

Urban Agenda Platform

The global platform for sharing progress, action and knowledge on the implementation of the New Urban Agenda to achieve sustainable urban development.

UNDERGROUND PEDESTRIAN NETWORKS

Award Scheme Sustainable Development Goals World Urban Campaign

Goal 11 - Make cities and human settlements inclusive, safe, resilient and sustainable

Summary

Indoor pedestrian networks can be used by cities having a subway in order to reduce the ecological footprint of individual transport.

Background and Objective

Underground pedestrian networks act as transit oriented development in central areas, linking major buildings, subway and train stations with tunnels underneath streets. They provide public and commercial amenities inside connected buildings and help densify the city and reduce car usage. They act as an extension of metro and railway stations and increase their users pool in central areas while promoting the development of economic activities as well as social ones (indoor public places) that will connect to them.

Actions and Implementation

Example: Montreal "Underground city", one of the largest indoor pedestrian networks developed with landowners linking together 62 buildings and ten subway and train stations in the CBD. A good example of a PPP in which developers gained potential clientele from a direct subway station access as well as an added value to their building, while citizens are gaining a better protected and direct access to their workplace and commercial areas. Unlike most of other CBDs empty after office hours, the Montreal one has streets alive, bustling and more safe thanks to its indoor pedestrian network.

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Innovative Initiative

Optimization of urban access and flows / Integrated urban design

Resources devoted to delivery

Know more: http://acuus.org/index.php/the-urban-underground-space http://www.scoop.it/t/underground-space# https://en.wikipedia.org/wiki/Underground_City,_Montreal