

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

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Pedestrians
own the
roads

*Before the XXth
century*

Reducing car traffic and
dependance on cars

XXIst century

Walking with cars:
traffic calming

80s, 90s and after

Planners rediscover
pedestrians as a
vital element of
urban life
70s & 80s

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

Early XXth century

The road
infrastructure is
adapted to
growing motorized
transport

50s to 70s
Pedestrians are
viewed as an extinct
species... but save the
children!

60s & 70s

The Past

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)

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)

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 (ressource allocation)
- In speed management
- In road design: self-enforcing speeds, PQNs

Discouraging motorbike use in urban areas?

Imagining new incentives to walking

- Health, OTHERS