

## Potentials for combining walking and public transport at the agglomeration scale



Despite 30 yrs of public policy and (in)action, trends and odds are still negative.

We're still getting:

- Older
- More obese
- More suburban

**>>> multimodal accessibility  
vs. car captivity**



- Homo mobilis is not what he used to be.
- Less captive, less exclusive but more occasional uses according to opportunities and constraints

**>>> A multimodal being whose mobile personality and mobility strategies both revolve around walking metrics**



## Framework

RATP Seminar « Walking at the heart of mobilities »

## Goal

Evaluate, measure and understand the place of walking in contemporary mobility systems



Propose concepts for setting up :

- **networks**



- rhizomatic grapes, connectors, clusters

- **nodes within networks**

- life hubs

- enhancers of affordances

- >>> orientating, anchoring, navigating

- Intermodal interfacing (life hubs) 
- Transit / sojourn dynamics
- Breathing / bathing spaces
- Desire lines and intuitive signage 
- Over & underground weaving

- **Saturated PT network**
  - Create high value walking segments and label them with the PT brand
- **Traffic disturbances**
  - Optimize alternate surface itineraries to alleviate pedestrian jams at stations


- **Overinvested underground / underinvested surface**
  - Sell a global over- and underground network
- **Restructured information nodes**
  - Agents are to sell information rather than tickets
  - BYO itineraries  
information gathering / harvesting  
answer both nomad / sedentary logic



## ■ **Explosion of free mobility**

- 60% trips for shopping & leisure, vs. 27% for work
- > 40 min/px/day; 60% visiting, dining out, promenading




## ● **Widened life basins (time & space-wise)**

- Leisure-oriented goals
- More complex and random travel patterns
- Diluted peak hours 
- Nearness dynamics even in scattered suburbia

>>> intertwining coarse frame of fast PT connections & capillary walking (TUBE & WALK LONDON) 

## ■ Constellar mobility

- > IT ubiquitous connection: influence of peers over en-route travel plans
  - >>> creative *à la carte* multimodal ticketing
  - >>> IT real-time travel planners 

- **Contextual speed**
  - > capacity to link a great number of social realities located apart in space 
- **Texturising walking**
  - > lateral grasping of opportunities 
- **Palimpsest space**
  - > multi-layered motives and actions 



ÉCOLE POLYTECHNIQUE  
FÉDÉRALE DE LAUSANNE

TraCE - TRANSPORTATION CENTER EPFL

09 Sep 2009

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STRC

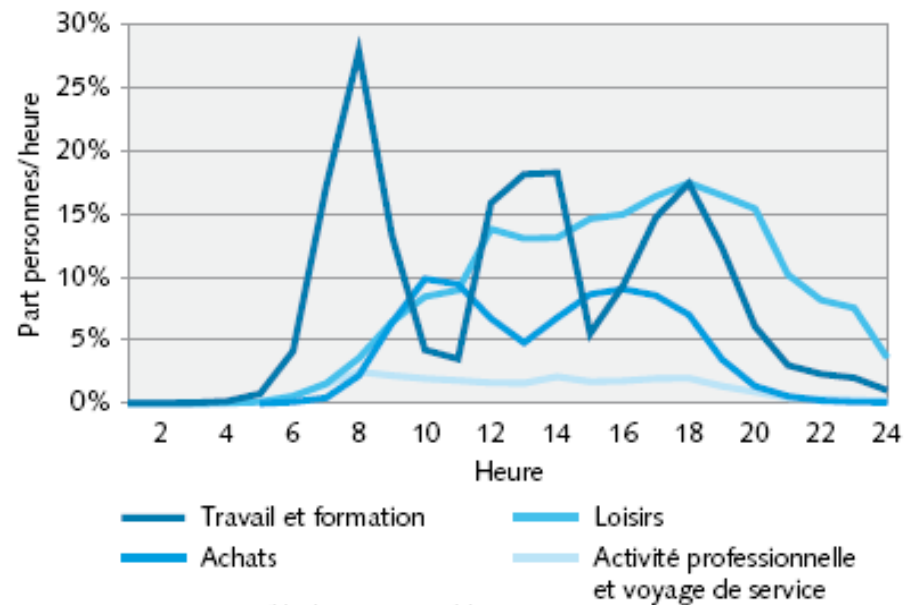
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- **Pedestrian** (walking exclusively)
- **Public** (PT, *lieux-mouvements* in which the pedestrian remains a pedestrian)
- **Walking-component** (start/end + transfers between modes)

>>> Walking & PT are **co-dependent**  
in the chaining of daily activities



### Pointes de trafic selon le motif de déplacement G 3.4

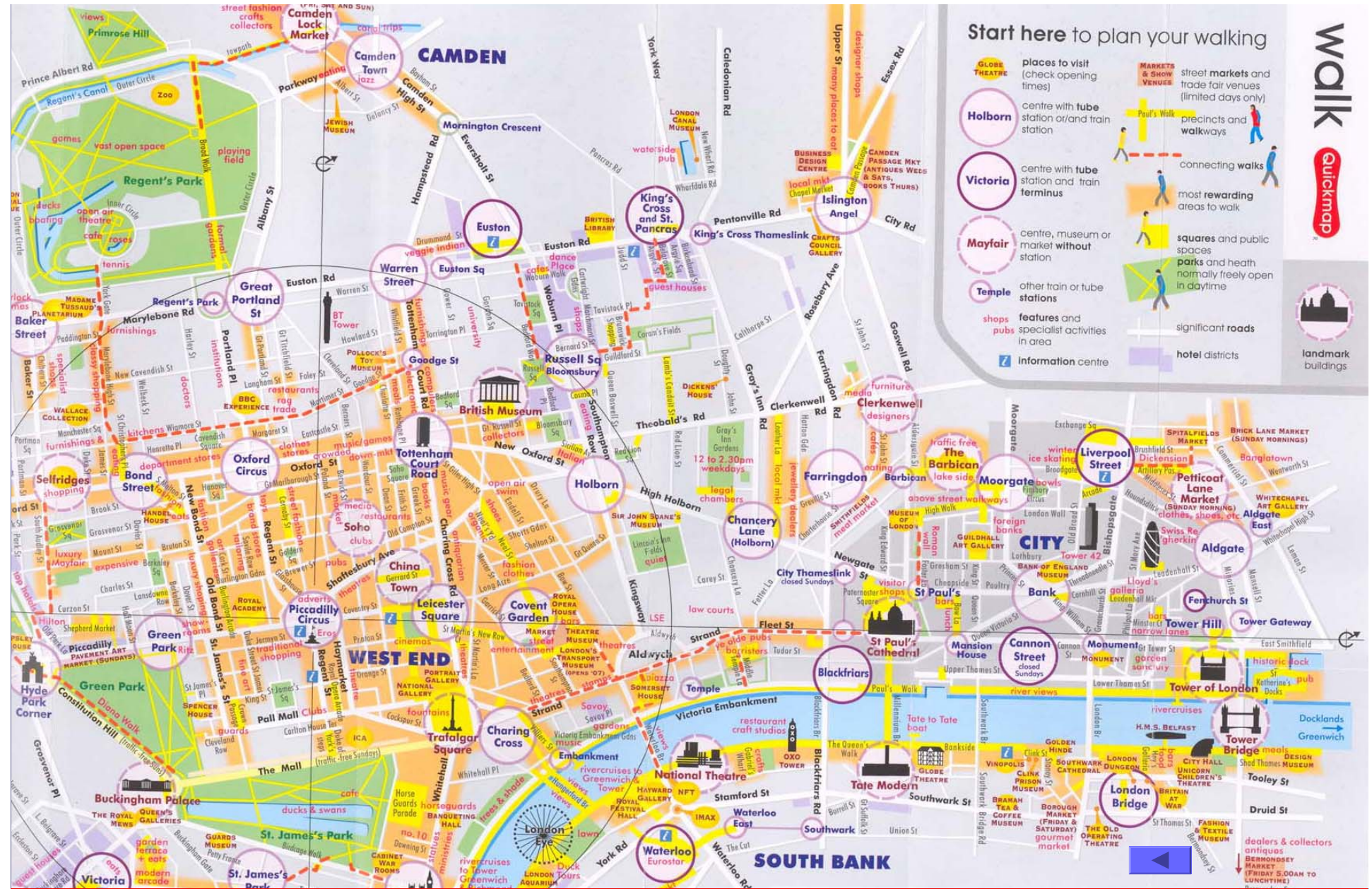


Base: 23 781 personnes cible, les jours ouvrables

© OFS/ARE







Start here to plan your walking

- GLOBE THEATRE** places to visit (check opening times)
- Holborn** centre with tube station and train station
- Victoria** centre with tube station and train terminus
- Mayfair** centre, museum or market without station
- Temple** other train or tube stations
- City** features and specialist activities in area
- Information centre** (represented by an 'i' icon)
- MARKETS & SHOW VENUES** street markets and trade fair venues (limited days only)
- Paul's Walk** precincts and walkways
- connecting walks** (represented by a dashed line icon)
- squares and public spaces** (represented by a square icon)
- parks and health** normally freely open in daytime
- significant roads** (represented by a thick line icon)
- hotel districts** (represented by a purple shaded area icon)
- landmark buildings** (represented by a building icon)

WALK

Quickmap



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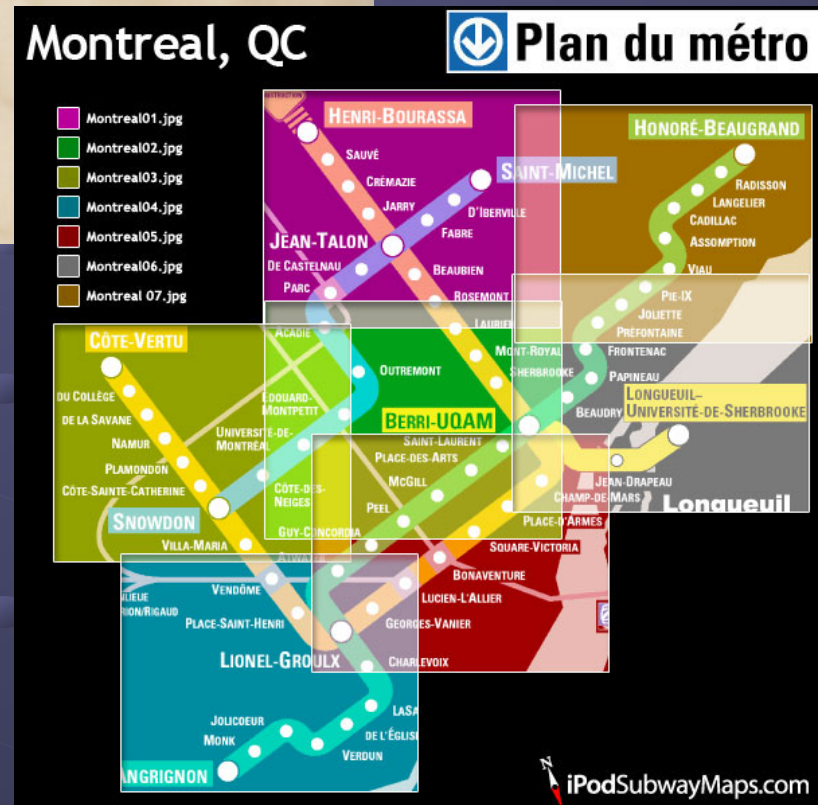
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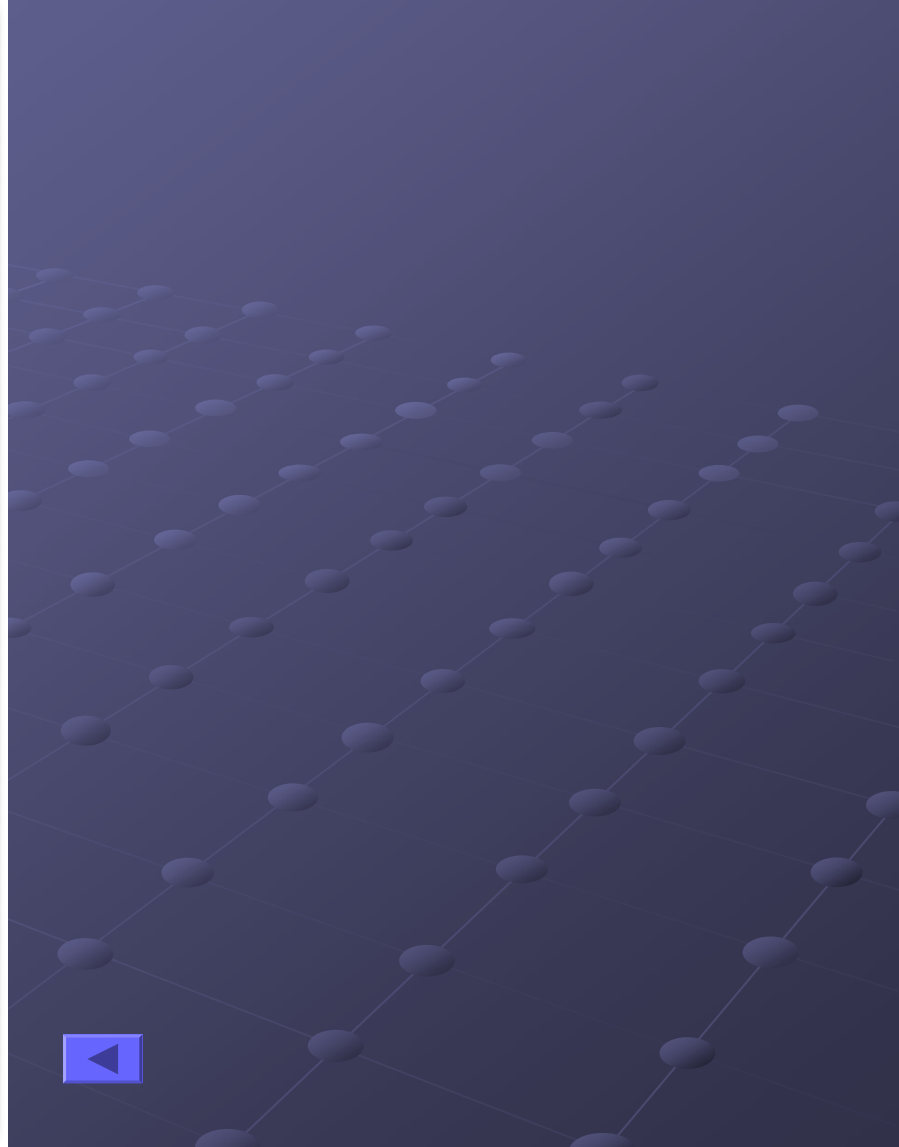
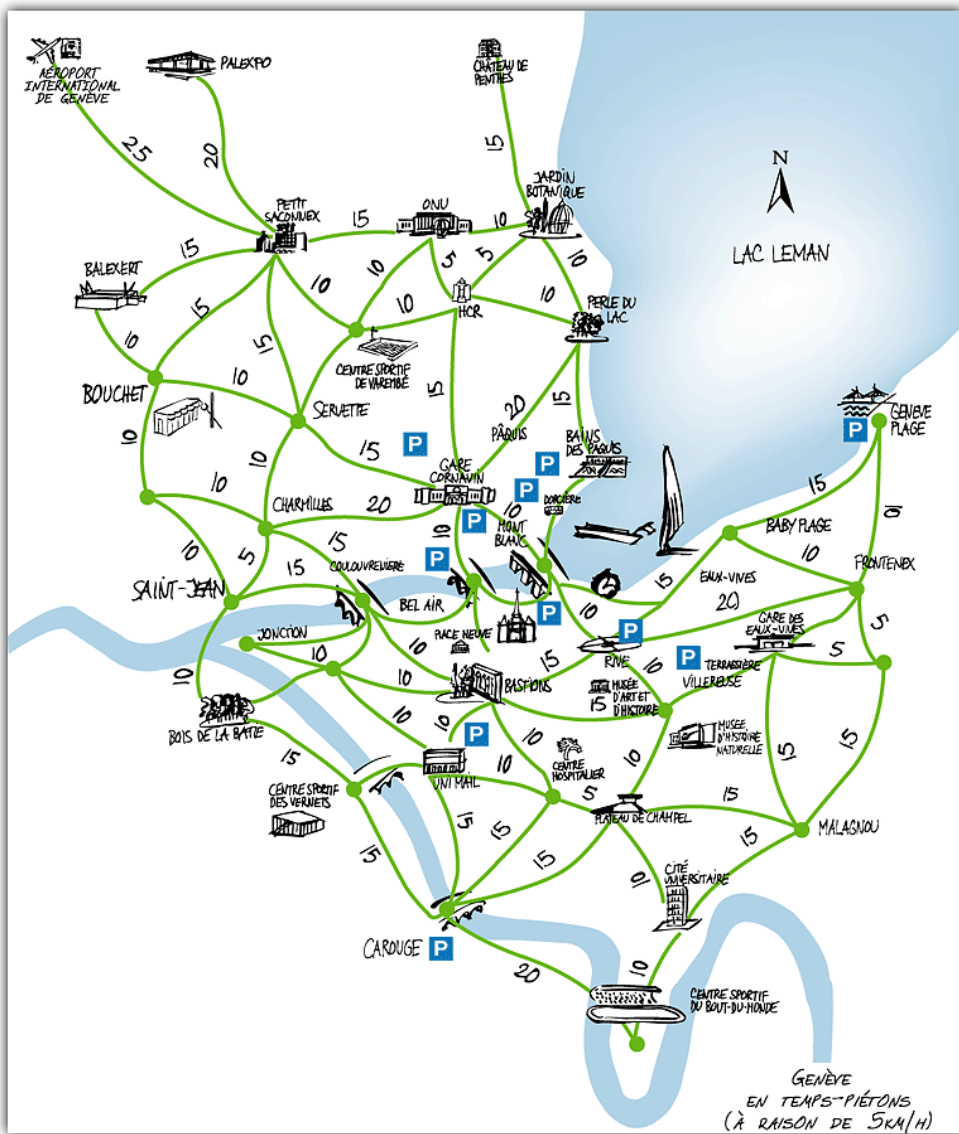
# The augmented pedestrian



Take your iPod personally.



# Geneva en temps-piétons walk-friendly mapping

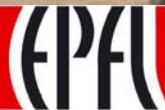


- **Supports activities well beyond modal transfer**
- **Modal choice is conditioned by its overall quality**

## Challenges

- **Accessible**
- **Transfer-friendly**  
between modes, over- & underground
- **Loss of time => full-fledged time**

# Basel Railcity Extended service hours









# Zurich Sihlcity Palimpsest space

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