

# REDUCING SPEED LIMIT TO 30 KM/H ON URBAN MAJOR ROADS TO IMPROVE PEDESTRIAN ROAD SAFETY

A CASE STUDY IN PARIS (FRANCE)

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*Paper session 2C : Pedestrian safety I*



# CONTEXT (1)

## URBAN POLICY FOR PEDESTRIAN IN PARIS

- **A lot of pedestrian uses** : the modal share of walking is 60% in Paris
- **A lot of actions for pedestrian** : especially since 2001

### Place de la République (2013)



Avant



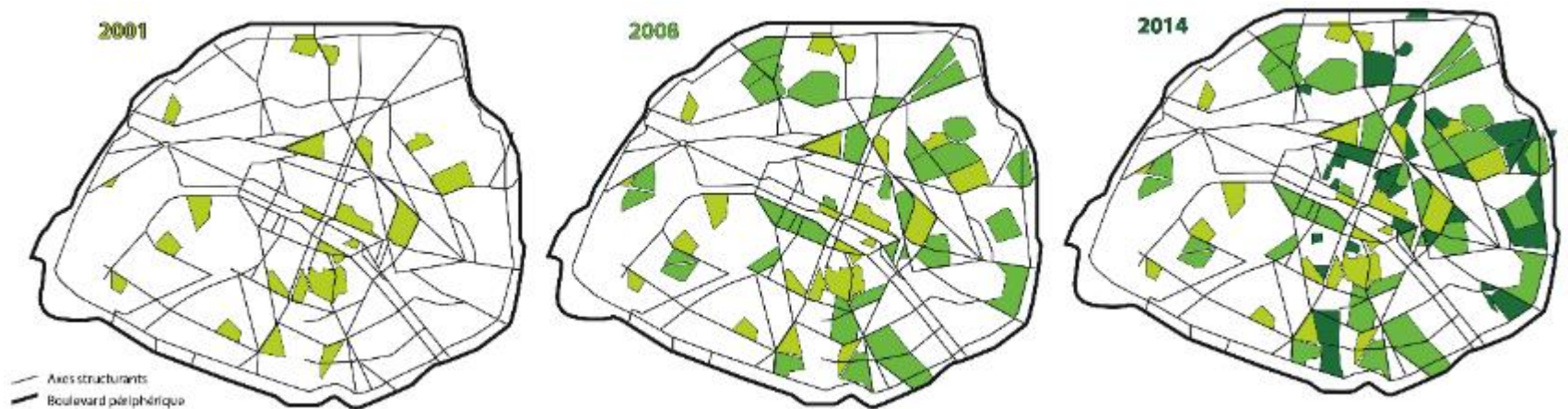
Après

Source : Ville de Paris

# CONTEXT (2)

## SPREAD OF SPEED LIMITATION

- **In the pedestrian plan (2017):** 30 km/h on major urban roads
- But this policy of “slowing” down has begun since 1994
- **This policy creates conflicts that impact development strategies** : the 30 km/h is done gradually

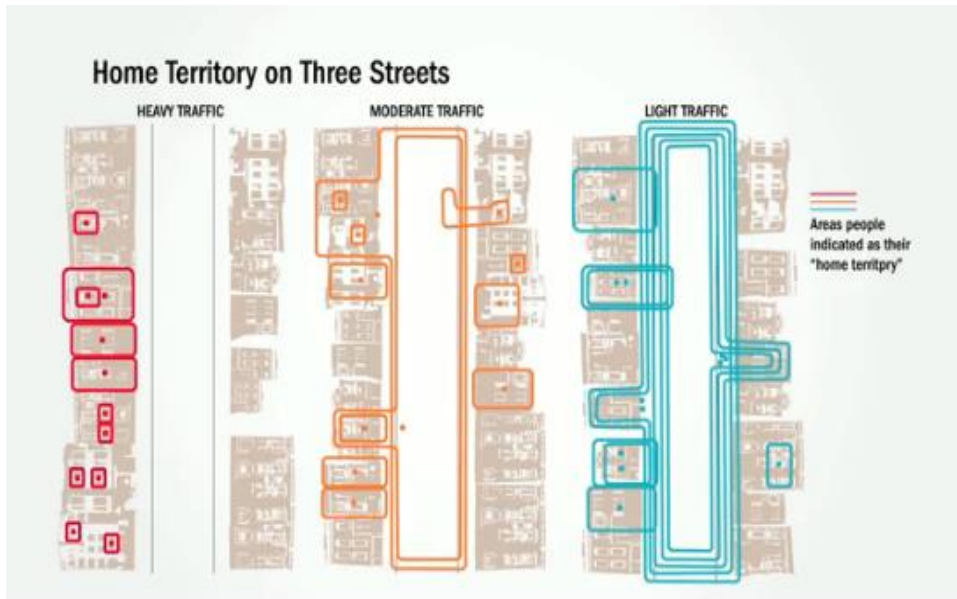


Source : Godillon, 2016

# CONTEXT (3)

## SPEED LIMIT TO IMPROVE THE SENSE OF SECURITY

- **Reducing speed limit improve the links between** : easy to cross, sense of belonging... (Appleyard, 1980 ; Sauter, Huttenmoser, 2006)



Source : Appleyard, 1980



Source : Sauter, Huttenmoser, 2006

# OBJECTIVES

UNDERSTANDING THE SENSE OF SECURITY FOR PEDESTRIAN

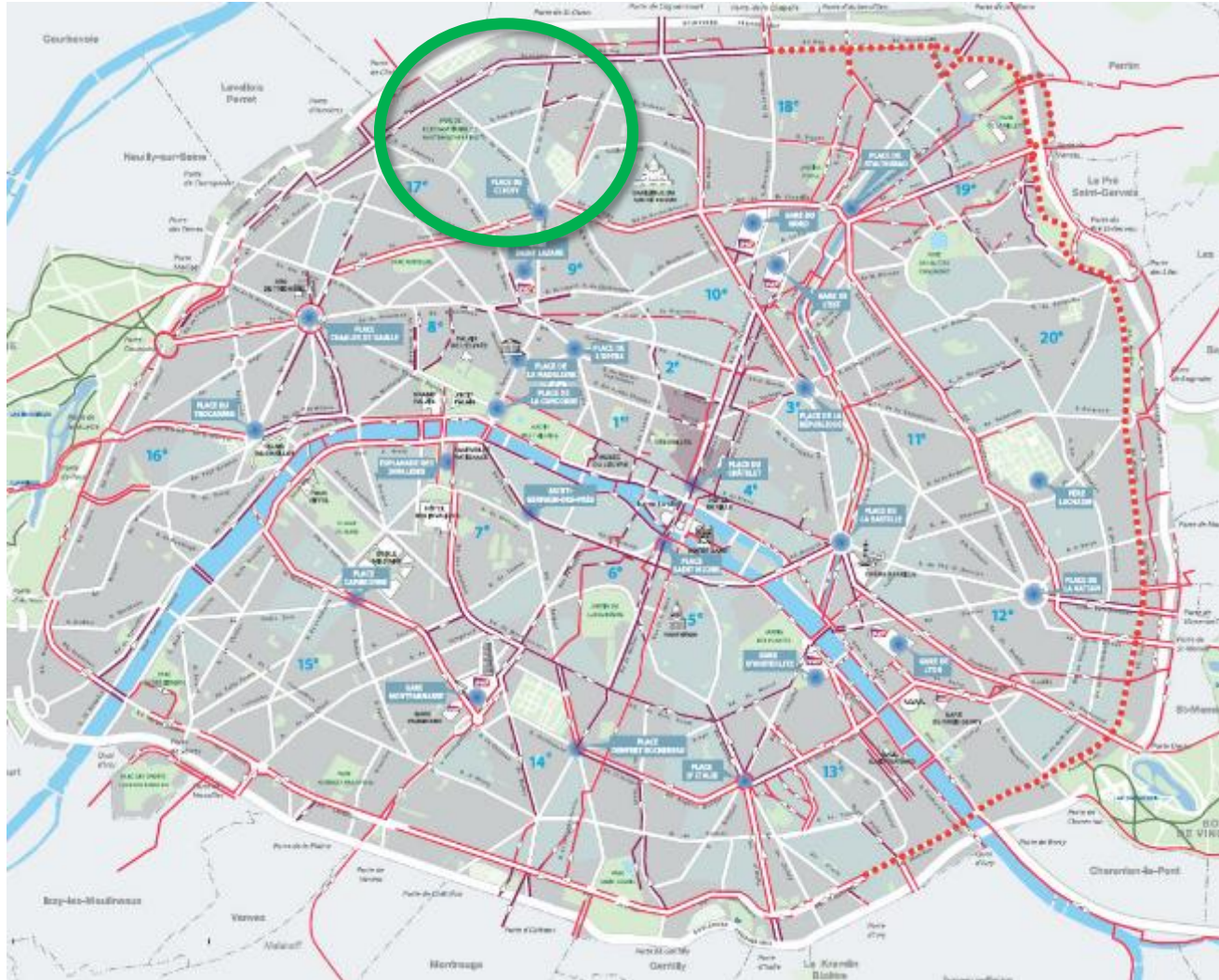


**What are the changes in pedestrian perceptions of speed and crossings before and after setting up the 30 km / h in Paris ?**

- How does the perception of the ease of crossing the street vary?
- Are there changes in the perception of danger to pedestrians?

# AVENUE DE CLICHY IN PARIS

EVALUATION OF 30 KM/H ON AVENUE DE CLICHY



Source : Plan de Paris

# METHODS

## MIX-METHODS FOR BEFORE-AFTER EVALUATION

### BEFORE



### AFTER



*February 2013:*  
interviews with 17 users

*May 2013:*  
questionnaires from 504 users

**September 2013: 30 km / h**

*November 2013:*  
interviews with 19 users

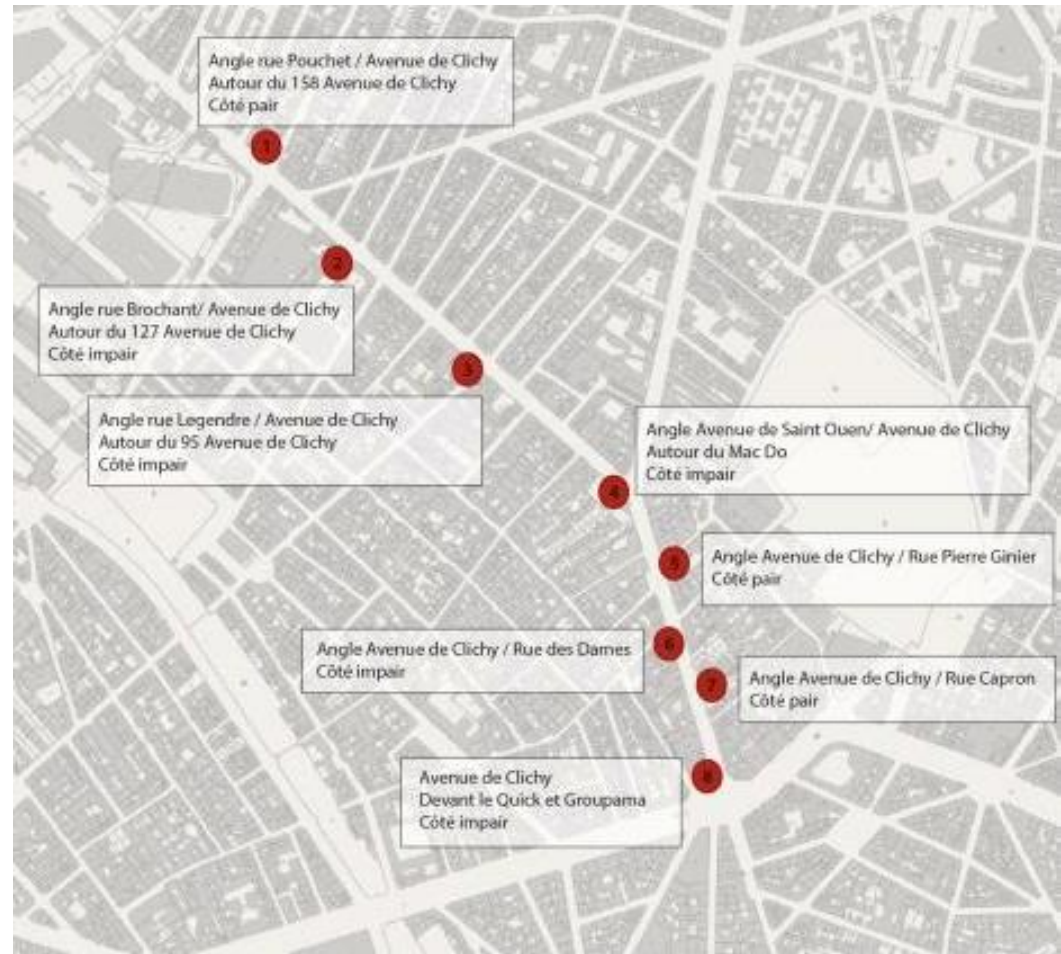
*December 2013:*  
questionnaires from 1,032 users



# DATA DESCRIPTION

504 USERS BEFORE AND 1,032 USERS AFTER

- **Gender:** 54% of men and 46% of women
- **Age:** 40 years old (between 14 and 91 years old)
- **Users:**
  - 30% inhabitants
  - 19% workers
  - 28% for shops, restaurants...
  - 22% in transit
- **74 % go every day Avenue de Clichy**



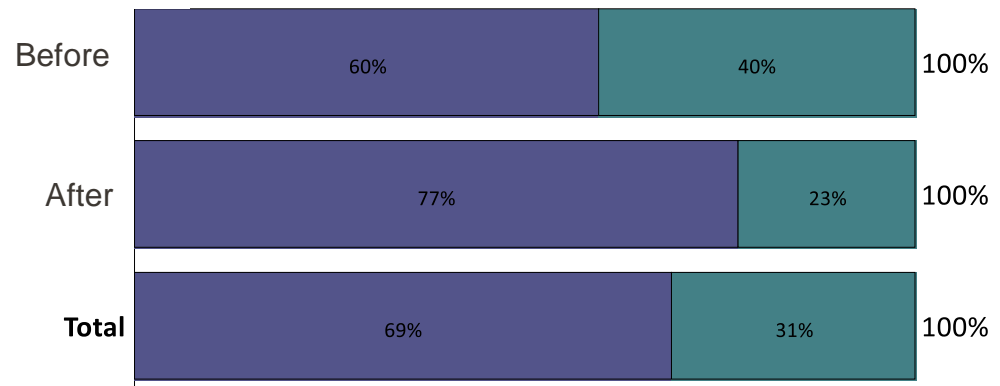
# RESULTS (1)

## EASIER TO CROSS FOR PEDESTRIANS

### Ease of crossing before and after

$p = <0,1$  ;  $\text{Khi2} = 40,3$  ;  $\text{ddl} = 1$  (TS)

■ Easy  
■ Difficult



Source : 6t-bureau de recherche

### The reasons why it is easy to cross are :

- Traffic lights (48%)
- Pedestrian crossings (48%)
- Significant traffic (2%)
- High speed (2%)

### No change between before and after

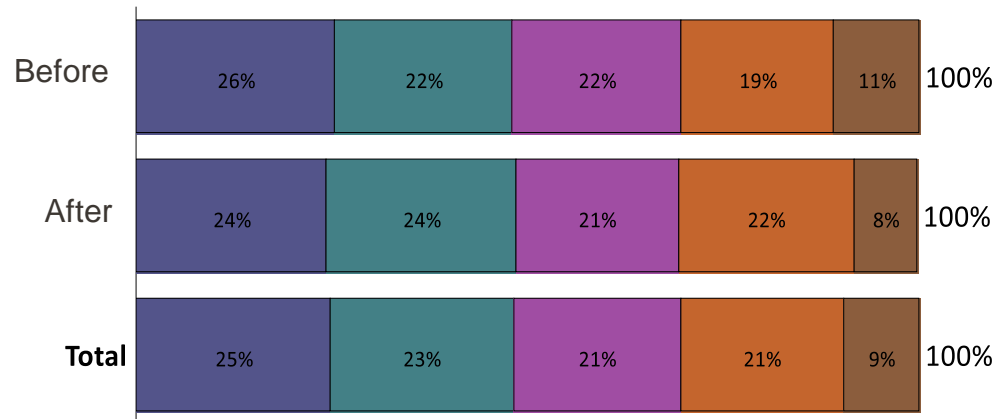
# RESULTS (2)

## A PERCEPTION OF THE DANGER THAT PERSISTS AFTER THE 30 KM / H

### Dangerous road before and after

$p = 0,4$  ;  $\text{Khi}^2 = 4,2$  ;  $\text{ddl} = 4$  (NS)

- Very dangerous
- Rather dangerous
- Moderately dangerous
- Not very dangerous
- Not at all dangerous



Source : 6t-bureau de recherche



«Ca ne change rien aux comportements à risque des motos. C'est toujours un calvaire pour moi de traverser aux endroits où il n'y a pas de passages protégés » (Camille, habitante, Clichy/Saint-Ouen, 29 ans).

"It does not change the risky behavior of motorcycles. It is always a crossing for me to cross where there are no protected passages " (Inhabitant)



«De toute façon, ça ne changera rien. Cela fait 10 ans que j'habite ici et j'ai toujours vu les voitures rouler très vite, parfois jusqu'à 70 km/h. » (Mireille, habitante, Clichy/Saint-Ouen, 42 ans).

"Anyway, it will not change anything. I've been living here for 10 years and I've always seen cars roll very fast, sometimes up to 70 km / h " (Inhabitant)

# CONCLUSION

THE LIMITATION AT 30 KM / H SIGNIFICANTLY IMPROVES CROSSINGS

- **It is easier to cross after the speed limit due to traffic lights and pedestrian crossings...**
- **... but the perception of a significant danger persists.**
- In the future, how can this perception of danger be reduced?



# THANKS !

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