

Austria, Belgium, Czech Republic, Finland, France, Germany, Greece, Israel, Italy, Netherlands, Norway, Sweden, Spain and the United Kingdom

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Israel

Valencia, 23-24 Oct. 2007



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Information sources for the analysis

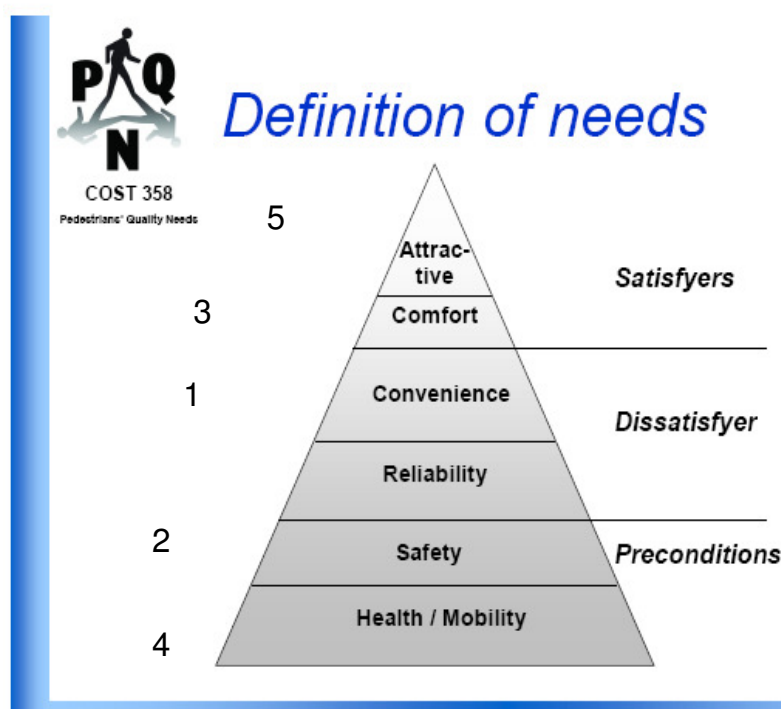
“Country Reports” submitted by partners are not complete or uniform

- Contents clearly reflect professional background or interests of reporter or organization
- The whole country report was considered and not only the specific section (pedestrian situation)
- Other sources (web, various docs, personal knowledge) used to fill gaps
- Impressions are subjective and qualified

Pedestrians' annoyances are universal

- **Pavement** condition- uneven, slippery, puddles
- Refuse or dog droppings on the pavement
- Pavements too narrow
- Street furniture and utilities clutter or partially block the path
- Intrusive trading
- Parked cars, bikes on pedestrian pavement
- Street / road works, building and maintenance
- **Difficulty of crossing** –too much too fast traffic, street too wide, no visibility, obstacles to direct crossing, inconvenient under / over passes
- Drivers do not slow or stop at pedestrian crossings
- Cars park on a pedestrian crossing
- Traffic lights- interrupted crossing, long waiting, short green
- **Walking inconvenienced** by lack of amenities, lack of lighting
- Lack of walking- specific guidance

What matters to pedestrians compared to pyramid



Common issues of concern to professionals

- Discontinuity of walking networks
- Suburbia and spread rural communities dependent on cars
- Lack of high standard PT, hindering walking
- Sharing space or time with bicycles on paths or at junctions
- Motorcycles, mopeds (& bicycles) safety risk to pedestrians
- Aging population requires upgrading infrastructure for pedestrians
- Attitude and behaviour of drivers (speed, right of way, intimidation)
- Backlash of drivers against restrictions because of “too much” pro pedestrian policies
- Demographic and social shifts may reduce the interest in walking or biking or both
- High rise dwellings may cause a lifestyle less attracted to biking or walking
- Walking still takes back seat on transport / economic agenda

Addressing annoyances is not sufficient

The “common pedestrian” has narrow perspective?
Or perhaps not asked?

The promotion of

walking / cycling network,
integration with public transport,
quality walkways and amenities,
attractive public space,
people focused urban / community plan,
good access to cars and parking without disrupting pedestrian
space

requires

professional vision,
government policies,
organized interest- groups
linking with other objectives and their supporters

Synergy with other policies & interest groups

- Disabled, children need protection, old people
- Environment & Energy- emissions (clean air, global warming), sustainable, noise reduction
- Land use and planning policies
- Public Transport, cycling, inter-modality
- Education or health- walking to school, walking is healthy
- Urban renewal projects- social and urban cohesion
- New Urbanism, architects and planners
- Tourism promotion, preserving historic centers and old towns
- A pedestrian group lobbying a local issue may stand better chance than promoting a general issue

One should choose partners wisely



Nature of official policy guidelines & Concerns of national pedestrian action groups

	Guidelines	Action groups
Pavement, crossings, control devices, road- user regulations, concern with safety, right-of way, pedestrians' basic needs	AT, BE, CH, HE, CZ, FR, FI, DE, IL, IT, NL, NO, SE, UK	BE, HE, FR,
Accessibility, walking is transport, traffic calming, car-free zones concern with pedestrians needs, preferences & rights, walking and cycling networks,	AT, BE, CH, FR, FI, DE, NL, NO, SE, UK	AT, BE, HE, FR, IT, UK
Urban and Transport Planning policies Concern with quality of public space, urban landscape, beyond	AT, BE, CH, FI, DE, IT, NL, SE, UK	AT, BE, CH, NL, NO, SE, UK

Pedestrian situation according to “Rob criteria”

Indicator level	Low	Medium	High
Culture of walking and live streets	CZ, FI, HE, IL	BE, FR, NL, SE, UK	AT, CH, DE, IT, ES,
Position in traffic and transport	CZ, HE, IL, IT, ES	BE, FR, NL, SE, UK	AT, CH, FI, DE,
Spatial and environmental conditions (infrastructure)	CZ, HE, IL, ES	BE, FI, FR, IT, SE, UK	AT, CH, DE, NL,
Position in the official & political arena	CZ, HE, IL, ES	FR, IT, NL	AT, BE, CH, FI, DE, SE, UK
Amount and variety of active practitioners advancing walking	CZ, HE, IL, IT, BE	FI, FR, ES	CH, DE, NL, SE, UK
Media attention and public opinion	HE, IL, IT, ES	CZ, CH, DE, FI, NL	AT, BE, FR, SE, UK

Subjective Overview of Pedestrian Situation

Work in pedestrian safety countermeasures, RS education, black spots, may have model towns, may promote walking as a rightful transport mode	HE, CZ, IL
Basic crossing and walking needs recognized and largely satisfied, many communities have calmed zones, provision of walking & cycling paths, beginning of local land use policies sensitive to walking	BE, FR, IT, NO, UK
Walking recognized as important mode of transport and human need, infrastructure accommodating in many communities, traffic calming very popular, planning policies consider walking, more public and political support needed	AT, CH, FI, DE, NL, SE

Factors influencing perceived “pedestrian situation”

- Extent of effective application of traffic calmed zones (20- 30 km) +
- implementing of calmed zones beyond residential areas +
- General speed reduction in areas where people walk and cross + +
- Actions or resistance by other interest groups and lobbies + –
- Pedestrian / bicycle conflicts over space –
- Competing mobility trends e.g. shopping malls, private schools –
- Perceived threat of traffic and personal security of walking –
- Many “nice” policies and plans are not implemented for lack of political or public support and, consequently, lack of funding –
- Pedestrians, walking, public space are on the political agenda and in the media +
- Subjective assessment may be more critical when actual standards are high and so are expectations (e.g. FI, CH, NL)



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