



FEDERATION OF
EUROPEAN
PEDESTRIAN
ASSOCIATIONS

7th Annual Conference Urban Policies dealing with

“Two Legs” “Two Wheels” Mobility

Concepts of pedestrian and cyclist needs

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Ole Thorson, Vice-president of FEPA: “Two Leg” “Two Wheel”



1. FEPA

Salutations from FEPA to the conference. It is important that the items of pedestrians and cyclists can be discussed in this specific forum of mayor cities in Europe.

In FEPA, 9 European Pedestrian Associations are working together trying to rise awareness on the rights of the pedestrians all over Europe. One of the aims of FEPA is to convince the European Municipalities on the convenience to ratify the European Pedestrian Charter, approved in the European Parliament back in October 1988.

In Catalunya about 20 Municipalities have ratified this charter, including Barcelona and its neighbours.

Several EU Projects can help the municipalities to plan for better pedestrian and cyclist conditions. The projects **ADONIS** (Participation from Barcelona and my consultant firm), and **Walcing**. For the moment, the project **ARTISTS** (New design of arterial streets) is under elaboration, with focus on environmental acceptable traffic Volume.

2. Mobility

In most of the European cities the trips including Pedestrians, Cyclists and Public Transport passengers are majority and therefore need special attention. As the transport passengers also walk important distances to reach stops and stations, the walking conditions in a city are more important for the total mobility than the car driver conditions.

In a great part of the European cities the on street parked cars occupy more street space than the pedestrians and it is not needed to say that the moving cars occupy still more street space.

One of the mayor difficulties over the European cities is a general lack of data regarding the pedestrian, cyclist and public transport passenger volumes using a specific street link. Normally the cities have many details on the car driver volumes including turn movements.

This lack of data and the fact that a driver occupy 10 times more time-space than a pedestrian or cyclist in the street landscape will induce municipal technicians and politicians to reach the wrong conclusion that in by near all streets there are more drivers than other users. The reality shows that drivers very often are in minority.



It must therefore be stated that **no traffic scheme, nor street or square project should be debated or decided without a previous complete data collection of all the street users**

If the pedestrian, cyclist, passenger (bus and taxi) data are not available, the base for the decisions on the street design could not be adjusted to the citizens needs in their mobility.

3. Pedestrian Needs

To meet the pedestrian needs in the European cities the normal, till now, way of planning the street design must be changed. A Street project must start with the decision of the space needed for pedestrians. The maximum speed allowed in the street (50 km/h, 30 km/h or lower) shall be decided. In second term it should be evaluated if there is need for cyclist or bus facilities. Finally it can be looked upon the rest of the space and decided how many lanes for the traffic, combined with possible parking, can be dedicated.

For the initial decisions on pedestrian space and speed some data should be taken into account:

- In most, not arterial, streets the speed limit should be not higher than 30 km/h.
- At least about 40 % of the street space should be dedicated to pedestrians.
- The sidewalk for pedestrians should not be less than 3 meters. Two lanes for walking, one lane for exit/entrance and for talking and one space for Signs, banks, light signals, trees etc. Each lane of 0,75 m = 3 meters.
- If the street is not equal or wider than 9 metres between facades, no car lane is allowed: Street with pedestrian and cyclist priority.
- If the street do not reach 11 meters no parking can be admitted.
- Pedestrians should only cross a maximum of 4 lanes without refugees or traffic islands.
- Not more than 100 meters between pedestrian crossings. The city should be permeable for pedestrians.



4. Cyclist needs

For the cyclists, some important actions to better cycle ride and safety can be given:

- Cyclists need, in a first case, that car drivers do not exceed speed limits. With an increase in number of 30 km/h streets in the European cities, the safety for cyclists is getting better, but the speed limits must be respected.
- In order to produce less personal injuries (severe and light) of cyclists and of pedestrians, it is also of mayor importance that the general maximum speed limit in urban areas of 50 km/h is observed. The cities are therefore asked to control strictly the speed limits and to install speed-calming objects in the streets – especially in the intersections.
- A majority of the personal injury accidents occur in the intersections. Therefore it is very important that the car speeds in all this meeting and crossing points of the city are sufficient low and controlled.
- Turning car drivers must be aware of cyclists and forced to give way.
- The crossings from one 30 km/h zone to another, through arterial streets, must receive special care to give priority and safety to cyclists and pedestrians.
- Special attention to cycle robbery is necessary. A better identification of bicycles should be given by manufactures. The police should have better and handier files.
- Please ratify the Amsterdam charter for cyclists.
- Finally cycle lanes should be built where needed.

5. Parking

To be able to accomplish the pedestrian and cyclist needs, more street space is needed. Therefore it must be decided that the space for pedestrians and cyclists has more priority than space for parked cars. No excuse should be accepted to permit kerb parking if the pedestrians and cyclists have not got the needed, comfortable and safe space in a street.

Therefore most cities should elaborate a plan for conversion of kerb parking space to space for pedestrians, cyclists and bus passengers.

The car owners must find other places to guard their car. It should not be a public service problem.



6. Elaboration of Local Agenda 21

Many cities are elaborating the Local Agenda 21, or have done it. In the Agenda for Barcelona several of the items mentioned in this paper have been incorporated.

As about 35 % of all used energy in our society go to transport, and most of this to private traffic, it is clearly recommended to take seriously the Agenda and to incorporate all possible measures to give better conditions to pedestrians, cyclists and public transport passengers.

7. The Way to School.

The way to school must get a very special attention in all cities, not only for the safety of our children. The tradition to walk or go by bike to school will also help to give sustainable education to all: children and their parents.

The city engineers should pay more attention to better and safe way to school than to details in car traffic regulation. The parents should give way to their children.

For instance: Watched cycle parking within the school area should be a general rule all over Europe.

8. On street Public Transport

If the walking trip to and from the stop or station is not comfortable and safe, many potential public transport riders will reject this transport mode and they will try to change to a more comfortable mode: Say Car.

This mean that in the municipalities, which spend many Euros on public transport, part of this money is miss used if the pedestrian conditions are not acceptable. If it is not comfortable to walk to the stop there will be much less public transport users.

But not only the walking to the bus and tram is important. In the same scale is the need for priority for busses and trams in the light signal systems. In a green wave for car drivers, the bus will loose much time because it find the light signal red when it has stopped at the bus stop. So, the green wave should be adapted to the bus – included the stop time. Furthermore, the busses should be given generally priority at light signals, when delayed.



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9. Final recommendations:

- **When planning an area in town: Think on pedestrian.**
- **When designing or redesigning a street: Think on pedestrian and cyclist.**
- **Do not elaborate a traffic project without sufficient data on all street users.**
- **Give priority to most sustainable transport modes all over the town.**