

Policies towards the Pedestrian-friendly City

### **Legislation of Ordinance on Pedestrians**

The SMG was the first city government in the world to enact an ordinance specifically related to pedestrians. The legislation of the ordinance was originally intended as the cornerstone of a plan to evolve Seoul from a vehicle-oriented city into a "pedestrian-friendly city" that aimed to put people first. Preparations for the ordinance began while civic groups insisted on the passage of the legislation and its necessity was broadcast to the public. In December 1995, the city council members of the Transportation Committee of Seoul Metropolitan Council and various civic groups held a meeting and agreed to develop a movement to legislate the ordinance on pedestrians. In February 1996, the SMG hosted a forum to discuss ways of creating a pedestrian-friendly city and future plans for legislation of the pedestrian ordinance. In October 1996, the Seoul Metropolitan Council proposed the ordinance on pedestrians in Seoul, and three months later, in January 1997, the ordinance was implemented.

According to the new ordinance, "the SMG shall establish a "Basic Plan for the Pedestrian Environment" every five years." The ordinance also stipulated that "the basic plan shall clearly present the kinds, contents, necessary budgets and subjects of the pedestrian environment improvement projects that the SMG has to implement over the next five years." In addition, project-related job allocation, promotional organizations, the preparation of regulations and standards, and method of facilitating civil participation were all to be included in the basic plan. Thus, the first basic plan for the pedestrian environment was established in 1998.

### **Creation of Car-free Streets.**

The "Creation of Car-free Streets" in Seoul is one of the city's representative projects related to its pedestrian-oriented traffic policies. The project to create car-free streets was designed to allocate more urban spaces to citizens due to the lack of spaces for pedestrians. Seoul designated Insadong-gil, Myeongdong-gil and Gwancheoldong-gil as car-free streets in 1997, and began to gradually expand the number of car-free areas. As of 2011, there were twenty-four car-free streets, whose combined length was about 18 kilometers. Car-free streets were designated mainly in downtown commercial areas and residential living spaces, with car control periods and methods differing depending on the local conditions (i.e. all-day operation on nine streets, weekend-only operation on fourteen streets, and occasional operation on one street).