to cover short distances, etc.)
The Pedestrian Master Plan has then been developed with a clear mobility objective, when usual pedestrian strategies focus on green and scenic spaces or the commercial center, targeting tourism.

The idea is to potentially connect 45.000 citizens located in 20 minutes walking distance.
The Pedestrian Plan balances environmental and tourism concerns by social ones.
It is also considered as a promotion and land-planning tool for the city.
This experience is relatively original as developers mention that the only comparable example for French-speaking cities is the Pedestrian Plan of Geneva, Switzerland.

After the first stage of diagnosis and setting up of the Master Plan, the Municipal Council adopted the plan by January 2004. At this date, a second stage of promotion and analysis of concrete urban developments project taking place in it started.

It has to be mentioned that the real impact of this plan, the progresses towards sustainability are still not assessed effectively, as it is too often the case for such kind of initiatives.

Sector	Waste	Energy	Water	Transport	Green/blue	Land-use
				X	**X**	**X**

Scale of project	Component	Building	Neighbourhood	City	Region
				X	

Status of project	Starting up	Ongoing	Finished	Start date	End date (exp.)
	May 2001	Jan. 2004		Feb. 2003	Jan 2004

	(study)	(2nd stage: punctual developments, projects)		(1st stage: the Master plan)	(Plan adopted by Municipal Council)

Key words *soft mobility, urban planning, mobility network, public spaces*	
Project a. Object (building, city park, wind farm, etc.) b. Type of activity (regeneration, renovation, new development, etc.) c. Type of product (plan, scheme, design project,.)	a. urban developments, pedestrian network, land use b. regeneration c. Master plan
Tool a. Character (according to WP3final0704.doc) b. Benchmarks (qualitative or quantitative) c. Availability (paid/ free)	a. scheme, Master plan, framework for developments b. qualitative and quantitative c. free
Decision-making process a. Stage of the tool implementation (preliminary, midterm, etc.) b. Level (political, technical, etc.) c. Public participation	a. strategy b. political , technical
Other *(optional, if needed)*	a. pedestrian, network, transport, green infrastructure

DETAILED INFORMATION

A. Detailed description of project and tool	
1. Description of context (existing strategies, laws, policy, action plans, etc.): EU, national, regional, municipal	The city of Liege had a recent Municipal Mobility Plan, but this one does not really consider pedestrians even tough some arguments highlight the pedestrians' challenges for Liège. Soft mobility is promoted by E.U. and Wallonian Region. As a sustainable measure, the study of the *Pedestrian Master Plan was* half financed by the E.U. (FEDER- objective 2) and half by the wallonian Region, Belgium. Even if some Belgian cities have also a *Pedestrian Plan*, the Liège's one is particular as it has functionality goals. Its developers mention that the only main comparable example is the Pedestrian plan of the French-speaking city of Geneva, Switzerland.

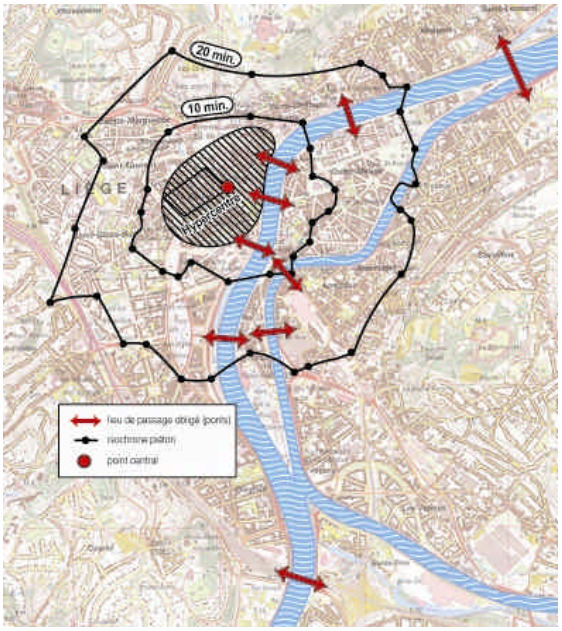
Average daily share of travels modes

Mode de déplacement principal	Wallonie	Liège		
	Proportion	Proportion	Intervalle de confiance ? 95%	
A pied	17,9 %	27,5 %	25,5 %	29,5 %
Deux-roues	2,9 %	0,8 %	0,4 %	1,2 %
Train	0,7 %	1,5 %	0,9 %	2 %
Bus	2,6 %	10,6 %	9,2 %	12 %
Voiture conducteur	50,9 %	40,3 %	38,1 %	42,5 %
Voiture passager	23,3 %	17,7 %	16 %	19,4 %
Autre	1,7 %	1,6 %		

Source : Enquête nationale sur la mobilité des ménages et résultats provisoires de l'IGEAT/MM (2002)

Examples of data preliminarily collected to make the diagnosis and identify challenges

Public version of the Liège Pedestrian Master Plan, downloadable at http://www.liege.be/planpieton/

2. Description of project a. Background (What caused the initiation of the project?; What was the problem? Who initiated the project?); b. Objectives/aims (sustainability statement – what issues of sustainability were attacked); c. Time interval and stages of project realisation; d. Financing – amount, sources, institutions involved, partnerships, levels. e. Other sectors involved in the particular project/problem (conflicts and/or links)  *The area considered: 45 000 citizens; maximum walking distance of 20 minutes*	**a.** The city of Liege had a recent Municipal Mobility Plan, but this one does not really consider **pedestrians' challenges for the city**. Available data and surveys put in evidence that in Belgium, Flemish people have more cycling habits and Walloons are more used to walk but the percentage of non-motorised distances covered are comparable for both Regions. More than this, Liège inhabitants walk proportionally more than Walloons. Financial resources of the population (36% don't have a car) and good proximities of services have, among others, been identified as causes. Another important element is the recent increase of the use of car to covered distances from1 to 3 km. The Federal Plan for Large Cities in Liège initiated the project and made the study proposal. **b.** Pedestrian Master Plan developed as such is relatively rare. Usually pedestrian strategies focus on green and scenic spaces or on commercial centres, targeting tourism. Here, the main objective is **mobility**: to connect 45.000 citizens in 20 minutes walking distance. Environmental and tourism concerns are balanced by social ones. The *Pedestrian Master Plan* is also looked at as a **promotion and land-planning tool** for the city. **c.** The study proposal "A pedestrian plan for Liège" was made in May 2001. In February 2003, the study began. The Municipal Council adopted the plan by January 2004. At this date, a second stage of promotion of the *Master plan* and analysis of concrete urban developments project taking place in it started. The project is still on going. **d.** ● The E.U. (via FEDER funds) and the Wallonian Region funded the research project. ● The Federal Plan for Large Cities in Liège was the coordinator of the study. ● The city of Liège (department of Construction Works) assumed the administrative tasks. ● CITEC (CH) and COOPARCH (BE) were the 2 private agencies, experts in mobility consulted. **e.** Even if they are collaborating at research level, departments of construction and environment are usually conflicting concerning urban developments and especially their economic aspects
3. Description of tool a. Character (according to WP3final0704.doc) - calculation tools, process tools, assessment methods, generic tools, simulation tools, guidelines, framework tools, schemes, indicators and monitoring, checklists, case-specific tools; b. Availability of the tool (web-based / paper, paid /	**a.** The tool is a Master Plan, a planning map **b.** Paper and computer files/ free **c.** In Belgium, it's the first proper *Pedestrian Plan* developed, some cities have a part dedicated to pedestrian within a more general urban planning but the approach is not comparable. Usually this section, only mention some objectives for the commercial city

free, etc.)
c. Based on existing tool or newly elaborated;
d. Adaptation of the tool to the local context (are there local experts involved in tool's development?)
e. Other tools implemented to support the project development

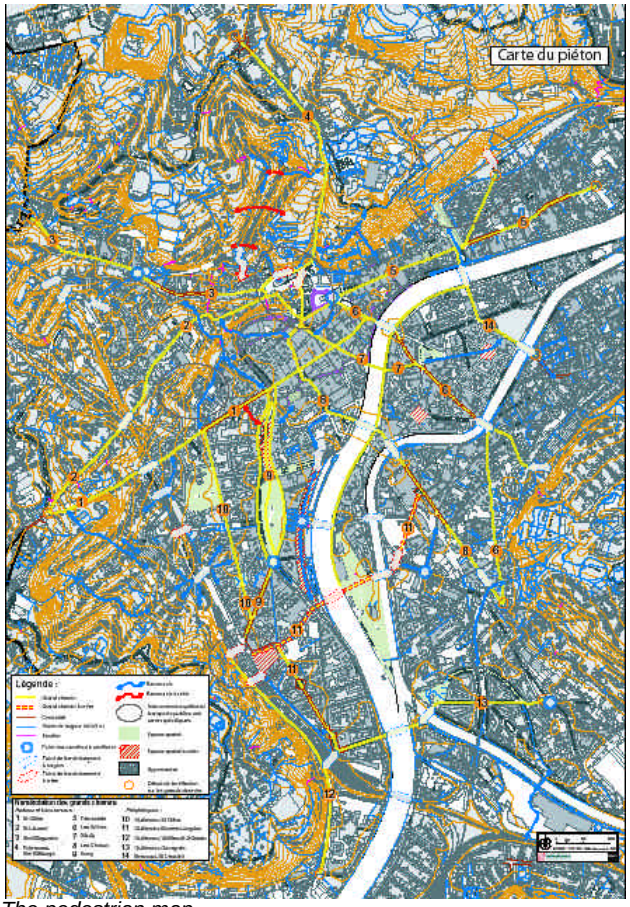
Pedestrian Master Plan, Communication brochure

centre.

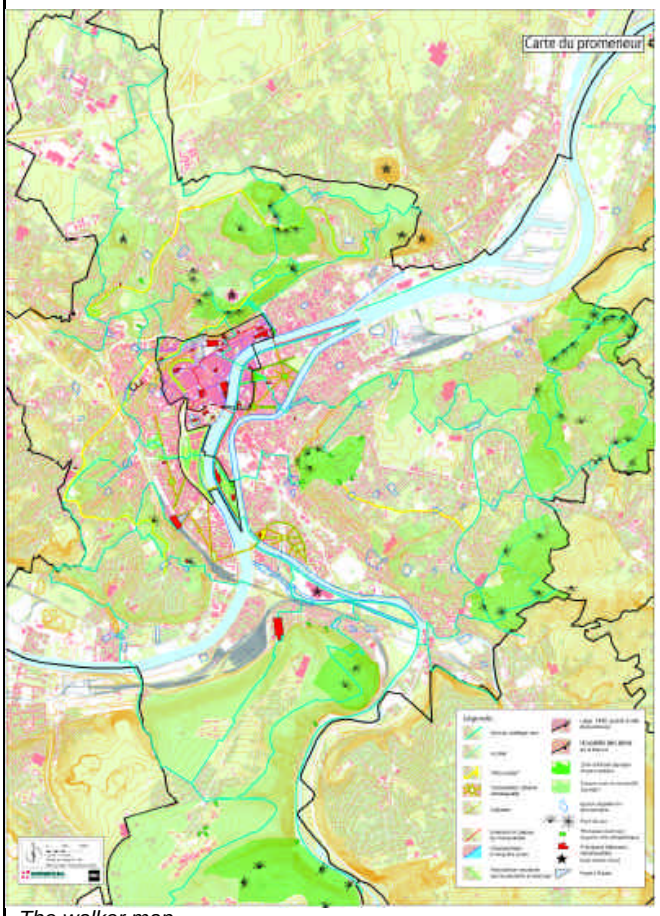
The developers of the *Master Plan* consider the only comparable example for French-speaking cities is the Pedestrian Plan of Geneva, Switzerland.

d. Local experts were directly involved in the plan development.

e. The *Pedestrian Master Plan* study includes 4 parts:
⊇ Mobility stakes, general typology of public spaces, identification of strategic public spaces (spotlights in the pedestrian network, promotion and visibility, better quality of life for neighbourhoods, etc.), objectives
⊄ Diagnosis (characteristics of the city, …)
⊂ The *Master Plan* that includes 2 documents:
Pedestrian map: connecting 45.000 inhabitants in a walking distance of 20min. It's a functional mobility map.
Walker map: it's more a leisure network gathering different green networks crossing the city, thematic itineraries, etc.
⊆ Communication and promotion of the *Master Plan*



The pedestrian map



The walker map

B. Tool implementation

1. Argumentation for choosing the tool

a. What were the reasons for the implementation of the tool? (voluntary or requested by what local, national, etc regulation)
b. Who took the initiative for choosing /elaboration the tool?
c. What were the criteria for choosing the tool?

a. The *Federal Plan for Large Cities in Liège* is the initiator and coordinator of the tool.
Their motivations are:
● **administrative**: provide a framework to organise information (data collected, etc), to plan urban developments, etc.
● **social**: provide a coherent and visible plan for

d. Was there knowledge of other tools and were they considered?	citizen needs of mobility, health, well-being, etc. ● **environmental**: promote non-motorised mobility, improve the public spaces quality, green spaces, etc. ● **development of the city**: sustainable tool to promote the city, argument to get funds for development projects, etc. **b.** The *Department of Federal Plan for Large Cities in Liège* is the initiator and coordinator of the Pedestrian Plan. **c.** The tool has been developed to promote soft mobility according to environmental and social concerns. The qualitative objectives are defined as such: ● Promote walk ● Development and connection of public pedestrian spaces ● Link different city's entities ● Create new short cuts through the city ● Improve the pedestrian environment quality ● Improve the integration of reduced mobility persons ● Improve the access to public transport and services **d.** The pedestrian plan of Geneva, its realisation and promotion. For the diagnosis preceding the development of the *Master Plan*, quantitative data from different sources were used: ● Enquiries about mobility practices, every 5 years, made by the Wallonian Region. ● Surveys on particularised thematic (students, customers, etc.), 4 times per year, by "urban stewards" for the city Liège. ● Etc.
2. Barriers for the tool implementation What were the main problems in the tool implementation? (Regulation, information available, public awareness, lack of clear SD definitions and benchmarks, communication etc.)	The main barrier that impeded the setting of such a *Pedestrian Plan* is the time required, particularly to gather data, etc. Once the *Plan* finished, there is still the difficulty to find financial and human resources to develop concrete projects to give it visibility. Public awareness is also a main thought. The promotion of the plan via different kind of actions (thematic brochures, selective developments, etc.) is the main objective for 2004.
C. Influence of the tool on the decision-making process	
1. Description of the decision-making process/ procedures a. Stages b. Levels (political, technical, etc.) c. Sources of information used during the dmp; d. Who are the decision-makers? e. Who made the final decision for the project implementation? Was it political or technical decision?	The decision-making process during the development of the *Master Plan* itself is not considered here, rather the changes the *Plan* could result in are developed. The *Pedestrian Plan* would document the decision-making process of every further urban developments supposed to have an impact on the quality of the pedestrian network. It is expected to be a coherent framework to plan developments. The dmp described here could then be the one of any urban development project or plan that would play a

	role in the *Pedestrian Plan*. **a.** The *Pedestrian Master Plan* and its recommendations should be examined at the preliminary stage of the study of an urban development project or plan. **b.** Both political and technical levels are concerned **c.** The whole document of the *Pedestrian Master Plan* (see A.3.:description of the tool) is a new source of compiled information to be used to document the decision-making procedure. **d.** Politicians concerned, helped with technical advices **e.** Politicians concerned. Political
2. Tool in decision-making process a. At what stage was the tool implemented? By whom? (experts, politicians, etc.) b. How did the tool output influence the process (added or skipped levels/stages in the existing decision-making process, etc.)? c. Quantitative goals or benchmarks defined? (If YES, which – and what were they compared to?) d. Was the tool used to support argumentations?	**Influence of the tool on the dmp:** Different initiatives from different municipal departments already promoted soft mobility in the city (thematic itineraries, parts of green network, development for persons of reduced mobility, etc) but these projects were not consolidated and were mainly dedicated to tourism walkers. Information and data were scattered between services and the different initiatives were not coordinated. The *Pedestrian Plan* aims to help the decision process for every further urban developments supposed to have an impact on the quality of the pedestrian network **a.** The *Pedestrian Master Plan* and its recommendations have to be examined at the preliminary study stage of an urban development project or plan. All the stakeholders should consult it. **b.** The tool should influence the dmp as : ● The local authorities has now an explicit strategy concerning the walking network (proactive attitude regarding external developers) ● Developments have a coherent framework (better communication, efficiency, etc) ● Data are consolidated (less time waste, etc.) **c.** Not really, and this is a lack of such tool supposed to promote sustainability! Nevertheless, indicators are thought to be useful for monitoring the efficiency of the *Plan*: ● Meters of project's development for person of reduced mobility ● Meters of pavement built ● Number of promotion's campaigns on the Pedestrian Plan, ● Etc. **d.** It has to be
3. Transparency of decision-making process a. How was the information of the dmp disseminated? - directly (decision makers –	**a.** It depends on the type of development and on what is mandatory for it.

public) or indirectly (decision makers - NGO, PR company, etc. - public); sources of dissemination used (mass media, internet, brochure, etc.) b. How was the public involved? c. Was there a public discussion over the project and at what stage of the project development?	**b.** It is also depending on the type of urban project development considered and what is mandatory for it. **c.** No project has yet been developed in the Pedestrian Plan Framework.
D. Expert assessment/analysis/comment of the tool effectiveness	
1. Assessment by tool users a. Were there measurable improvements as a result of the tool implementation? If YES, what? If no: why not? b. Were there any spun-off's or unintended consequences? c. General view on the tool? Lessons learned? d. Potentials for further use of the tool? e. Will the actors recommend it or use it in other cases - why / why not?	**a.** No, and this is a weakness of this *Pedestrian Plan* as it is supposed to promote sustainability! Even more, the indicators thought about (see C. 2c) to measure progresses are not really comprehensive and do not encapsulate the whole problem. **b.** / **c.** The *Master Plan* drawn up, human and financial resources have to be found to insure it a tangible future (promotion, projects' developments, etc.). The *Pedestrian Master Plan* gives the municipal objectives a way of expression, promotion and negotiation. For example, the *Plan* enables better communication and more balanced issues between respective stakes regarding planned federal/regional infrastructure developments. **d.** The promotion of the plan via different kind of actions (thematic brochures, selective developments, etc.) is the objective for 2004. **e.** Yes, because at least it is a means to organising existing resources and make things change.
2. Reviewer's assessment of the tool (usefulness, sustainability relevance, who are the actors excluded? etc.) Suggestions and needs for further development of the tool	Liège has one of the highest ratios of unemployment in Wallonia, and still a grey image due to its earlier glorious industrial past. The city needs new investments, and solid strategies to frame them. Prior infrastructure developments cut the urban centre into disconnected districts, setting up physical and social barriers. Yet, the city has a very interesting, public spaces and footpath heritage. The *Pedestrian Plan* takes these own characteristics into account developing more then a conventional green network. Till now, the *Pedestrian Plan* has any lawful weight. To make it a concrete strategy for the city it will be useful to insert it into a legal procedure. Developers of the plan are thinking of it concerning options and principles, technical points are to stay more flexible.
E. Additional information on the case study available	
Websites	See below
References *concerning the case but also the key words or problem* (papers, articles, reports, laws, etc.)	● Study of a Pedestrian Master Plan for the City of Liège, 4 documents, Final Report, January 2004 Financed by the E.U. (Objective2 FEDER) and the Wallonian Region of Belgium. Consultancy: COOParch-RU and CITEC Coordination of the research: Federal Plan for Large Cities - Liège ● All about the Pedestrian Plan for the City of Liège (public version downloadable- :

	http://www.liege.be/planpieton/
Other sources (Interviews, conferences, discussions, etc.)	● The official web site of the city Liège: http://www.liege.be/ ● The Pedestrian Plan of Geneva: the map, legal frame, actions, etc. : http://www.ville-ge.ch/geneve/plan-pietons/
Contact details for further information	LIEGE MUNICIPALITY - *Federal Plan for Large Cities - Liège* *Plan Fédéral des Grandes Villes -Liège* rue Lonhienne, 2/2 B-4000 LIEGE Tel: +32 4 221 72 95 Fax: +32 4 223 76 60 ● Mr. G. PERPINIEN, Mobility Expert ● Tel: +32 4 221 72 93 ● geoffrey.perpinien@liege.be