

# Outline Handbook Pedestrians' Quality Needs

## ***Part 1 Introduction, theory and research methods***

1. Introduction
  - a. Why this study?
  - b. Problem owners, international interest and relevance
  - c. 'Natural' obstacles
  - d. 'Classic' publications and the state of the art
  - e. Corner stones for innovation
  - f. The COST context
  - g. Research objectives and central question
2. Theory and definitions
  - Conceptual Framework
  - Demarcation of the study
3. Research questions
  - Key research questions
  - Organisation of the research
  - Gaps in coverage
4. Methods and data used
  - a. methodological aspects
  - b. Working methods
  - c. Measuring walking & data availability

## ***Part 2 Sectorial findings***

1. Current situation in the participating countries (facts and figures; developments)
  - a. Mobility
  - b. Safety
  - c. Health
  - d. Sojourn in public space
  - e. Policy statements and institutional attitudes (covering all relevant policy fields, incl. investment, management and maintenance budgets)
2. Functional needs mechanisms (WG1)
  - a. Background and objectives
  - b. Methodology
  - c. Equipment and position of the pedestrian
    - i. Strategic functioning of pedestrians in general: D4A & largest common divisor
    - ii. Tactical/strategic functioning of specific groups (kinds, adults, elderly, handicapped etc.)
    - iii. Operational/tactical needs and functioning of individuals
  - d. Social and societal context
    - i. formal and informal behavioural rules and norms
    - ii. Encounters with other people and traffic on the operational level
    - iii. Values, organisational preconditions like knowledge, management, task distribution etc.

- e. Spatial context
    - i. Requirements re. distribution of destinations and links between them
    - ii. Required network characteristics; connectivity of destinations and networks
    - iii. Requirements and demands re. roads, crossroads, squares, building entrances
  - f. Travel options
    - i. Requirements re. travel options and organisation of transport
    - ii. Requirements re. vehicle concepts: bicycle, car, lorry, bus, train etc.
    - iii. Requirements re. individual vehicles / individual level
  - g. Interrelations
    - i. interrelation between factors on the macroscopic level
    - ii. interrelations between factors on group / network level
    - iii. interrelations between factors on the elementary operational level
    - iv. interrelation on between factor on different levels (vertical interrelations)
  - h. Best practises
3. Perceived needs mechanisms (WG2)
- a. Background and objectives
  - b. Methodology
  - c. Equipment and position of the pedestrian
    - i. Perceived competences on strategic level
    - ii. Perceived competences on tactical level
    - iii. Perceived competences and abilities on operational level
  - d. Social and societal context
    - i. Perceived needs regarding values, organisational preconditions like knowledge, management, task distribution
    - ii. Perceived formal and informal behavioural rules and norms; differences between groups
    - iii. Perception of encounters with other people and traffic on the operational level
  - e. Spatial context
    - i. Perceived needs with regards to distribution of destinations and links between them (i.e. housing preferences, shopping preferences)
    - ii. Perceived needs regarding network characteristics; perceived connectivity of destinations and links between them
    - iii. Perceived quality of roads, crossroads, crossings, squares, building entrances
  - f. Travel options
    - i. Perceived travel options and needs regarding organisation of transport
    - ii. Perceived general needs re. availability, accessibility, useability and travelers' safety of bicycles, cars, busses, trams, trains etc.
    - iii. Perception of the individuals' quality needs re. multi modal travelling
  - g. Interrelations
  - h. Best practises
4. Needs in a dynamic perspective (WG3)
- a. Background and objectives
  - b. Methodology
  - c. Trends
  - d. Vision
  - e. Interventions and best practises

## **Part 3 Integration**

1. Interrelations and interactions between components and perspectives: Pedestrian Quality
  - a. Generic (national and international) level
    - Generic preconditions and differences per country on the strategic level
    - Generic integral targets on the national level
    - Processes; roles and stakeholders
    - Indicators and monitoring tools
    - Options with regard to measures; preconditions for success
    - Prioritising options and consequences
    - Integrated policy development tools (how to select effective, efficient integral approaches and build acceptable policy packages?)
    - How to prioritise and assessment of added value of system approach
    - Best practises on national level
  - b. Action radius level
    - Preconditions for safe and agreeable mobility and sojourn in public space
    - Generic integral targets on the regional / local level (network level)
    - Processes; roles and stakeholders
    - Indicators and monitoring tools
    - Options with regard to measures; preconditions for success
    - Prioritising options and consequences
    - Integrated policy development tools (how to select effective, efficient integral approaches and build acceptable policy packages?)
    - How to prioritise and assessment of added value of system approach
    - Best practises on regional and local authority level
  - c. Operational level
    - Preconditions at the operational level
    - Generic integral targets on street and neighbourhood level
    - Processes; roles and stakeholders
    - Indicators and monitoring tools
    - Options with regard to measures; preconditions for success
    - Prioritising options and consequences
    - Integrated policy development tools (how to select effective, efficient integral approaches and build acceptable policy packages?)
    - How to prioritise and assessment of added value of system approach
    - Best practises on the street and neighbourhood level
  - d. Interrelations and interactions between the decision levels
  - e. Best practises with regard to horizontal and vertical integrative approaches
2. Gaps in knowledge = further research, what new or vital knowledge domains need to be highlighted?

## **Annexes**

1. References
2. Participants and affiliations
3. Basic facts and figures regarding pedestrian mobility, safety, health and sojourn in public space, policy statements and budgets.