

Walking – safe and attractive?



ANALYSE &
STRATEGI

LINK ARKITEKTUR

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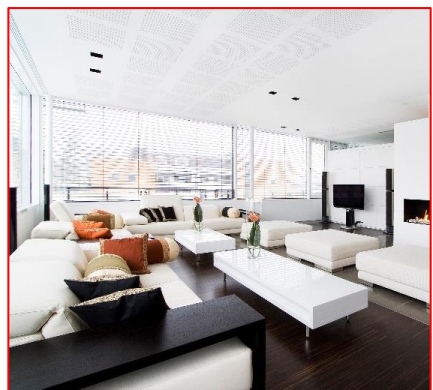
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Urban mobility without car...
... much walking!



Traveling by public transport - 4 stages

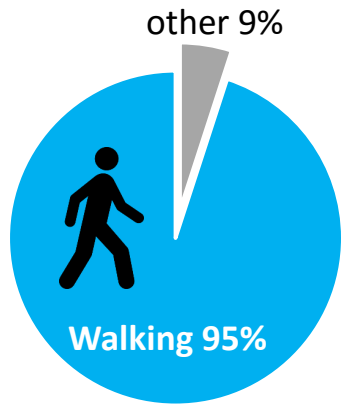


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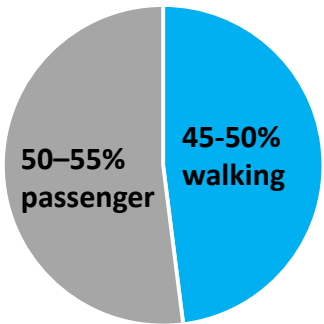
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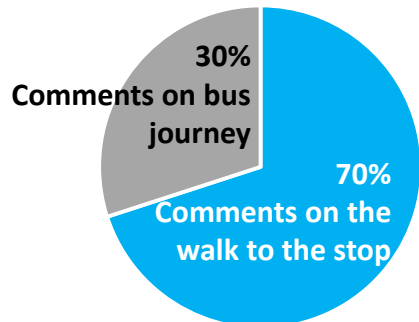
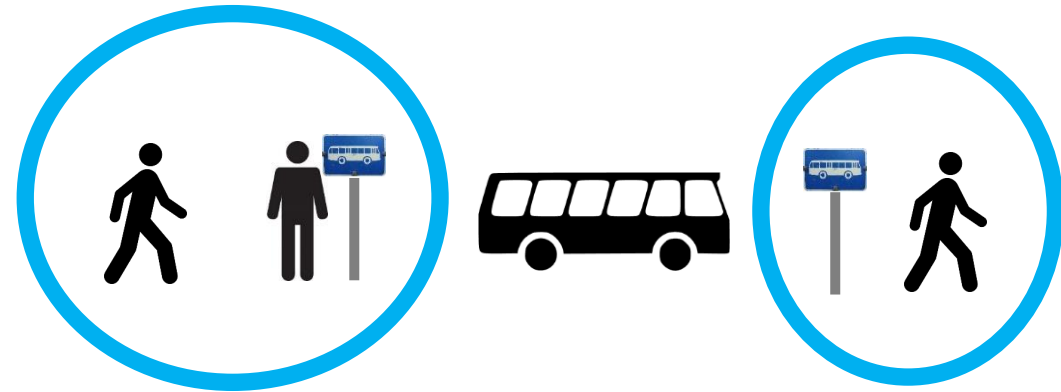
The majority walk to the stop

1. Public transport users are also **pedestrians**

2. Public transport depends on **walking!**



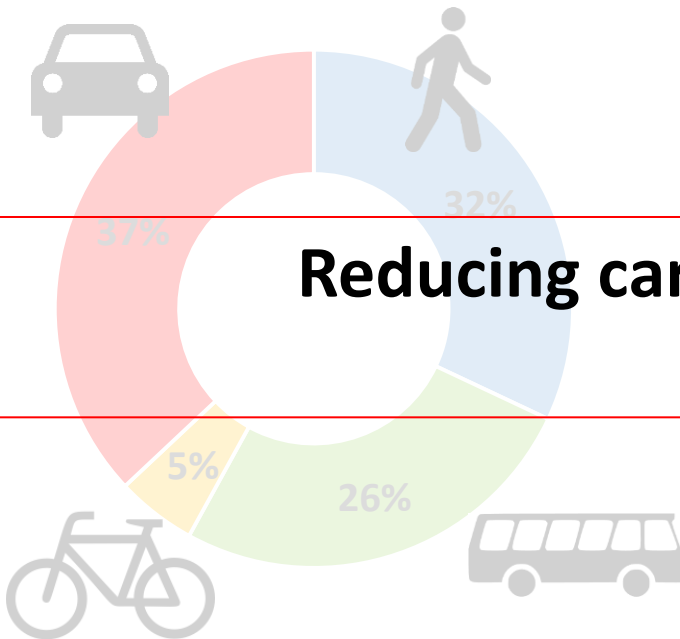
50% of the time on foot



Impression of the walk to the stop dominates

Modal Split data: Much walking!

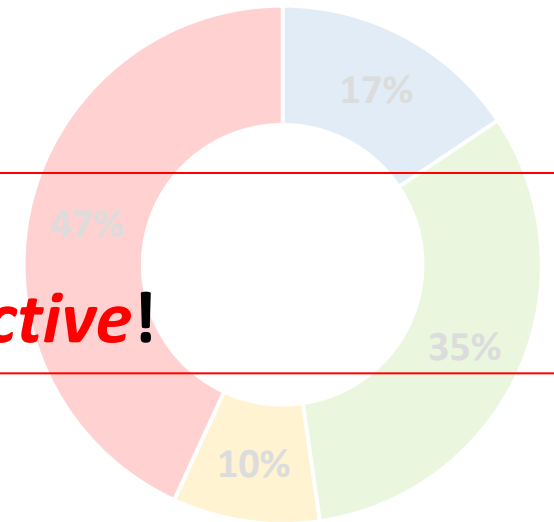
Oslo



Copenhagen



Stockholm



Reducing car use in will be difficult
when walking is *safe* but *unattractive*!

Characteristics of pedestrian mobility



Pedestrians...

- Are light weight
- Have no turning circle
- Do not like detours
- Have no braking distance
- React intuitively and quick
- Behave spontaneously
- Consume little space
- Perform other activities while walking
- ...

Walking is different from any form of wheeled transport!



Walking is a sensory experience!



Five
Senses

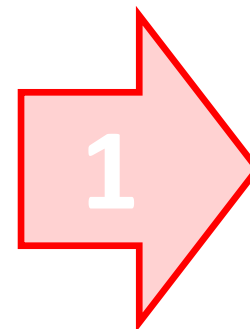
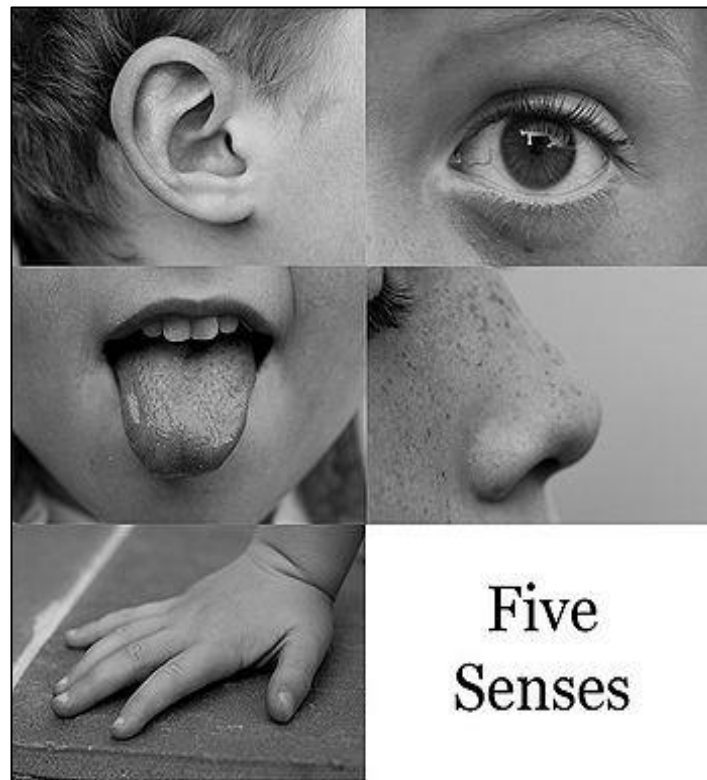
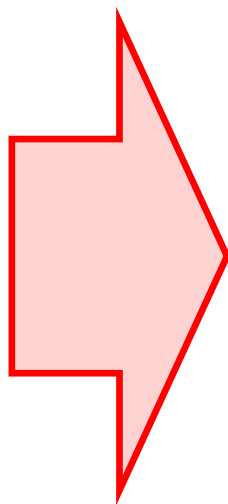


Walking
stimulates all senses

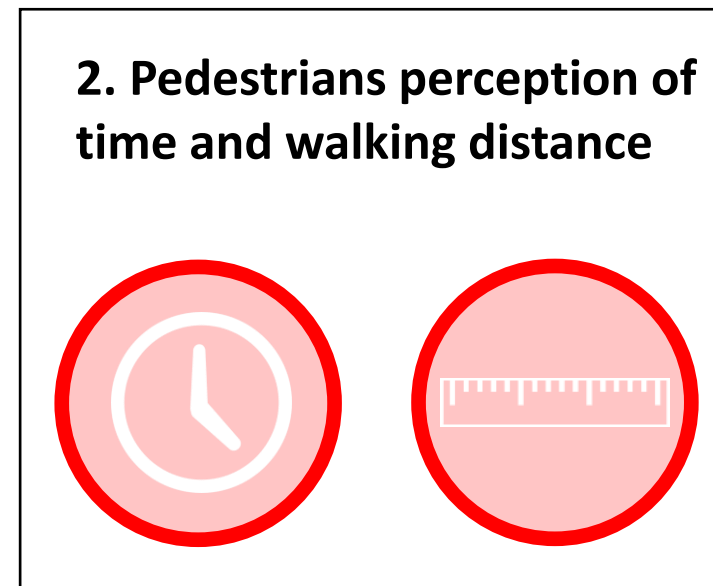
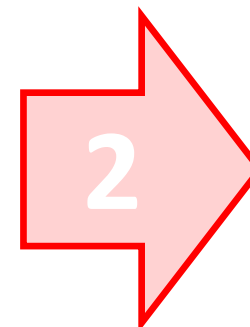
Pedestrians cannot switch off their senses...



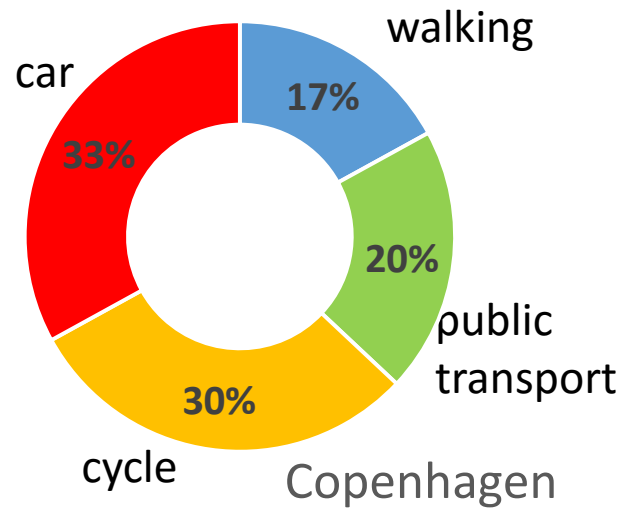
Sensory impression while walking



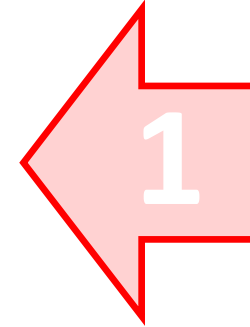
1. Pedestrians emotions



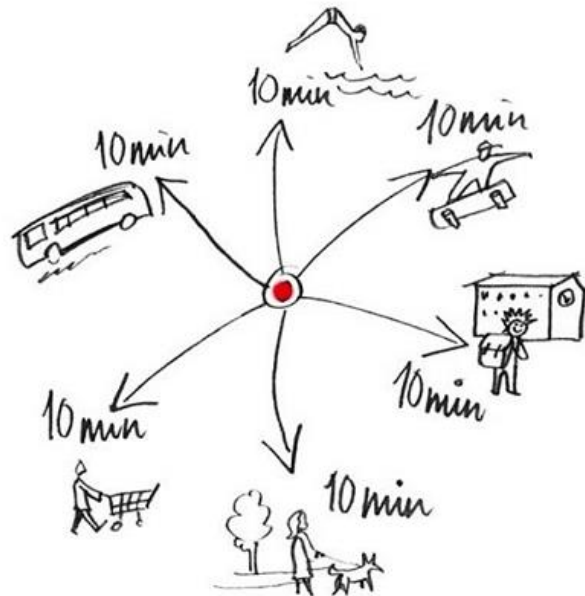
2. Pedestrians perception of time and walking distance



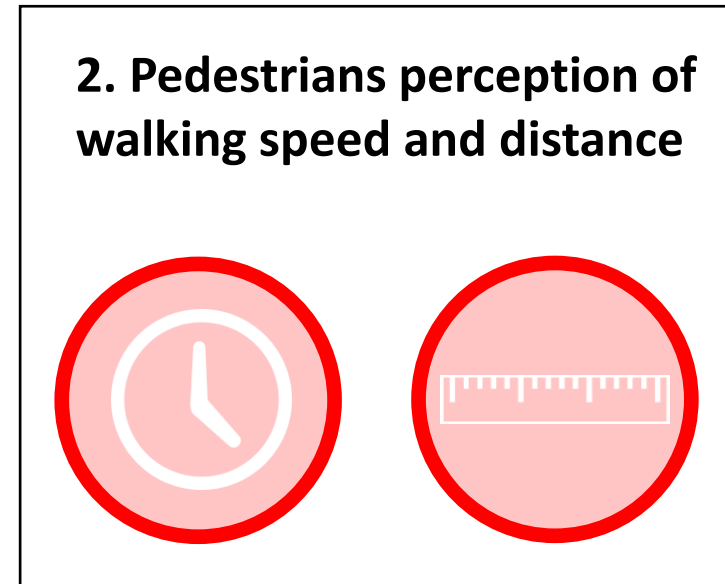
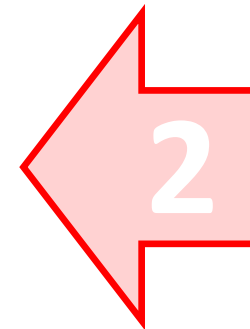
**If people
choose to walk**



1. Pedestrians emotions

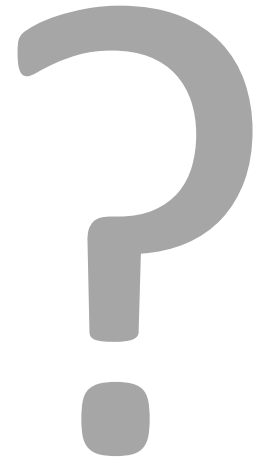


**Which
destinations
are accessible**



**2. Pedestrians perception of
walking speed and distance**

Good walking environments





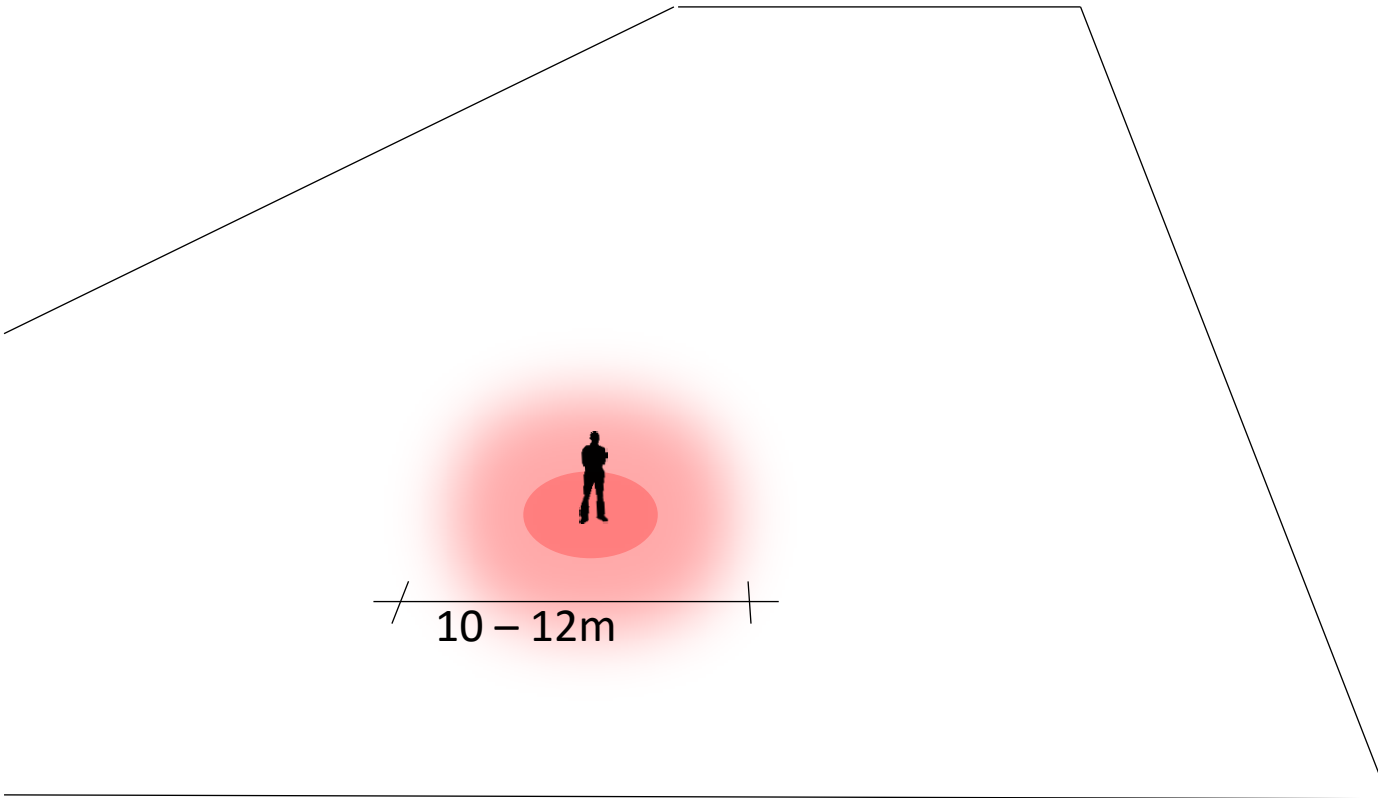
No detours





Provide right of way





Environments with human dimension

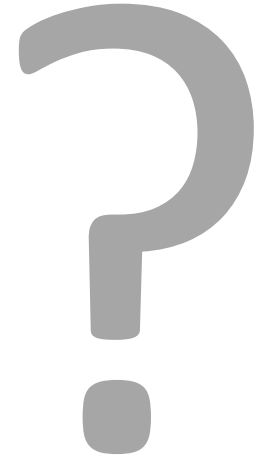




Variation!



- car traffic
 - pedestrian safety
 - attractive walking
- ... contradiction??***



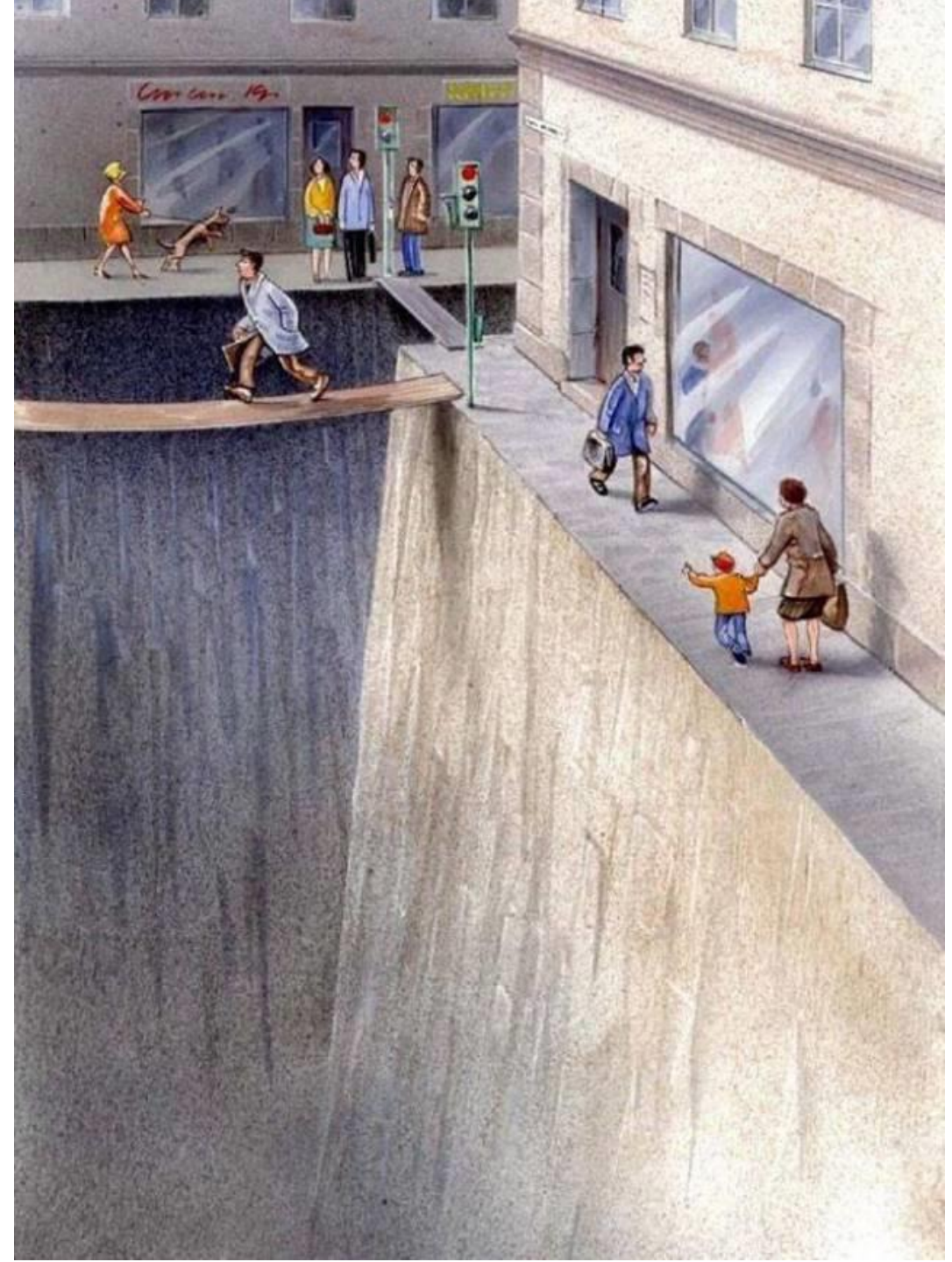
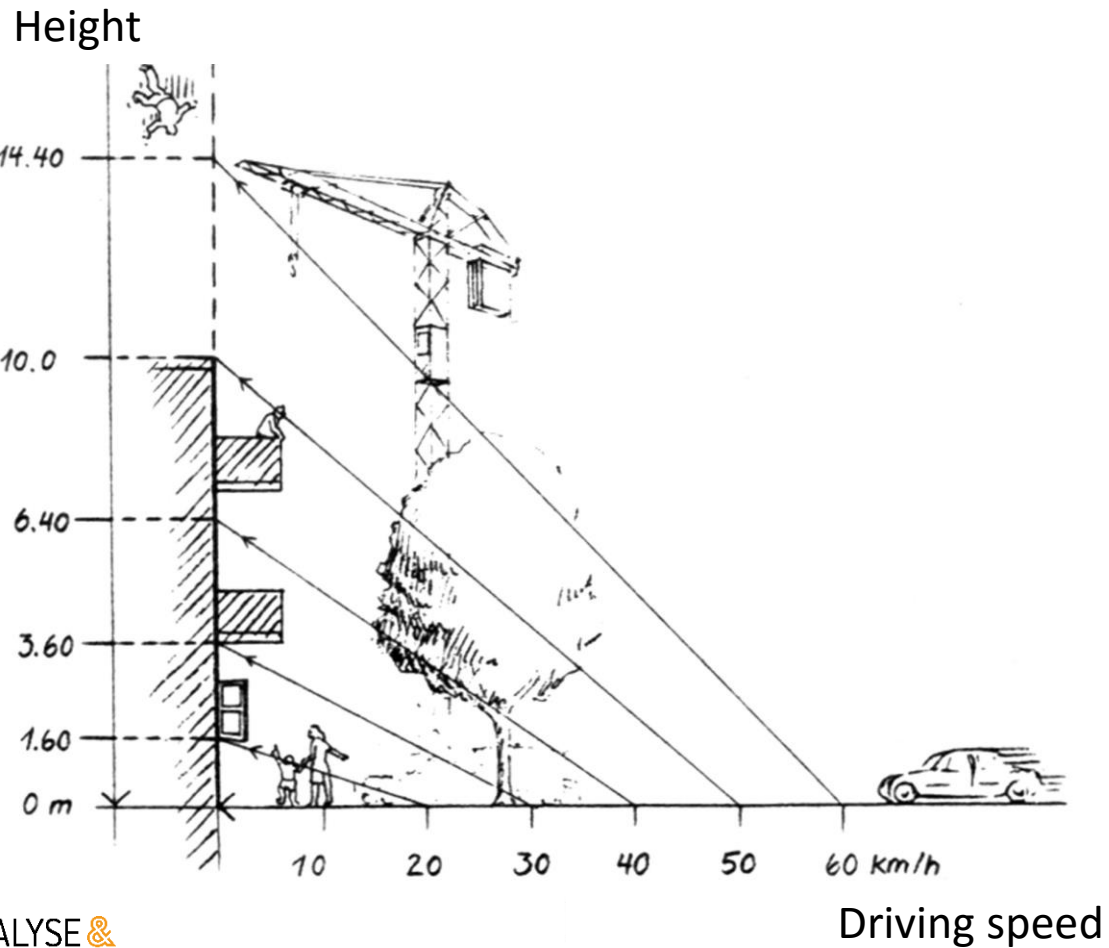
Who is dangerous?



Who bears the consequences?



Accidents with pedestrians and cars



Making walking safe... ?

... fewer accidents though
more underpasses?

... so safe that no one bears
to walk anymore!



Underpasses

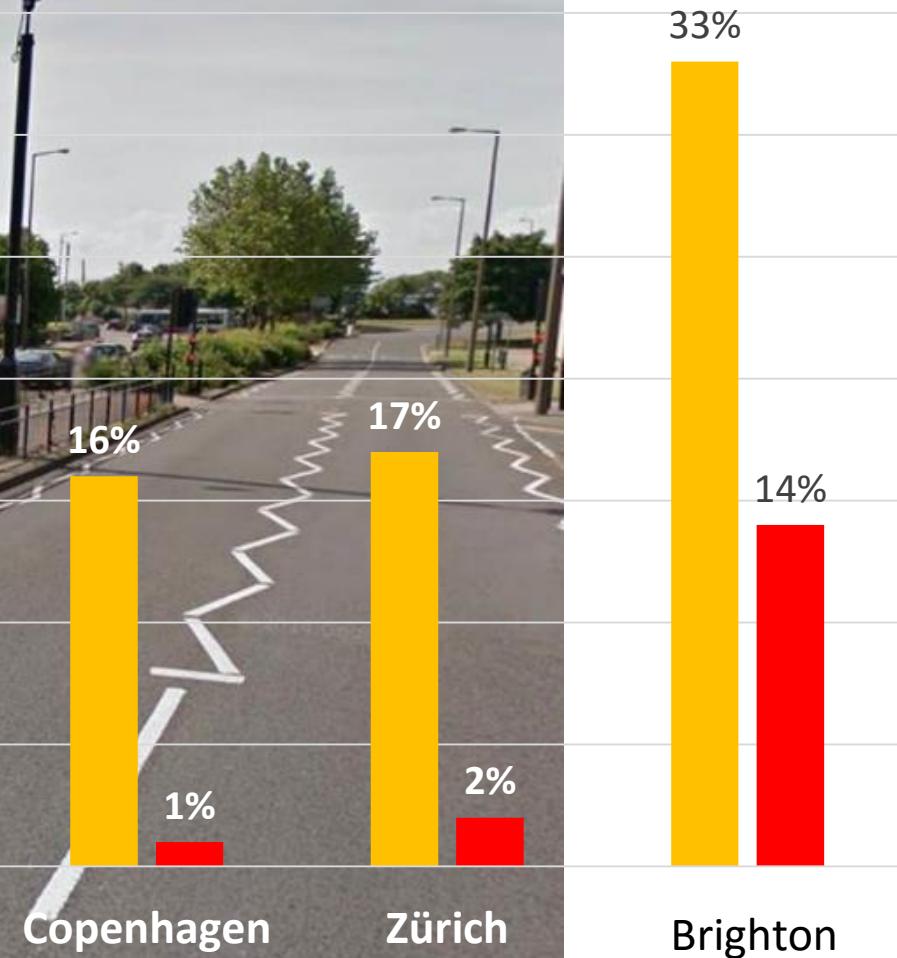
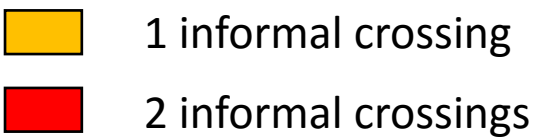
- More safe for children
- Long detours, boring ramps
- Increased energy consumption while walking up and down
- Unpleasant in dark underpass
- Reduced sense of security
- Impractical for disabled



Clear run for cars!



Preventing informal street crossings?



Railings result in increasingly dangerous informal street crossings

Attractive and safe – possible options

3

Colour instead of black asphalt



3

- Slow down cars
- Ease street crossing



3



«Shared space»

Forcing car drivers to pay attention!









3

«Shared space»



Street layouts that *suit the characteristics of walking* ...
... reduce accidents and comfort pedestrians

-  Slow speed  no detours
-  Very flexible  good options instead of ineffective restrictions
-  Muscle driven  no ramps, no stairs, no detours

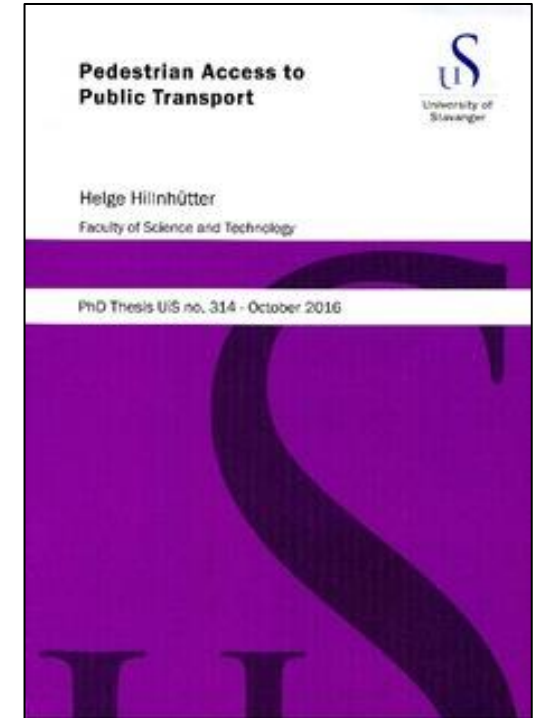


... but require car drivers to *pay attention* and to *slow down*.



<https://www.facebook.com/groups/walkthecity/>

<https://brage.bibsys.no/xmlui/handle/11250/2422928>



Helge Hillnhütter
“Pedestrian access to Public Transport”