

Transcript of 5 year walking forecast by **Ole Thorson** (former President of the International Federation of Pedestrians - podcast available at <http://www.talkingwalking.net/5-year-walking-forecast/ole-thorson-walking-5-years-from-now/>)

Hello, I am Ole Thorson former president of the International Federation of Pedestrians, continued walking with better rights of pedestrians. Let's say 5 years ahead I would think that one of things that will be much more present would be audits for pedestrians and for safety in road and street projects for instance the Barcelona pedestrian crossing audit. The sign parameters for streets in the future will contain more attention to moving journeys different to cars, for the moment most of the parameters used are defined for drivers of cars, not for motor bikers, bus drivers, or pedestrians or cyclists. Some example will be that the signal, the light signal time, the width of sidewalks, the turning curves should be at lower speeds etc.

Another thing, that projects in the future should be calibrated starting from pedestrian use, and not for how many cars do we think there will be in the street. First we have to get the space and the time, and then think what can be left over to the driver. Then there is something to do also with the management: we need more balance of the different types of mobility which will mean more generally, that attention will be given to bus passengers, passengers in their condition as walkers, cyclists and pedestrians. Car users will have to adjust their commercial space and priority to the other street users. We have for instance all these campaigns on 30 kilometre (per hour) streets. The safety in the mobility will be more real in cities than just speaking about it that has been for the last years. We will get mostly 30 kilometres per hour, more pedestrian priority, at crossing points, sufficient crossing points, and bifurcation of these crossing points. Clear sight lines between pedestrians and drivers will be introduced that mean most containers, that mean less parking especially of commercial vehicles near the crossings etc.

Another thing that will be clearer in the next years, is that pedestrians will be more present in the data, that town halls, and the governments will have so we don't keep with only car or driver data on how many passengers or how many passing each minute etc. but also get the information on how many pedestrians, how they are walking, where do they have bottle necks etc.

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The other thing that we need and it is starting to come up in many cities but it is not generalised yet is the information signs, of where to go, where to find the way through the city for the pedestrians. It is not only related to public squares or official buildings etc. but also related to public transport, so the pedestrians and future passengers in the public transport can be sure that they will find their way easy to their destination point.

Another thing related to pedestrians in rural areas is that we will get more pedestrian crossings across rural roads. But for the moment, in the many countries that have been talked about ecological parcels but for animals, but not in the street or the highway, or in the rural or secondary roads. Well they have not been talked about sufficiently how can pedestrians pass the road. We have places where bus stops, stores, services etc. are there and the human being needs to come there. Also it is coming around the territory, walking.

Well I think that is part of the thing that could be changed in the mobility and project making and management in safety of course also in the next years.