

Pedestrians' quality needs Workplan -draft

PROJECT IDENTIFICATION

Project name: Pedestrians' quality needs

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- Work packages:
1. Usage value
 2. Perception value
 3. Durability and future prospects
 4. Coherence and integration

PROJECT DESCRIPTION

Project backgrounds

Walking is basic

The fate of common things is oblivion. Walking is such a basic way of travelling that one tends to forget its importance. One can forget its importance when the available facilities are adequate for a 'normal' person. Only when one becomes (temporary) handicapped, one rediscovers how crucial it is to be able to walk and that quality is not as good as one would expect them to be.

Research on walking not commercially attractive

Walking can be seen as the lubricating oil for the transport system. Without it the system cannot function. Walking and pedestrians, however, are not associated with commercial profits. It's not a multi-billion dollar industry like the car industry, that is capable of generating large sums of money for research and development. Although there is agreement on the importance of walking for the functioning of the transport system, research on walking and pedestrians' quality needs has proved to be commercially unattractive. Providing for pedestrians is universally perceived to be a public task, thus needing governmental attention.

Although almost everyone agrees that it is important to have pedestrian facilities, almost no-one has it at the top of their list. Most of the times other (transport) issues seem to be more urgent and waiting for action. The general public sees pedestrian as a public task and does not feel compelled to cry 'wolf' from an underdog position (who wants to be recognised as vulnerable?). Central government sees it as a local authorities task. On the local level pedestrian issues have to compete with other important transport issues. Providing for pedestrians ranks low, except in public areas where there is an dominant economic or social reason to find pedestrians, like in shopping streets and malls, monumental parks.

Policy development: focus on car

Up till now road transport policy development and (road) transport sciences focussed mainly on facilitating motorized traffic. Whenever there is a problem with or for non-motorized traffic, researchers, policy makers and designers generally look for solutions that do not inconvenience motorized traffic more than strictly necessary. Apart from some special projects, they feel that pedestrian and cyclists' needs can be satisfied by making improvements to the original situation or design. This practise lead to a suboptimal situation for pedestrians and cyclists: routes within the network that vary very much in quality, even to the point that some pedestrians (and cyclists) can not cope with it. A chain is as strong as the weakest link.

Systems thinking

For motorized traffic, systems thinking has become more or less normal. Whereas in the old days policy making was purely reactive ('we have a problem and we want to solve it'), nowadays the aim is to plan a flawless *system*, where traffic can move as safe and freely as possible. For pedestrians, however, this still is music of the future. Most public space and transport authorities do not (yet) recognise the importance of systematically meeting pedestrians' quality needs. Research and traffic engineering are still largely confined to specific problems. Town planners and architects concentrate on aesthetics and investment costs, but generally do not think in terms of functional or Universal Design (design for all).

Contributions from disciplines like psychology, sociology, philosophy, ergonomics, history, geography and law are still rather rare.

At present knowledge is fragmented, incomplete and to a large extent outdated. Statistics do not present a comprehensive picture of walking, its benefits and its risks. Basic research was done decades ago, in situations that differ greatly from current situations. There is no overview.

The times, they are changing

Lately there are pressures within society that can help change the position of the pedestrian for the better. The health sector stresses the importance of exercise and promote that people walk at least 30 minutes daily; studies with regard to the ageing of the population reveal that a connecting, convenient, comfortable, conspicuous and convivial walking network will become a crucial factor enabling the elderly to grow old in place. Furthermore, in the fast developing 'former east block countries' the toll of motorization in pedestrian casualties and fatalities is growing to alarming proportions. So, the urgency of providing for walking and the pedestrians' needs is growing. Thus there is a increasing need for knowledge on the issue.

At the ICTCT¹ General Assembly in Tartu (Estonia, October 2004) it appeared that a majority of the delegates had affinity for vulnerable road users and the pedestrian issue in particular. It was decided to form a task force to gather the available knowledge on pedestrians' issues and come up with a work plan for a joint project on the matter. The task force included Zuzana Simanova (Italy), Dago Antov (Estonia), Hector Monterde I Bort (Spain) and Rob Methorst (The Netherlands). Methorst agreed to pull the project and develop a draft work plan.

Towards a work plan

Ideas for the draft work plan could be drawn from the Vulnerable Road Users project in The Netherlands². This project aimed at providing a knowledge base for an effective policy to promote the safe mobility of vulnerable road users. In 2003 a report was produced, that sketched current knowledge on the issue, its causes, effective strategies and countermeasures and prospects. Much of the expertise on the pedestrian issue is not recorded, but exists only in the heads of the former Pedestrian Association staff members. Within AVV it was judged that it would be wise to put that expertise on paper, more specifically in an academically supervised thesis. Thus the quality and credibility of the works could be enhanced.

It took some time to combine the ICTCT initiative and the PhD project. In May a draft outline of the study was presented to the PhD supervisors, Prof. Dr. Bert van Wee and Dr. John Stoop. This draft outline was also sent to the ICTCT task force. It was agreed that the outlined project would be presented at the October 2005 ICTCT Workshop in Helsinki. This Work plan is the working document for that meeting.

¹ ICTCT stands for International Co-operation on Theories and Concepts in Traffic Safety

² In 2000 the Dutch Pedestrians Association was merged with other road safety organisations in the country and the pedestrians' knowledge function slowly slipped away. Two of the academic staff members, Rob Methorst and Willem Vermeulen, transferred to the AVV Transport Research Centre of the Dutch Ministry of Transport and Public Works. At AVV they were given the opportunity to continue their work on pedestrian facilities in the Vulnerable Road Users project, that started in 2001 and still continues. Policy development activities are now focussed on mitigating the risks of crossing streets and arterial roads.

Research questions

Key question in the project is:

What facilities and qualities do pedestrians need for their safe and agreeable mobility and staying in public space, now and in the foreseeable future.

Sub-questions are:

- What role has walking within our society? Which changes occurred in time and which changes can be expected?
- Which tasks are pedestrians to perform? Which (implicit) requirements have to be met?
- To what extent is that possible?
- What facilities are needed to perform these tasks adequately and pleasantly?
- To what extent are the (implicit) requirements and provided facilities at odd? How can that be solved?

Aims of the project

The project aims are:

- Describe the State-of-the-Art and develop a Paradigm (a coherent system of theories and models that can be used for analysing 'reality') regarding adequate pedestrian facilities and qualities
- Provide a knowledge base that enables authorities to tackle current and future problems regarding pedestrian mobility and presence in public space
- Offer project partners opportunities to publish the academic results of the work packages

Context

Transportation system trends

Because of increasing car dependency and consequent land use, perception and social changes, the nature the nature of walking evolves. Door-to-door walking diminishes, whilst walking to and from other modes increases. In total the amount of walking per person will decrease somewhat, but due to population growth the total distance travelled on foot will stay approximately constant. Generally the latter form of walking is statistically less visible than the former, creating the false impression that walking becomes less important. This false impression is further supported by a less intensive use of pedestrian facilities because more land is 'colonized' and the number of persons per housing unit decreases: this results in less pedestrians per square meter walkway.

Ageing of the population

Almost all countries will have to deal with an ageing population. For policy development regarding walking this has consequences:

- The elderly walk more than other groups. For the elderly the walking environment poses specific problems; they require better quality pedestrian facilities.
- With the ageing of the population public expenditure will rise. It will be much harder to find adequate budgets for pedestrian facilities.

The health issue

Health issues are becoming universal. Walking is a solution to many health problems. It is a simple and healthy form of exercise. Promoting walking is an effective strategy to keep the population healthy as well as a cost effective measure to counteract typically occidental diseases like cardiovascular and respiratory diseases, obesity, even cancer, ageing deterioration included. Even mental health related to environmental aspects and lifestyle, is positively influenced by regular walking while car use and hours spent in traffic jams represent an important stress factor, influencing both mental and physical wellbeing.

Different situations in different countries

Conditions for pedestrians vary from country to country. There are differences in climate, in spatial conditions, quantity and composition of traffic, legal position, culture regarding walking and presence in public space etcetera. This asks for different solutions for different countries.

The position of the pedestrian in society, in the transport system and

In West European countries the current situation for pedestrians is the result of a gradual adaptation process over many decades. In the Middle and East European countries the process of growth in the number of cars and car use is much more violent. Adaptation in such situations is much more difficult and may result in much more serious problems than experienced in the 'old' countries. This project can help feeding those countries with knowledge that will make it easier and more efficient to deal with these problems.

In Europe motorisation did not yet lead to a bipartition of society where walking as a common travel mode is no longer feasible. Chances are that trends like the up-scaling of catchment areas of essential services, increasing car dependency and individualisation lead to such a situation. Better pedestrian facilities might compensate that.

Political climate

In the western world, including Middle-European countries, the free market philosophy is dominant. Policy is focussed on economic growth, which is to be attained by facilitating market parties, not by governmental guidance. Transport is seen as crucial for economic growth. In this walking plays only a marginal role. Leading politicians agree that social issues are best solved through a free operation of the market. In such a climate, when promoting interventions for improving walking conditions, one needs particularly well founded (economic) arguments.

Pedestrians advocacy

In many countries pedestrians advocacy is mentally supported by sympathising governmental agencies, university institutes, town planners and architects. Only in some instances the advocacy was financially enabled to maintain a professional workforce. From the early 80-s to the late 90-s the Dutch Pedestrians Association (Voetgangersvereniging VBV) was unique in the world. At its high in 1990 the VBV had a staff of 15 employees, of which 4 did academic studies; the VBV was represented in many governmental transport and traffic safety committees. The VBV was a leading party in the FEPA (Federation of European Pedestrian Associations)³, even the International Federation of Pedestrians (IFP) tried to profit. This role is now taken up by Living Streets, the pedestrians association in the UK,

³ At that time the VBV was the only pedestrians association that was fully funded by a national government. Others, even the International Federation of Pedestrians, then chaired by Ralph Hirsch, tried to hitch-hike and share in the funds the VBV had.

since the Dutch VBV does no longer exist. In the UK walking advocacy is very much alive. Living Streets, the London Walking Forum and the (former) Centre for Alternative and Sustainable Transport (CAST) of Staffordshire University, with the help of FEPA, took up the initiative to organise WALK21 conferences. The Walk21 conference provide a stage for disseminating research and new ideas on walking issues. The conferences are attended by both professionals (researchers, traffic engineers, town planners and architects, administrators) and pressure groups from all over the world. Since 1999 there haven been five conferences (in London, San Sebastian, Portland, Copenhagen and Zurich). In 2006 Walk21 will be held in Melbourne, Australia.

Partners' working conditions

The partners in this project are professionals with a substantial work load. As yet this project is not funded by grants. Methorst will be given the opportunity to work on a PhD thesis (one day per week over 2,5 years) which coincides with the research task for this project. The other partners will probably not be that fortunate and will have to invest their time, expertise and networks in the project 'for free'.

This situation may change when external funds for the project are found.

Demarcation

European situation

The study focuses on the current European situation and aims at providing usable information for policy development in European countries and to a lesser extent, North America, Australia and Japan. Conclusions may not be valid for other continents.

Human needs

The study focuses on the pedestrian as a human being and his role in transport and traffic; the physical and social environments and the transport system are to there to support the pedestrian's needs.

Everyday Walking

A pedestrian is anyone who walks or stays in public space. The study will highlight everyday walking, that is 'functional' or utilitarian walking: walking from an origin to a destination, which also can be a vehicle or a public transport stop. Leisuring or just staying in public space, like talking to neighbours, enjoying the sun is also included, but using public space for sports (jogging, marathon walking) or parades is excluded in the study. This study is about walking, not about de luxe modes that are pedestrians legally, like skates, stepping bikes, Segways. On the other hand walking aids (walking rack), electric scooters and wheelchairs will be included. The study includes multi modal walking explicitly. Walking to and from other modes is seen as basic.

Walking in public space

Public space is any space that is open for all citizens and includes the road infrastructure, sidewalks, footpaths and footpaths, but excludes gated shopping malls, private property and the insides of buildings.

Identify basic needs

This study focuses on identifying the minimal ergonomic, perception and durability qualities that are needed for safe mobility and safe staying in public by the vast majority of pedestrians in public spaces, and thus defining 'basic quality'.

Basic principles and preconditions

Multi-disciplinary study

The study is not limited to a certain discipline, like traffic engineering or town planning, but is set up as a 'holistic' multidisciplinary approach. Pedestrian needs and qualities will be studied from various points of view: traffic engineering, town planning, psychology, sociology and (human) geography, economics etc. Road safety not necessarily the communication umbrella

Evidence based 'helicopter view'

This study aims at a comprehensive covering of the pedestrian issue at 'helicopter-view'-level. Conclusions must be evidence based.

Currently academic knowledge is incomplete, rather fragmented and partly outdated. A systems approach will be used to trace gaps in knowledge; in some cases new evidence must be gathered.

What you don't count, does not count

Developments that are not monitored, will not be remarked: what you don't count does not count. In statistics and other (research based) signals to the managers of public space pedestrian issues are not properly represented. Better data can place the issue higher on the political agenda. In time this will lead to better facilities. In other words: there is a relation between the quality of data and the quality of facilities.

Placed in context

Pedestrian safety and other needs will be compared with risks and needs of other road users and public space users. A situation will be regarded as relatively unsafe or inadequate for (groups of) pedestrians when they are more often involved in accidents per trip, per time unit or per distance travelled or less well off than the average for all groups of road or public space users.

Universal Design-principle

The Universal Design principle⁴ implies that the spatial system, the transport system and the social system are designed to enable (almost) any pedestrian function adequately. Design, in the broadest sense, must be directed at including those who have the most trouble coping with the system, i.e. children, the elderly and the handicapped. In other words: quality does not depend on the average user but on the small part of the distribution of the population that deviates most from the mean.

Road safety is about exceptions

Like quality, road safety is about exceptions and not about averages. Accidents rarely happen because of common circumstances, but because of an exceptional coincidence of events and critical behaviour. People with marginal competences and high fragility are more at risk than highly competent and vital road users. On the other hand, most road users behave safely in traffic, whilst only a small minority takes great risks. The latter group is responsible for a disproportional large share in the number of accidents.

⁴ Universal Design is also known as Design for All (D4A).

Feasible within limited framework

This study will be done within a project organisation, of which the partners are mainly associated with ICTCT. The partners do not have a formal working relation with the project organisation and are not paid for their activities by the project organisation. Each delegate has to answer to his or her own employer, but can share knowledge and can fall back on his or her knowledge networks.

As mentioned before the project starts without extensive financial support, but supplementary funding will be sought. AVV Transport Research Centre will facilitate coordination of the work; the Technical University of Delft will possibly help providing students for limited research tasks.

Relation with other projects

- 1 ICTCT Workshops
- 2 Vulnerable Road Users (Kwetsbare Verkeersdeelnemers, NL Ministry of Transport and Public Works)
- 3 Estland Pedestrian Policy Development
- 4 HEPA-network (WHO)
- 5 Walk21

PROJECT REALISATION

General approach

The general approach of the study is defined by the view that quality is the sum of three kinds of valuations⁵, that together sketch a comprehensive picture of pedestrians' quality needs:

- Usage Value
- Perception Value
- Durability and Future Prospects.

Quality needs can be identified at several abstraction levels⁶. The most concrete level is the *operational* level. On this level the pedestrian performs the physical task of walking or standing up and reacts directly to impulses, i.e. from other road users, and qualities on the spot.

The second level is the so called *tactical* level. On this level the pedestrian decides on the direction he takes, whether or not to cross, where to cross, walking speed and so on. For the physical environment this corresponds with connectivity; for the social context the level corresponds with norms of fellow road and public space users; for the transport system it corresponds with the abstraction level of transport concepts.

⁵ based on the RARO publication on Spatial Quality (Dutch Advisory Council on Land Use Planning RARO [Raad van advies voor de ruimtelijke ordening]) = Raad van advies voor de ruimtelijke ordening, 'Naar ruimtelijke kwaliteit', SDU uitgeverij, Den Haag 1990.

⁶ See Michon, 198x and Methorst, 2003 regarding the Pizza-model

The highest level is the *strategic* level. Here the pedestrian decides whether or not he will travel (motive) and where to (destination). For the physical context this level corresponds with Land Use; the social context on this abstraction level implies social values; the transport system on this abstraction level is typified by travel and transportation needs.

In table 1 a first provisional impression is presented regarding the valuations and the respective abstraction levels.

Table 1 Quality related issues

	Operational	Tactical	Strategic
Usage	- Physical quality - Comfort - Action related risk for pedestrians in specific situation	- Connectivity - Convenience - Tactic related risk for pedestrians in specific routes	- Pedestrian mobility - Health - Strategy related risk for pedestrians for generalised situations
Perception	- Amenity - Communication - Time/space specific subjective risk	- Convivial / security - Conspicuous - Space specific / time generic subjective risk	- Mobility constraints - Security - Time/space generic subjective risk
Durability and future prospects	- Site qualities - Potential objective and subjective risk in specific situation	- Objective&subjective connectivity projects - Convenience prospects - Potential objective and subjective risk	- Technical and subjective mobility - Health - Potential objective and subjective risk in generalised situations

The work for the study will be divided into 4 work packages:

- WP1 Usage Value
- WP2 Perception Value
- WP3 Durability and future prospects
- WP4 Coherence and integration

For all work packages working parties will be formed. The working parties will then produce a work plan that describes how the key questions will be answered. In general all groups will gather information with regard to the 3 abstraction levels on the following items:

- The current situation and its context
- Theories regarding mechanisms that can explain the current situation
- Ideas, theories, concepts regarding the optimal situation
- Requirement programs, choices and arguments
- Evaluation of common and best practises and relevant models, theories

WP1 Usage Value

- Focus on visible ('objective') behaviour of pedestrians
 - What is known about presence, mobility and safety characteristics of pedestrians in public space?
- 'Technical' perspective of ergonomics
 - Which tasks are pedestrians to perform?
 - To what extent are (groups) of people impeded in their safe mobility?
 - Which items should be included in (minimum and optimum) requirement programs? Which standards should be met?
- Comprehensive: includes valuation of infrastructure, land use, information, legislation, relation to transport etcetera.

WP2 Perception Value

- Focus on the perception of the current situation behavioural motives and desires
- Human Factors perspective
 - Which human factors influence the safety and freedom of walking?
 - What is known about the needs and expectations of pedestrians?
 - To what extent do pedestrians experience inter and intrapersonal conflicts in relation to their presence and moving in public space?
 - What is known about the effects of communication on the perception of qualities and shortcomings of facilities for pedestrians (in the broadest sense)?
- Comprehensive: includes perception of physical and social environments, transport system and communication aspects
 - Which interventions are needed and possible to improve the pedestrians' quality of life?

WP3 Durability and future prospects

- Focus on durability aspects of design and materials used and on trends in walking, its context and consequences for quality needs
 - What trends are there regarding the mobility and safety of pedestrians?
 - Which factors influence the presence and safe mobility in public space?
 - Which design and organisational issues need (constant) attention?
- Future prospects concerning Usability and Perceived qualities
 - Which interventions are needed to prevent degradation of the quality of life or safe mobility of pedestrians?

WP4 Coherence and integration

- Focus on identifying interrelations and improvement options between the three valuations and best practises on the various policy levels.
 - How do the three valuations of qualities for pedestrians interrelate and interact?
- Integrative perspective
 - Which gaps in knowledge are there? What developments need to be monitored?
 - Which improvements are needed and in theory politically feasible?
 - Which best practises and experiences are there?

Phasing

- Phase 1 Preparations
(May 2005 – Oktober 2005)
- Phase 2 Forming Work package study groups
(October 2005 – December 2005)
- Phase 3 Data collection
(January 2006 – September 2006)
- Phase 4 Analysis, evaluation and filling in gaps
(May 2006 – December 2006)
- Phase 5 Reporting on Work Packages on paper and at ICTCT 2007
(January 2007 – October 2007)
- Phase 6 Integration of Work Packages in a thesis
(May 2007 – March 2008)
- Phase 7 Dissemination of results
(April 2008 – September 2008)
- Phase 8 Aftercare
(September 2008 – September 2009)

Activities

Phase 1 Preparations (5/2005 – 10/2005)

- elaboration on the key questions
- draft a work plan
- compiling a references database for each of the sub questions
- collecting the literature
- searching for sources (statistical data, expert networks, relevant institutes...)
- compiling a questionnaire
- promote the project; amass interested partners
- formulate Work package tasks and targets
- formulate practical (empirical) data collection projects, filling in eminent gaps
- survey options regarding funding, student projects, ...

Phase 2 Forming Work package study groups (10/2005 – 12/2005)

- active search for funding for total or specific work packages
- formulate Work Package Project Plans
- formulate outline of work package reports
- identify (empirical) data collection projects
- identify minimum and optimum scenarios
- formulate Communication plan

Phase 3 Data collection (1/2006 – 9/2006)

- data/information collection
- try for additional funding and perhaps extending the project
- preliminary data/information analysis
- define gaps to be filled in
- (if possible) international (ICTCT) workshop for partners of the project; exchange information regarding outlines and practical options

Phase 4 Analysis, evaluation and filling in gaps (5/2006 – 12/2006)

- formulate need for additional data/info
- collection of additional info
- draft report per work package
- international (ICTCT) workshop for partners of the project

Phase 5 Compilation of Work Package Reports (1/2007 – 10/2007)

- additional research
- finalizing draft reports
- recommendations for integrated report en communication
- presentation of Work Packages at ICTCT 2007

Phase 6 Integration of Work Packages in a thesis (5/2007 – 3/2008)

- integration of papers to state of the art-report
- writing Thesis

Phase 7 Dissemination (4/2008 – 10/2008)

- organisation of an international workshop/conference/session on Pedestrians' quality needs (Walk21 in 2008?)
- press releases
- articles in relevant periodicals
- presentations at relevant conferences

Phase 8 Aftercare (7/2008 – 9/2009)

P.M.

Quality control

PM (to be discussed):

- content
- budget
- timing / keeping deadlines
- organisation
- communication /information

Suggestions:

- Half yearly Work Package meetings
- E-mail feedback on internal reports of the working parties
- Installation of an external quality control group

Prof. Bert van Wee?

Prof. Ezra Hauer?

Prof. Christer Hydén?

Division of tasks

To be described in this plan:

- tasks, responsibilities of project co-ordinator
- role ICTCT
- role AVV, Technical University Delft
- role of (organisations of) principle partners

To be described in Work package plans:

- tasks, responsibilities of Work package leaders

Risks and chances

Risks

(to be described)

Point of view	Risk	Consequences	Probability	Control
Politics				
Society				
Organisation				
Technique				
Finances				
Time				

Chances

P.M.

PRODUCTS AND PLANNING

Deliveries

Phase 1 Preparations (5/2005 – 10/2005)

- Project Plan accorded by the participants and TU Delft (supervising the thesis)
- basic funding and preconditions assured

Phase 2 Forming Work package study groups (10/2005 – 12/2005)

- accorded Work Package project plans (incl. agreement on methods to be used)
- Outlines for Work Package Reports
- basic funding and preconditions for Work Packages assured
- Communication plan
- Go – No Go decision

Phase 3 Data collection (1/2006 – 9/2006)

- references database
- database empirical data
- description of available (raw) data
- data and information validity tested
- presentation of progress of the work packages at the ICTCT 2006 Workshop

Phase 4 Analysis, evaluation and filling in gaps (5/2006 – 12/2006)

- draft reports
- workshop(s)
- plan for additional data research (data gathering, analysis)

Phase 5 Publication of Work Package Reports (1/2007 – 10/2007)

- communication plan
- papers for international scientific periodical (sent in for review)
- presentation and discussion of work package results at the ICTCT 2007 workshop

Phase 6 Integration of Work Packages in a thesis (5/2007 – 3/2008)

- thesis / final report

Phase 7 Dissemination (4/2008 – 10/2008)

- international workshop/conference/session on Pedestrians' quality needs

Phase 8 Aftercare (7/2008 – 9/2009)

- distribution of reports
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Planning

Starting date: May 2005

End date: October 2008

Aftercare till: October 2009

	2005				2006				2007				2008				2009			
	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV	I	II	III	IV
Phase 1		X	X																	
GO/No-go			X																	
Phase 2				X																
GO/No-go				X																
Phase 3					X	X	X													
Phase 4						x	X	X												
Phase 5									X	X										
Phase 6										x	X	X	X							
Phase 7													X	X	X					
Phase 8														X	X	X	X	X	X	

ORGANISATION & COMMUNICATION

Projectteam structure

WP1 Working Party: Work Package 1 Usage Value

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

WP2 Working Party: Work Package 2 Perception Value

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

WP3 Working Party: Work Package 3 Durability and Future prospects

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

WP4 Working Party: Work Package 4 Coherence and integration

(Task includes co-ordination of the project)

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

External Quality control group:

[name], [organisation], [role]

[name], [organisation], [role]

[name], [organisation], [role]

consultative structure

PM

Communication

See above

After care

See above

PROJECT BUDGET

Human resources

		Input in days				
		Total 2005	Total 2006	Total 2007	Total 2008	Total
Name	Organisation					
Total						

Finances

EUR * 1000 i ncluding VAT					
	2005	2006	2007	2008	Total
Co-ordination					
Work package 1					
Work package 2					
Work package 3					
Work package 4					
Unforeseen					
Total					

OUTLINE OF THE FINAL REPORT

1. Introduction, key questions and method

1.1. Introduction

- Why this study
- Who owns the problem? Between two stools.
- Social relevance: ageing of the population, size of the group, van de groep; Consumer Oriented; Consumerism
- Knowledge function (role NGO's, State of the Art, Knowledge Management, Educating professionals)
- International interest and relevance
- collaboration with ICTCT, Walk21, FEPA...
- Classic publications: Traffic in Towns, 'Verkeersleefbaarheid in steden en dorpen',
- Aim: overview, not terribly deep; concerns walking and staying in public spaces, as independent trip and as trip to and from other modalities.

1.2. Key questions

- What role has walking within our society? Which changes occurred in time and which changes can be expected (e.g. walking as a forgotten interest, from King to Slave)
- Which tasks are pedestrians to perform? Which (implicit) requirements have to be met?
- To what extent is that possible?
- What facilities are needed to perform these tasks adequately?
- To what extent are the (implicit) requirements and provided facilities at odd? How can that be solved?
- Definition: limits of the study.

1.3. Method

- From key questions to methods
- PODOE
- Literature analysis
- Analysis available statistics and data on pedestrians
- Gathering information and validating knowledge via a working party of ICTCT and other academic networks (what validated information is available regarding the key questions)
- some complementary field work and surveys

2. Evolution of the role and position of the pedestrian

This chapter will deal with a 'dry' description of the issue and will also include an evaluation of the quality of and opinions regarding available statistics, data, models. Furthermore a description will be given on the mechanisms that play an important role in the forming of opinions regarding pedestrian's issues:

- what and who influence the role and position of the pedestrian (fields of force, the role of perception, society as a system, with transport as a subsystem)
- spatial, social and governmental context and developments therein (Spatial Quality = Functionality [User value] + Perceived value + Value on the long term)
- description of developments regarding pedestrian mobility (travel needs, travel choices, travel time budget, mono and multi modal, relation task competention and time budget)
- description of the pedestrian's position in current thinking
- safety characteristics
- accuracy of current statistics, data and models with regards to the pedestrian's issue
- explanations for (current) opinions (theories, models en resurch results e.g. Maslov Hierarchy, risk assessment, risk perception, risk homeostatis)
- perspectives for the future

3. Evolution of the pedestrian's traffic tasks

3.1. Theoretical framework

- systems approach: elements and relations (from including implicitly to making the factors explicit, aiming at adapting the system or aiming at a new (ideal) system; place of pedestrian in design processes)
- TRIPOD and System Requirements
- schools in task analysis (narrow - wide scope; starting from current preconditions and operational 'assignments' tasks or tactical and strategic 'assignments')
- Fishbein & Azjen: Theory of planned behaviour
- Perception-theories
- interaction between needs, competences and tasks
-

3.2. Task analysis (identification of travel and traffic tasks)

- What do they do? How do they do it?
- what factors influence the pedestrian's travel and traffic tasks
- with what situation pedestrians are confronted
- what competences on the operational, tactical and strategic level are (implicitly) demanded?
- which developments are there regarding task competences (demand side)?

3.3. Task competences (identification of marginal values)

- which factors pedestrian's influence task competence?
- how can task competency be assessed? (which methods and techniques are available? Are they valid, predictive, reliable?)
- how do people deal with (implicit) competence demands?
- which mechanisms can be identified?
- Which groups can/must be distinguished? What competence profiles do they have? What does a 'design standard human' look like?

3.4. Nature and extent of problems relating to (limited) task competency

- What is why a problem? (at what point is something a problem?, role of perception, relation subjective-objective)
- What risks does a pedestrian have (relation TRIPOD model, SWOV Phase Model, Evidence for Basic Risk Factors)
- To what extent is not meeting (implicit) demands regarding competences a societal problem?
- What consequences are there for the transport system's design (Requirements Program)
- Which prominent handbooks, guidelines are available regarding pedestrian facilities (in a wide perspective). To what extent do they comply with the (most important) demands stemming from this study?

3.5. Developments in the wider context of pedestrian's travel and traffic competences

- developments in relation to other tasks in perspective of health, environmental quality, social and economic issues etcetera.
- Walking – regardless the motive
- Transport system as contribution to higher goals and benefits

4. Synthesis en Analysis

4.1. Management theories regarding the tackling of pedestrian's issues

What theories, models, paradigm, approaches are available and helpful?

- PODOE (Empirical cycle)
- Policy life cycle (e.g. Winsemius); policy making processes
- Pizza model (options for policy development)
- Haddon Matrix (options for policy development)
- Policy principles: Sustainable Roads Safety, Safety Principles, Cascade Model, role of perception)
- quality levels and social benefits (Basic level, Quality level, Super level in relation to travel/traffic task; 'a pedestrian must be able to be in public spaces carefree')

4.2. Equipment and position of the pedestrian

- key issues
- Optimal equipment and position: conceivable on micro, meso en macro levels of approach
- Current policy practises
- Best practises and experiences (under which conditions applicable?)

4.3. Social and societal context

- key issues
- Optimal equipment and position: conceivable on micro, meso en macro levels of approach
- Current policy practises
- Best practises and experiences (under which conditions applicable?)

4.4. Spatial context

- key issues
- Optimal equipment and position: conceivable on micro, meso en macro levels of approach
- Current policy practises
- Best practises and experiences (under which conditions applicable?)

4.5. Travel options

- key issues
- Optimal equipment and position: conceivable on micro, meso en macro levels of approach
- Current policy practises
- Best practises and experiences (under which conditions applicable?)

4.6. Coherence en integration

- Which options are there in theory?
- Current policy practise
- Best practises and experiences (under which condition applicable?)
- how to prioritise (theory and practise)
- improvement options.

5. Conclusions

p.m.

i.e.: what new or vital knowledge domains must be highlighted?