Potentials for combining walking and public transport at the agglomeration scale
The background for what’s in store…

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
Walking at the core of multimodal behaviour

- 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
Context and objectives

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
Focusing on …

- Intermodal interfacing (life hubs)
- Transit / sojourn dynamics
- Breathing / bathing spaces
- Desire lines and intuitive signage
- Over & underground weaving
What is walking to a PT operator?

- **Saturated PT network**
  - Create high value walking segments and label them with the PT brand

- **Trafic disturbances**
  - Optimize alternate surface itineraries to alleviate pedestrian jams at stations
What is walking to a PT operator?

- **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
Challenges for PT / added value for walking

- **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)
Challenges for PT / added value for walking

- **Constellar mobility**
  - > IT ubiquitous connection: influence of peers over en-route travel plans
  - >>> creative à la carte multimodal ticketing
  - >>> IT real-time travel planners
Walking: a fast mode?

- 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
Walking metrics

- **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

Travail et formation
Achats
Loisirs
Activité professionnelle et voyage de service

Base: 23 781 personnes cible, les jours ouvrables

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The augmented pedestrian

Take your iPod personally.
Geneva en temps-piétons walk-friendly mapping
Life hub

- 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
Basel Railcity Lines of desire
Lyon Les berges du Rhône Signage
Zurich Sihlcity Palimpsest space
Zurich Sihlcity Lateral grasping