

Road access for all: 3 quality criteria

The publication "*Une Voirie pour Tous*" (Road access for all) by the *Conseil National des Transports* (French national transport council) concerning safety and cohabitation on the public space, over and above issues of conflicts of use, suggests four general principles for carrying out action relating to roadway systems and public spaces:

- **Guarantee essential accessibility** to the roadway system for the different publics and services for which it is intended.
- **Understand life “beyond the city”** of the various categories of inhabitants.
- **Give each and everyone the choice of an alternative mode of transport** to the car.
- **Make lucid choices and decisions**, arbitrating in discussions without giving in to poor compromises.

The **three quality criteria** given here help to facilitate concrete implementation of these four general principles in the development of public space.

1 - Do not forget anyone

Not forgetting anyone means not forgetting to include any public or user when engaged in thinking, discussions and prior consultations. It also means taking into account the problems of “absent third-parties” such as children, the elderly, visitors or people passing through.

Not forgetting any public

This means including from the outset all the differences of aptitude, activities and behaviour of the people that make up the public(s). Age, sex, special mobility difficulties, handicaps, travel contexts, activities carried out, situations of inactivity or leisure, and individual or group behaviour are the main factors determining the success or failure of development and its use.

Not forgetting any user

This means including all public highway users from the outset: professional users, transport users, and various user groups. Professionals working in the fields of transportation or of providing services for others; health, safety, operating, and maintenance professionals are all users just like pedestrians; vulnerable users or users of the various means of private and public transports.

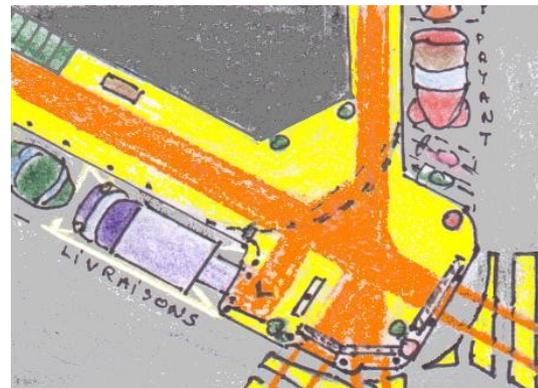
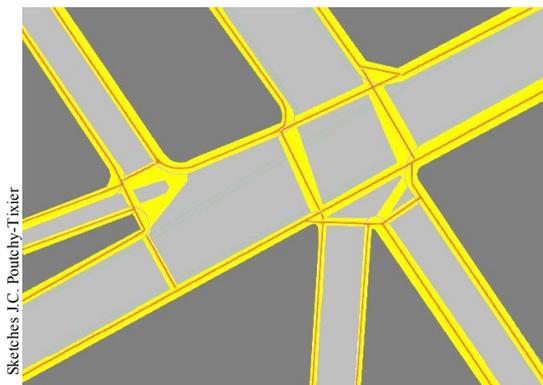
Not forgetting anyone does not mean “doing things for everyone”, but rather deciding on priorities after having thought of everyone.

The corollary of this is the need to make a choice and to take decisions in order to impose, facilitate, allow, penalize or prevent access to certain users and certain uses.

2 - Providing the shortest journey for those that have the most difficulties

Changing the concept of normality and providing the shortest and easiest journeys for those who are slowest and who have the most difficulty in getting around makes it possible to carry out development work that is advantageous to all. In practical terms, this means:

- giving priority and safe access to emergency, health and safety services, not forgetting personal services and deliveries,
- giving preference to short and easy journeys for people with reduced mobility, pedestrians and non-motorised travel modes, in particular around intersections



Provide the most direct journeys and routes for pedestrians and for people with reduced mobility

This makes it necessary to include proper handling of crossroads, surfaces, safety, security, stops and multimodal series of journeys, during preliminary thinking.

3 - Reducing differences

Preventing conflicts of uses also means **reducing differences in speed, number and vulnerability between the various users**. Cohabitation can only function safely when speeds are not too different, when the critical masses of the various users are more or less balanced and when vulnerability between users is lessened. Speed, flows and vulnerability are the three key factors which make it possible to decide whether to have the various users of the public highway cohabit or, on the contrary, to keep them separate.



Reducing differences in speed, number and vulnerability through development work