



André de Wit

Mobility advisor

ba.dewit@rotterdam.nl

Rik de Nooijer

Designer

ej.denooijer@rotterdam.nl

Responding to the pandemic



Question?

1. What did you miss most during the pandemic?

Answer?

With (too) many people sitting in a small Park?



Vondelpark Amsterdam during Lock Down and 6 feet distance.

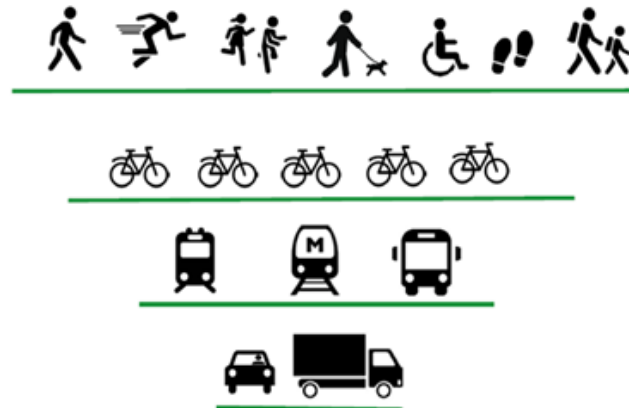
1,5 meter Public Space & Mobility

■ Operational track

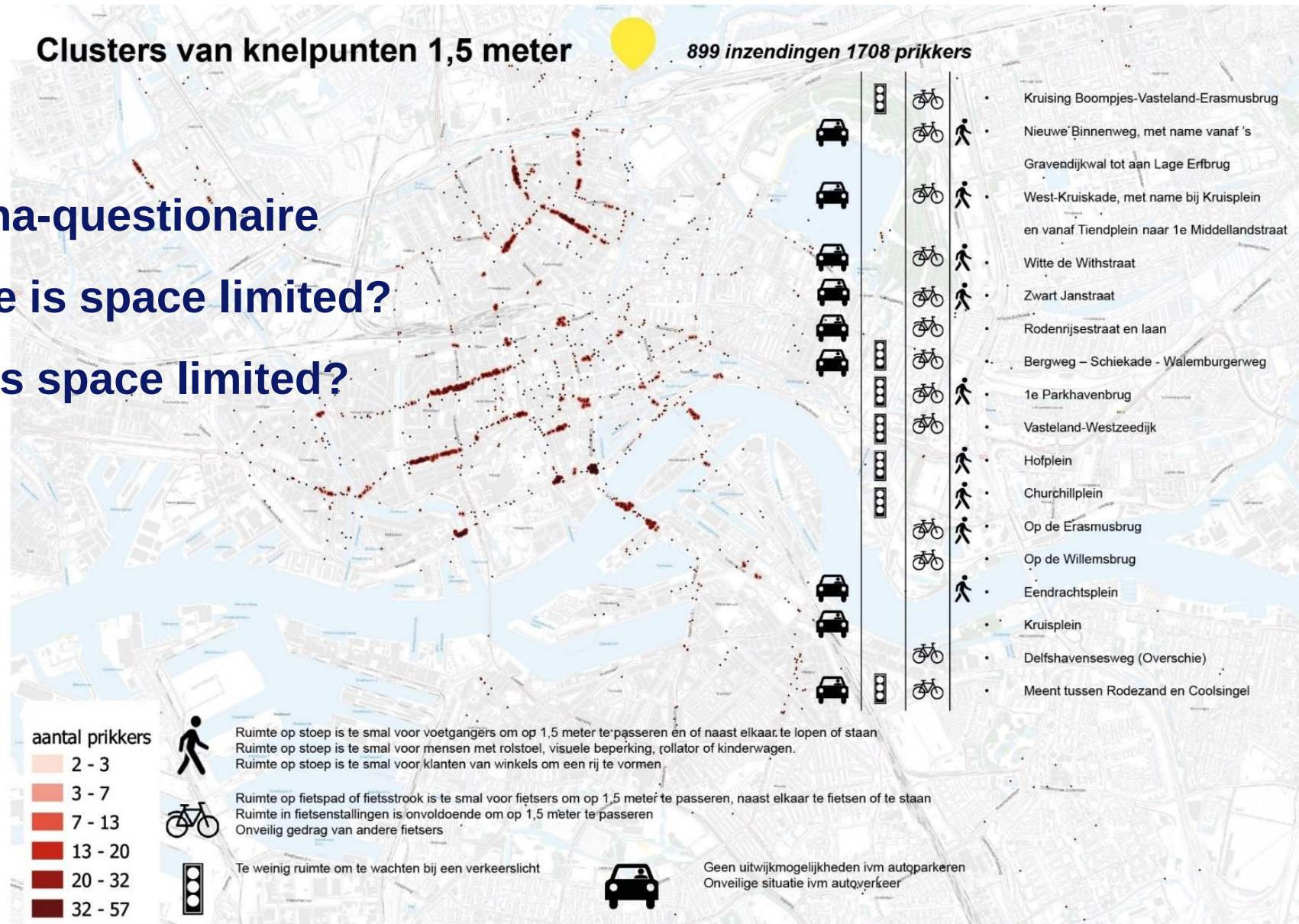
- unambiguous and recognizable directions for terraces, shops
- more space on bike paths
- passing space on sidewalks

■ Strategic transition track

- Rotterdam Mobility Approach
- Vision Public Space



1. Corona-questionnaire
2. Where is space limited?
3. Why is space limited?



Principles:

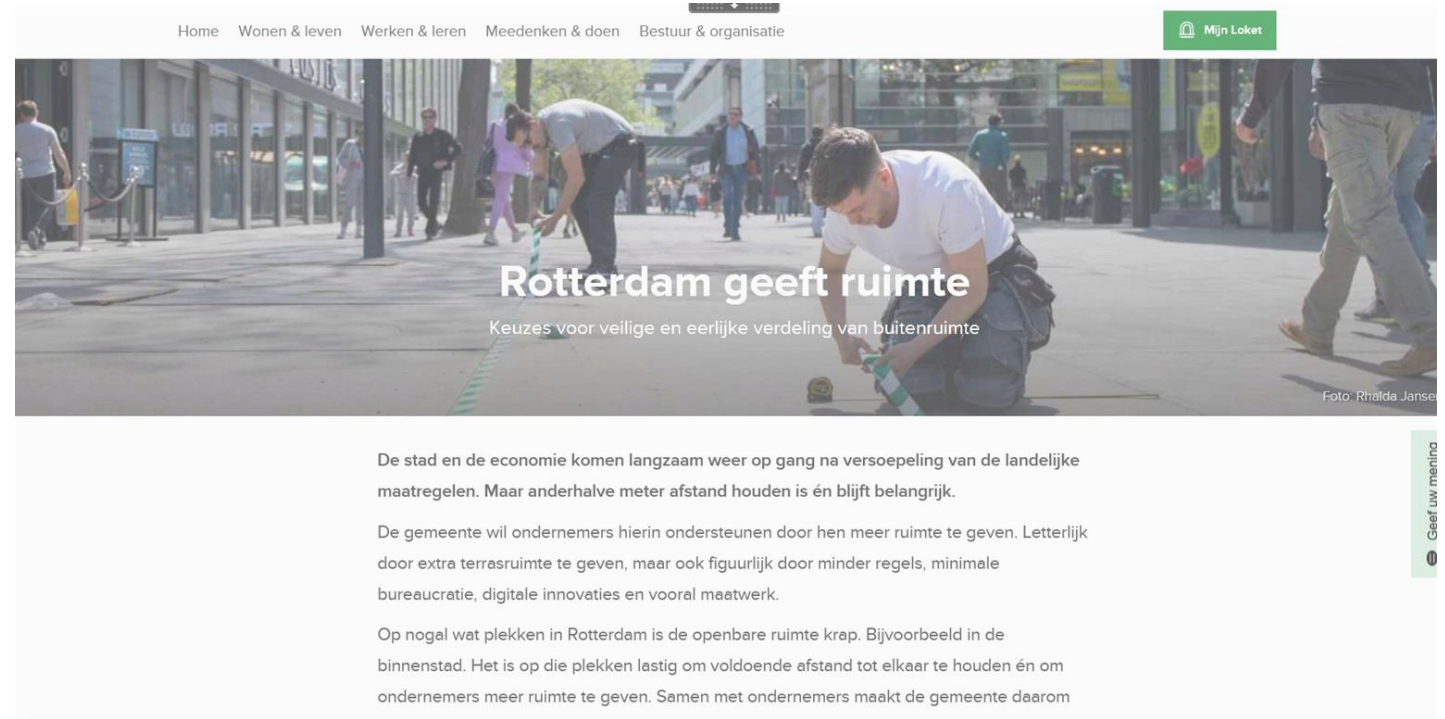
- (Traffic) Safety
- Moving before staying
- Temporary re-allocation
- Facilitate

▪ Terrace decks

▪ Terras-extension

▪ Customized approach

- 16 squares
- 14 streets > temporary pedestrian zones



Question?

1. What was a good example in your city?

General guidelines - stickers on the street



A: Afmeting +/- 30x30 cm



B: Afmeting grijze vlak is stoep-
tegel van 30x30 cm



C: Afmeting grijze vlak is stoeptegels van 60x30 cm



D: Afmeting grijze vlak is stoeptegels van 60x30 cm



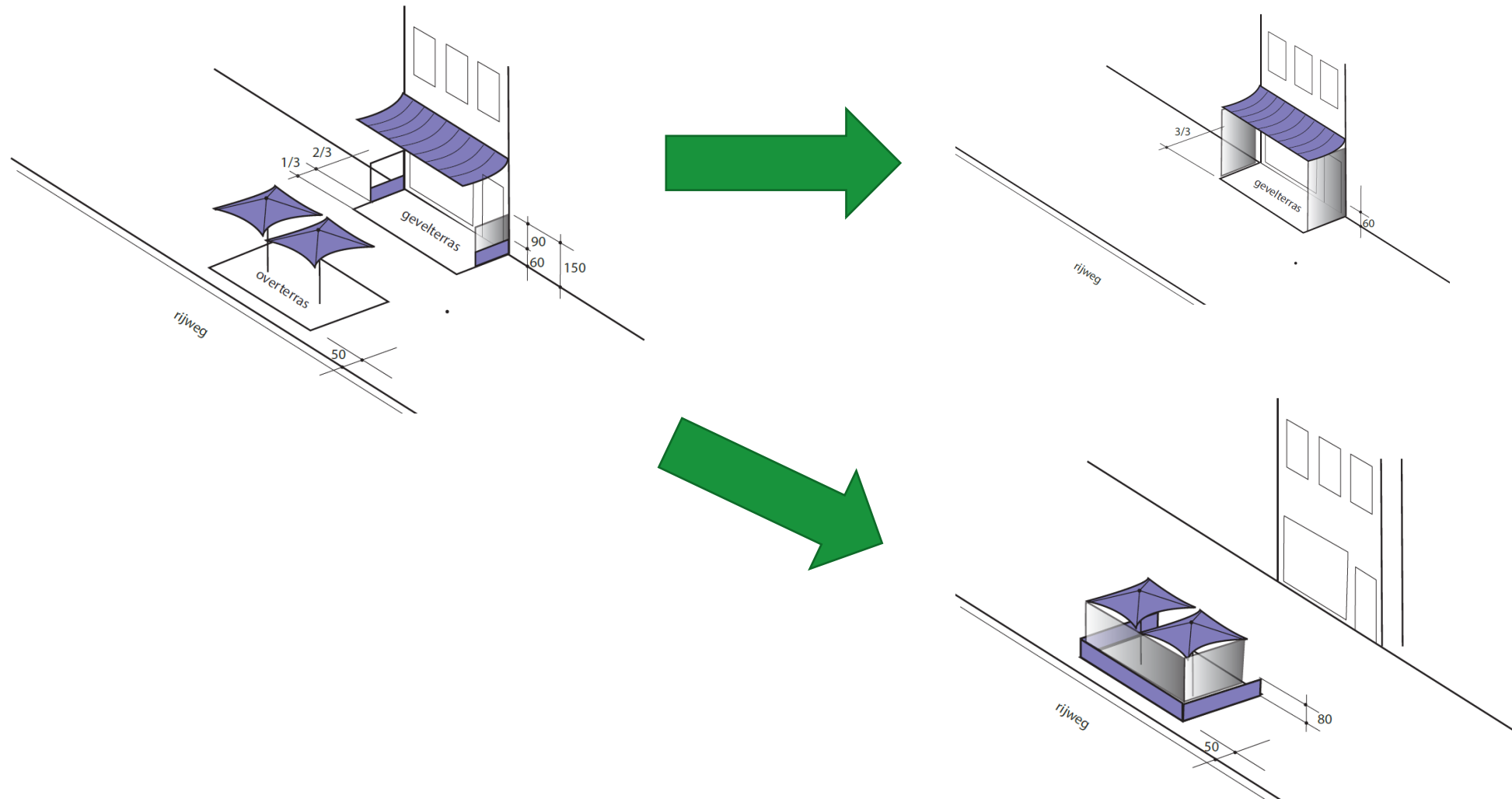
E: Afmeting +/- 60x30 cm



F: plaktape: 5cm bij 5 meter per rol



General guidelines – more space and comfort for terrace visitor



Measures lockdown (march – may)



Communication en awareness



Terrace decks



Customized approach



Gemeente Rotterdam

Streets

Centrum	Kernwinkelgebied Centrum West Kruiskade Hoogstraat/Hoogkwartier Witte de Withstraat
Delfshaven	Nieuwe Binnenweg inclusief centrumdeel
Hoek van Holland	Strand
Kralingen- Crooswijk	Lusthofstraat Oostzeedijk/Oostplein
Hoogvliet	Winkelcentrum Binnenban
Rozenburg	Emmastraat
Feijenoord	Beijerlandse laan
Noord	Noorderboulevard
Charlois	Zuidplein en Zuidplein laag
HiS	Bergse Dorpsstraat

Squares

Centrum	Nieuwemarkt Schouwburgplein Binnenrotte
Delfshaven	Middellandsplein Kruising Nieuwe Binnenweg/Heemraadssingel en Heemraadsplein
Hoek van Holland	Brinkplein
Kralingen- Crooswijk	Admiraliteitskade
Prins Alexander	Prins Alexanderplein Boulevard Nesseland
Pernis	Winkelgebied Pernis
Rozenburg	Raadhuisplein/Molenweg
Feijenoord	Deliplein/Sumatraweg Afrikaanderplein
IJsselmonde	Cor Kieboomplein
Noord	Noordplein
Charlois	Plein 1953 (kan mogelijk onder spoor 1 vallen)

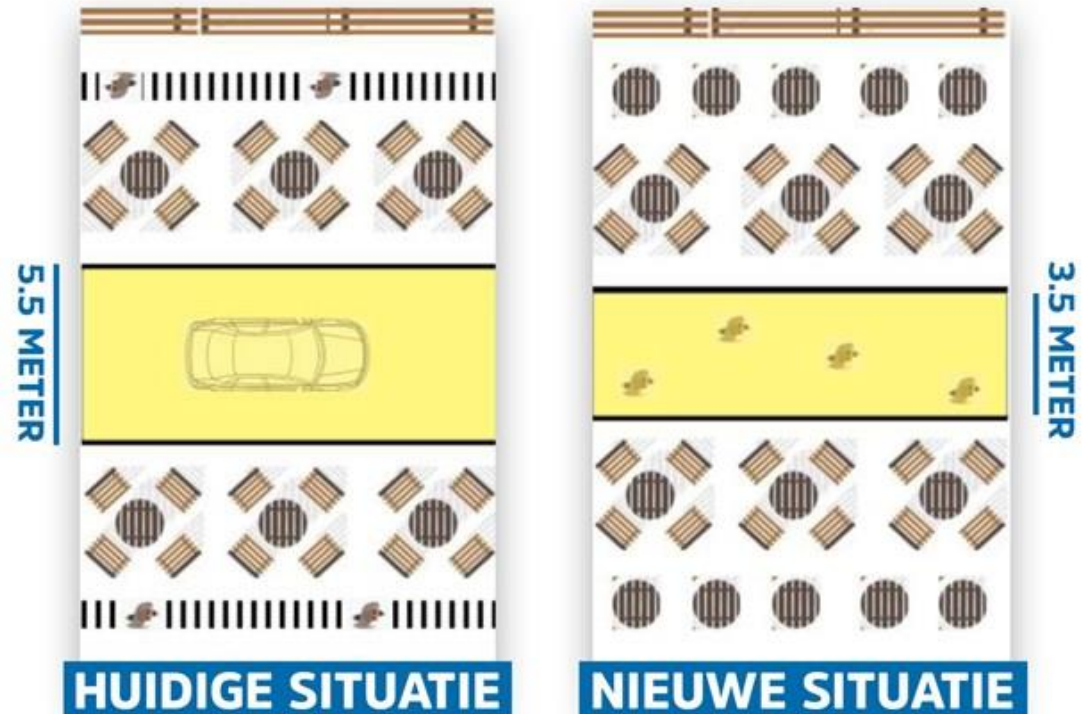
Customized approach: co-creation with local businesses

Afsluiting Witte de Withstraat:

- Maandag, dinsdag, woensdag en donderdag dagelijks van 16:00u tot +1:00u;
- Vrijdag van 16:00u tot +2:00u
- Zaterdag en zondag van 12:00u tot +2:00u
- Periode 14 juni t/m 14 oktober 2020

Éénrichtingsverkeer Kromme Elleboog:

- Continue aanwezig;
- Periode 14 juni t/m 14 oktober 2020



Measures lockdown (june – september)



Appreciated by our alderman



Click on the name of each city to highlight its location on the map and learn more about the public space projects.

PROFILED CITIES ADAPTING LOCAL PUBLIC SPACES IN A GLOBAL PANDEMIC

Streeteries, Businesses, and Neighborhoods

Buenos Aires, Argentina	St. John's, Newfoundland
Melbourne, Australia	Tampa, Florida
Paris, France	Vancouver, Washington
Rotterdam, Netherlands	Vilnius, Lithuania
Santa Monica, California	West Palm Beach, Florida

Slow/Open Streets and Bike Network Expansions

Bogotá, Colombia	New York, New York
Dublin, Ireland	Oakland, California
Duluth, Minnesota	Seattle, Washington
Montréal, Québec	

Creative Placemaking and Public Art

Boston, Massachusetts	Nairobi, Kenya
Chennai, India	Philadelphia, Pennsylvania
Hennepin County, Minnesota	Toronto, Ontario
Jackson, Mississippi	

Innovations in Parks

Atlanta, Georgia
Belfast, Northern Ireland
Brooklyn, New York
Elbląg, Poland



STREETERIES, BUSINESSES, AND NEIGHBORHOODS

ROTTERDAM, NETHERLANDS

Rotterdam allowed businesses to use all parking spaces in front of their buildings to accommodate customers safely and conveniently outdoors in a program that ran from June to November 2020.

LEAD

Various Rotterdam municipal departments administered the program, including those in charge of safety, urban design, mobility, and urban management.

KEY INSIGHT

To make use of parking spaces, businesses were able to either create their own decks or to use decks made from reclaimed wood that were provided by the city free of charge.

MORE DETAILS

No permits were required for businesses to temporarily transform parking spaces into decks supporting their operations. All types of businesses were eligible, including restaurants, hair salons, and shops. As of October 2020, 1,000 decks had been created.*

[HOVER TO READ MORE](#)



EQUITY

The city provided information for restaurant and pub owners about how to create terrace spaces without permits. City staff further collaborated with businesses located on busy streets and in public squares to reach customized solutions for expanding operations in ways that could benefit everyone.

WHAT'S NEXT

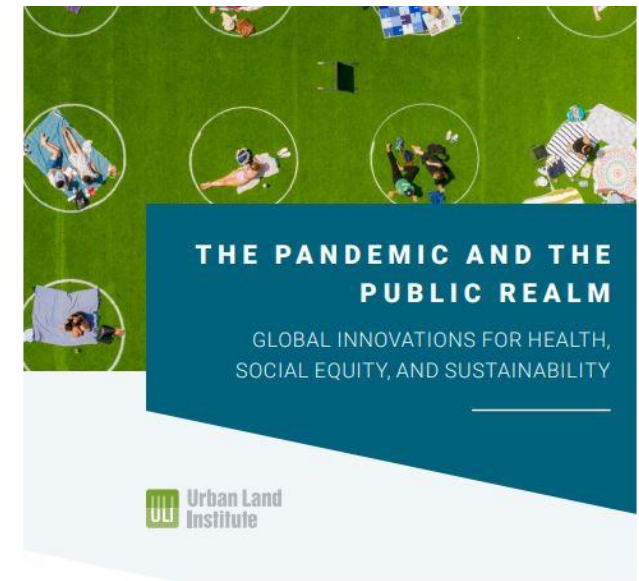
The program was implemented on a temporary basis, but the city is evaluating what it learned in 2020 to inform future policies.



Adapted from responses from Tristen van Rijn, spokesman for Alderman Barbara Kuthmann, municipality of Rotterdam.

[LEARN MORE](#)

* See <https://www.theguardian.com/world/2020/oct/12/liveable-street-show-cities-are-prioritising-people-over-parking>.



Discussion?

1. Are we losing public space?



2. It is ok to pay for sitting in public space?



WdW street: sitting without paying is not possible, all public space for the catering industry

Thank you !

