

Pedestrian safety, security and mobility in Western Europe: policies and trends

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Pedestrians own the roads

Before the XXth century

Highway Codes turn pedestrians into « moving obstacles » in the path of cars

Early XXth century

Reducing car traffic and dependance on cars

XXIst century

The Past

The road infrastructure is adapted to growing motorized transport

Walking with cars: traffic calming

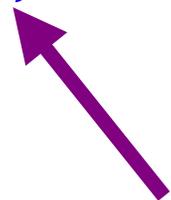
80s, 90s and after

Pedestrians are viewed as an extinct species... but save the children!

60s & 70s

Planners rediscover pedestrians as a vital element of urban life

70s & 80s



The Future: constraints

Global warming

Increasing petrol prices (*currently mitigated by a worldwide economic crisis*)

Anticipating on petrol shortage:

- Unequal geographical distribution of resources
- Unequal access to petrol (*between countries or regions, between population groups*)

... Need to reduce motorised transport in a more drastic way

Fight against terrorist acts reduce personal freedom

The Future: mobility changes to be anticipated

A decrease of non-mandatory mobility related first to economic difficulties than to increasing scarcity of petrol (*unchanged mobility for the richest?*)

Less car trips:

- More short distance walking trips in relation with greater use of public transport
- More long distance walking trips for « captive » walkers living in the outskirts of cities
- More motorcycles? (for the well-off?)

Growing unemployment for lack of accessibility (*greater in polycentric cities?*)

... Need to accompany the changes to ensure greater equity, comfort and safety

The Future: pedestrian comfort and safety

**If nothing more is done: current trends or the
« doom scenario »:**

Increasing social differences:

- **In mobility**
- **In economic status and level of life**

Increasing delinquency and violence

**Insufficient pedestrian « comfort »: quality needs will
not be met for:**

- **The poorer**
- **The less able**

Pedestrian safety will probably decrease:

- **Increased exposure in inhospitable surroundings
(outskirts of cities, arterials)**
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The Future: Pro-active policies or how to avoid the « doom scenario »

Reducing dependancy on individual cars... and motorcycles and providing alternatives (*making room for public transport and non-motorised modes*)

Urban planning measures: densifying cities

- Increasing the offer of public transport
- Increasing the proportion of trips made by walking in comfort
- Decreasing the need for cars by providing everyday facilities locally (?)

Encouraging innovative organisation (work, time, trips)

Imagining and providing walking aids:

- For long distance walking trips (« metric » transport modes?)
 - For the less able pedestrians (powered bicycles, tricycles, others)
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The Future: What we can hope for

Making walking attractive: a constraint becomes a privilege!

Sojourning becomes part of everyday life for everybody!

New non-motorized or little motorized modes appear....

The pace of life slows down

Pedestrians gain influence... and priority in policies

The Future: Ensuring comfort and safety

Redesigning urban space and streets:

- reallocating space to transport modes
- thinking in terms of pedestrian networks

Changing priorities: pedestrians are the greatest number!

- in policies (resource allocation)
- In speed management
- In road design: self-enforcing speeds, PQNs

Discouraging motorbike use in urban areas?

Imagining new incentives to walking

- Health, OTHERS
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