COST
Domain Committee "Transport and Urban Development"

COST Action 358

Pedestrians’ Quality Needs

MONITORING
PROGRESS REPORT

Period: from 13/11/2006 to 01/06/2009

This Report is presented to the relevant Domain Committee and contains two parts:

I. Management Report prepared by the COST Office
II. Scientific Report prepared by the Chair of the Management Committee of the Action

The report is a “cumulative” report, i.e. it is updated annually and covers the entire period of the Action.

Confidentiality: the documents will be made available to the public via the COST Action web page except for chapter II.C. Self evaluation.

Based on the monitoring results, the COST Office will decide on the following year’s budget allocation.
I. Management Report

Action 358 Fact Sheet

Title
Pedestrians Quality Needs (PQN)

Contacts
<table>
<thead>
<tr>
<th>MC Chair</th>
<th>Science Officer:</th>
<th>Administrative Officer:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Rob METHORST</td>
<td>Thierry GOGER</td>
<td>Ms. Kerstin WILDE</td>
</tr>
<tr>
<td>Tel. +31 88 7982453</td>
<td>COST Office</td>
<td>COST Office</td>
</tr>
<tr>
<td>Fax. + 31 7982 999</td>
<td><a href="mailto:tgoger@cost.esf.org">tgoger@cost.esf.org</a></td>
<td><a href="mailto:kwilde@cost.esf.org">kwilde@cost.esf.org</a></td>
</tr>
<tr>
<td><a href="mailto:rob.methorst@rws.nl">rob.methorst@rws.nl</a></td>
<td>+32 2 533 38 32</td>
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Details

Draft Mou: 257/06


Entry into force: 25/09/2006

End of Action: 12/11/2010

CSO approval date: 27/06/2006

Objectives
The main objective of the Action is to provide an essential contribution to systems knowledge of pedestrians’ quality needs and the requirements stemming from those needs, thus stimulating structural and functional interventions, policy making and regulation to support walking conditions throughout the EU and other involved countries. The research aims are: 1. To improve the understanding of pedestrians quality needs with regard to public space, the transport system and the social, legal and political context and their interrelations, thus developing an essential tool for the stakeholders (such as decision makers, politicians, planners as well as NGOs) that can implement better conditions for walking and pedestrians quality of life. 2. Describe the state-of-the-art, identify an agreed set of requirements and develop a new paradigm (a coherent system of theories and models regarding adequate pedestrian facilities and qualities) that can be used by stakeholders for analyzing and improving reality. 3. Provide an accessible knowledge base and easy to use auditing scheme that enables authorities and possibly interest groups to tackle, prevent and prioritize current and future problems regarding pedestrian mobility and presence in public space. 4. To stimulate partners to innovate tools and disseminate knowledge that helps in shedding new light on the issue and stimulates a new spirit in providing for safe mobility of the pedestrian. 5. To provide recommendations for further research. European situation The Action focusses on the current European situation and aims at providing useful information for policy development in European countries and to a lesser extent, North America, Australia and Japan. Conclusions may not be valid for other continents. Human needs The Action focuses on the pedestrian as a human being and his/her role in transport and traffic; the physical and social environments and the transport system should be there to support the pedestrians’ needs. Safe mobility and being unthreatened while in a public space are basic needs. Everyday walking A pedestrian is anyone who walks or is present in a public space. The Action will highlight everyday walking, that is functional or utilitarian walking; walking from an origin to a destination, which can also be a vehicle or a public transport stop. Leisure walking or just staying in a public space, such as talking to neighbours, enjoying the sun are also included, but using public space for sports (jogging, marathon walking) or parades is excluded in the Action. De luxe modes that are legally pedestrian, such as skates, stepping bikes, Segways are also excluded. On the other hand, walking aids (e.g. a walking frame), electric scooters and wheelchairs will be included. The Action explicitly includes multimodal walking. Walking to and from other modes of transport is seen as a basic transport link. Walking in a public space Public space is any space that is open for all citizens and includes the road infrastructure, sidewalks/pavements and footpaths, the access (intermediary) spaces to private space, but excludes gated shopping malls, private property and the interior of buildings. Identify basic needs This Action focuses on identifying the minimal ergonomic, perception and durability qualities that are needed for safe mobility and a safe presence in a public space for the vast majority of pedestrians, thus defining basic quality. Focus on prevention within the foreseeable political contexts The Action focuses on organic optimizing land use, the physical environment, the transport system, and the social and legal context, thus preventing problems for pedestrians within all foreseeable political contexts.
### Parties

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Total: 20

### Intentions to accept the MoU

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### Working Groups

None

### Website

http://www.walkeurope.org/

### I.B. Management Committee member list

#### Management Committee

**Chair**

Mr. Rob METHORST  
DVS Centre for Transport and Navigation  
Schoemakerstraat 97 C, PO Box 5044 2600 GA  
Delft Netherlands  
rob.methorst@rws.nl

**Vice Chair**

Mr. Jim WALKER  
Walk21 The Basement, 39 Chesterton Road W10 6ES  
London United Kingdom  
jim.walker@walk21.com

**DC Rapporteur**

Mr. Willi HUSLER  
IBV, W. Husler AG  
Olgastrasse 4  
8001 Zurich Switzerland  
ibv@ibv-zuerich.ch

**Austria**

Mr. Ralf RISSER  
MC Member  
FACTUM OHG  
Danhausergasse 6/4  
1040 Wien Austria  
ralf.risser@factum.at

Dr. Michael MESCHIK  
MC Member  
Institut fur Verkehrswesen  
Universitat fur Bodenkultur  
Peter-Jordanstr. 82  
1190 Wien Austria  
michael.meschik@boku.ac.at

**Belgium**

Ms. Marjolein DE JONG  
MC Member  
Universiteit Hasselt  
Transportation Research Institute (IMOB)  
Wetenschapspark 5, bus 6  
3590 Diepenbeek Belgium  
marjolein.dejong@uhasselt.be

Mr. Philippe HANOCQ  
MC Member  
Transport Logistique urbanisme  
Faculte des Sciences appliquees  
Universite de Liege  
P. Hanocq@ulg.ac.be

Dr. Therese STEENBERGHN  
MC Member  
UniversitySpatial Applications DivisionK.U.Leuven  
Celestijnenlaan 200E  
3001 Heverlee Belgium  
therese.steenberghen@sadl.kuleuven.be

**Czech Republic**

Professor Karel SCHMEIDLER  
MC Member  
Transport Research CentreS15CDV  
Vinořadky 10., Lisenska 33a, 639 00 Brno Czech Republic  
schmeidler@cdv.cz
<table>
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<tr>
<td>Estonia</td>
<td>Dr. Dago ANTOV</td>
<td>MC Member</td>
<td>University of Tartu Environmental and occupational health Medical University of Tartu Biomedic, Ravila 19 50411 Tartu Estonia</td>
<td><a href="mailto:hans.orru@ut.ee">hans.orru@ut.ee</a></td>
</tr>
<tr>
<td></td>
<td>Mr. Hans ORRU</td>
<td>MC Member</td>
<td>University of Tartu Environmental and occupational health Medical University of Tartu Biomedic, Ravila 19 50411 Tartu Estonia</td>
<td><a href="mailto:hans.orru@ut.ee">hans.orru@ut.ee</a></td>
</tr>
<tr>
<td>Estonia</td>
<td>Professor Lars LEDEN</td>
<td>MC Member</td>
<td>VTT Box 1000 02044 Espoo Finland</td>
<td><a href="mailto:Lars.leden@vt.t.fi">Lars.leden@vt.t.fi</a></td>
</tr>
<tr>
<td></td>
<td>Professor Kimmo LAPINTIE</td>
<td>MC Member</td>
<td>Laboratory of Urban Planning and Design Urban and Regional Planning Laboratory of Urban Planning and Design</td>
<td><a href="mailto:Kimmo.lapintie@ttk.fi">Kimmo.lapintie@ttk.fi</a></td>
</tr>
<tr>
<td>Finland</td>
<td>Professor Lars LEDEN</td>
<td>MC Member</td>
<td>VTT Box 1000 02044 Espoo Finland</td>
<td><a href="mailto:Lars.leden@vt.t.fi">Lars.leden@vt.t.fi</a></td>
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<td>Laboratory of Urban Planning and Design Urban and Regional Planning Laboratory of Urban Planning and Design</td>
<td><a href="mailto:Kimmo.lapintie@ttk.fi">Kimmo.lapintie@ttk.fi</a></td>
</tr>
<tr>
<td>France</td>
<td>Ms. Catia RENNESSON</td>
<td>MC Member</td>
<td>CETE de LYON 46 rue Saint-Thobald, BP 128 38081 LIsle dAbeau France</td>
<td><a href="mailto:Catia.rennesson@developpement-durable.gouv.fr">Catia.rennesson@developpement-durable.gouv.fr</a></td>
</tr>
<tr>
<td></td>
<td>Ms. Nicole MUHLRAD</td>
<td>MC Member</td>
<td>INRETS 2 avenue du General Malleret-Joinville 94114 ARCUEIL France</td>
<td><a href="mailto:Nicole.muhlrad@inrets.fr">Nicole.muhlrad@inrets.fr</a></td>
</tr>
<tr>
<td>Germany</td>
<td>Professor Juergen GERLACH</td>
<td>MC Member</td>
<td>University of Wuppertal Fachbereich D Road Planning Wuppertal University of Wuppertal, Prof. Dr.-Ing. Juergen Gerlach</td>
<td><a href="mailto:Jgerlach@uni-wuppertal.de">Jgerlach@uni-wuppertal.de</a></td>
</tr>
<tr>
<td></td>
<td>Dr. Iris MUHLENBRUCH</td>
<td>MC Substitute</td>
<td>ifak - Institut f. Automation und Kommunikation e.V. Magdeburg Werner-Heisenberg-Str. 1 39106 Magdeburg Germany</td>
<td><a href="mailto:Iris.muhlenbruch@buero-muhlenbruch.de">Iris.muhlenbruch@buero-muhlenbruch.de</a></td>
</tr>
<tr>
<td>Greece</td>
<td>Professor Panagiotis PAPAIOANNOU</td>
<td>MC Member</td>
<td>Aristotle University of Thessaloniki Faculty of Rural &amp; Surveying Engineering Aristotle University of Thessaloniki Department of Transportation &amp; Hydraulic Engineering</td>
<td><a href="mailto:Transp@edessa.topo.auth.gr">Transp@edessa.topo.auth.gr</a></td>
</tr>
<tr>
<td></td>
<td>Professor Socrates BASBAS</td>
<td>MC Member</td>
<td>Aristotle University of Thessaloniki Faculty of Rural &amp; Surveying Engineering Aristotle University of Thessaloniki Department of Transportation &amp; Hydraulic Engineering</td>
<td><a href="mailto:Transp@edessa.topo.auth.gr">Transp@edessa.topo.auth.gr</a></td>
</tr>
<tr>
<td>Hungary</td>
<td>Mr. Miklos PAPP</td>
<td>MC Member</td>
<td>OCTAV Ltd. Volgy u. 15. 1021 Budapest Hungary</td>
<td><a href="mailto:Papp@octav.hu">Papp@octav.hu</a></td>
</tr>
<tr>
<td>Israel</td>
<td>Dr. David ZAIDEL</td>
<td>MC Member</td>
<td>Hsight, Ergonomics &amp; Safety, Ltd Koyfman 10 34780 Haifa Israel</td>
<td><a href="mailto:Zaide53@bezeqint.net">Zaide53@bezeqint.net</a></td>
</tr>
<tr>
<td></td>
<td>Professor Alfred Shalom HAKKERT</td>
<td>MC Member</td>
<td>Technion Israel Institute of Technology Transportation Research Institute Technion City 32000 Haifa Israel</td>
<td><a href="mailto:Hakkert@tx.technion.ac.il">Hakkert@tx.technion.ac.il</a></td>
</tr>
</tbody>
</table>
### Italy

**Dr. Zuzana SIMONOVA**
**MC Member**
Azienda Sanitaria Locale Caserta 1 via Renella 60 81100 caserta Italy
simonova.zuzana@tin.it

**Professor Lucia MARTINCIGH**
**MC Member**
Facolta di ArchitetturaUniversita degli Studi Roma Tre Piazza della Repubblica 10 185 Rome Italy
martinci@uniroma3.it

### Netherlands

**Dr. Richard VAN DER HORST**
**MC Member**
TNO Defence, Security and SafetyBU Human Factors Kampweg 5, P.O. Box 23 3769 ZG Soesterberg Netherlands
richard.vanderhorst@tno.nl

### Norway

**Professor Anne Katrine GEELMUYDEN**
**MC Member**
Department of Landscape Architecture and Spatial PlanningNorwegian University of Life Sciences P.O.Box 5003 1432 Aas-UMB Norway
anne-katrine.geelmuyden@umb.no

**Mr. Aslak FYHRI**
**MC Substitute**
Institute of Transport Economics Gustadaleien 21 349 Oslo Norway
af@toi.no

**Mr. Alf STOLE**
**MC Member**
Norwegian Public Roads AdministrationRoad Development Departure PO Box 8142 Dep 33 Oslo Norway
alf.stole@vegvesen.no

### Poland

**Dr. Jacek MALASEK**
**MC Member**
Road and Bridge Research InstituteRoad Safety Division 80 Jagiellonska Str. 03-301 Warsaw Poland
jmalasek@ibdim.edu.pl

### Portugal

**Joao Paulo MELIM TEIXEIRA**
**MC Member**
Camara Municipal de Lisboa/ Direccao Planeamento Urbano N/A - Please update this record Lisboa Portugal
joao.paulo.teixeira@cm-lisboa.pt

**Professor Manuel Joao RAMOS**
**MC Member**
Instituto Superior de Ciencias do Trabalho e Empresaiscte, Av. Forcas Armadas 1649-026 lisbon Portugal
manuel.ramos@iscte.pt

**Mr. Mario ALVES**
**MC Member**
Associacao de Cidadaos Automobilizados Av. 5 de Outubro, 142-1A Dto 1050-061 Lisboa Portugal
marioalves@gmail.com

### Serbia

**Professor Dragana BAZIK**
**MC Member**
Faculty of ArchitectureUniversity of Belgrade Bulevar kralja Aleksandra 73 11000 Belgrade Serbia
bazik@arh.bg.ac.yu

**Ms. Milena VUKMIROVIC**
**MC Member**
Faculty of ArchitectureUniversity of Belgrade Bulevar kralja Aleksandra 73 11000 Belgrade Serbia
milen@EUnet.yu

### Spain

**Dr. Hector MONTERDE**
**MC Member**
Psychonomy Research UnitFaculty of PsychologyUniversity of Valencia Av./ Blasco Ibanez, 21 46010 Valencia Spain
hector.monterde@uv.es

**Dr. Enrique CABELLO**
**MC Member**
ESCETUniversidad Rey Juan Carlos C/ Tulipan s/n 28933 mostoles Spain
enrique.cabello@urjc.es

**Dr. Isaac MARTIN**
**MC Substitute**
isaac.martin@urjc.es

### Sweden

**Professor Christer HYDEN**
**MC Member**
Lund University Box 118 22100 Lund Sweden
christer.hyden@fft.lth.se

**Dr. Ase SVENSSON**
**MC Member**
TechnologyLund University Box 118 22100 Lund Sweden
ase.svensson@fft.lth.se
### I.C. Overview activities and expenditures

**Action 358 - budget from 13-Nov-2006 to 01-Jun-2009**

#### Meetings

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<td>05-Dec-2006</td>
<td>Lisboa (PT)</td>
<td>Barcelona (ES)</td>
<td>1790</td>
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<td>Ms Giulia Dell’Asin</td>
<td>01-Feb-2008</td>
<td>10129 (IT)</td>
<td>Rotterdam (NL)</td>
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<td>Ms Galit Yerushalmi</td>
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<td>Tel-Aviv - Jaffa (IL)</td>
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**Workshops**

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**General Support Grants**

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**Action Total** 241734.3
II. Scientific Report

II.A. Innovative networking

The aim of COST 358 Pedestrians’ Quality Needs is to provide knowledge for improving and innovating policy making on the pedestrian issue. Innovation is sought through the application of a systems approach and moving from problem orientation to a quality oriented approach. For this a comprehensive conceptual framework and a dedicated policy process procedure was developed. The ACTION is working on comprehensive substantiation of the ideas from four perspectives:

- what can be measured (Working Group 1 Functional needs)
- what stakeholders opinions and intentions are (Working Group 2 Perceived needs)
- how quality evolves over time (Working group 3 Durability and Future Prospects).
- integration of the 3 perspective into practical comprehensive policies (Working Group 4 Coherence and Integration)

Expected tangible medium term socio-economic impacts are that:

- a quality driven system approach covers all options and prevents a one-sided approach
- it offers best value for money
- it improves the image of the pedestrian issue by taking a 'professional' rather than a intuitive approach that is often associated with ‘minor’ issues.

Specific breakthroughs as part of the Action are:

- the definition and documentation of the system around the pedestrian in public space and a basic policy process procedure for improving the pedestrians’ system
- the definition and the documentation of various types of pedestrians’ need, abilities and opportunities needed on the various decision levels (strategic, tactical and operational levels)
- the development of methodology for assess optimal systems, assessment of current state of the system and its performance
- a start with the guidelines for measuring walking
- a structure for a comprehensive overview of promising interventions
- a glimmering overview of gaps in crucial knowledge regarding the pedestrian issue.

The Action has been approached by many parties for information, co-operation or support of national activities, such as the ICTCT workshops and WALK21 conferences in 2007, 2008 and 2009, the current I’D GO2 project in Edinburgh (UK), The Walking and Cycling Conference in London (2008), Project for Public Spaces in New York, University of Singapore (2008), Pedestrian City Conferences in the Czech Republic (February 2008), options for participation in policy making for the City of Copenhagen (2008), the Pedestrian and Bicycle Information Centre (PBIC) of the University of North Carolina (2009), the Conference The Walker in the City in Lisbon (2008), the Vulnerable Road Users Conference in Tel Aviv (June 2010).

As far as we can see the Action did not yet result in spin-off on EC RTD Framework Programme proposals or projects. The Action focuses on development of basic knowledge on the issue first and has already started identifying gaps in knowledge.

In several countries the Action led to new scientific and policy proposals:

- at Leeds University (UK) related PhD posting has been realised
- the PQN approach forms part of the ICTCT Early Stage Researchers course
- Walk21, Urban Mobility Research, PQN, Mobiel21 and Transport for London initiated the project ‘Making Walking Count’
- national research projects connected to the PQN project in almost all PQN countries (Austria, Belgium, Czech Republic, Estonia, Finland, France, Germany, Greece, Israel, Italy,
II.B. Inter-disciplinary networking

From the beginning a key feature of the PQN group has been its multidisciplinary composition. The adhered system approach is only feasible if comprehensive knowledge regarding the functioning and options for improvement and comprehensive policy development are adequately covered. The Action includes participants from a very wide scope of disciplines: architecture, landscape architecture, traffic engineering, land use planning, road safety policy making, anthropology, sociology, psychology, medical sciences, geography, computer sciences, philosophy. It covers experts from the academic world (universities and scientific institutions) as well as local and national authorities, and private consultants.

The aim of the project is to innovate policy making on the pedestrian issue by applying a systems approach. For this aim a new conceptual framework was developed and discussed. The many facets of this new approach are explored and documented, using the many disciplines that are represented in the group. For example, philosophical expertise was used to test for the comprehensiveness and robustness of definitions of basic concepts like ‘needs’. An extensive Glossary is developed, which is now used as ‘common ground’ for the entire group as well as for educational purposes in universities. Another example is that the scope of auditing facilities is not limited to a technical assessment, but user demand (human factors including perceptions, intentions, cultural values, aesthetics) and stakeholder needs aspects are also included in the appraisals.

Although there is certainly wide scope of disciplines involved in the action, there is only limited input form the medical (health) discipline and hardly any from Law sciences. Some input regarding these disciplines and perspectives is delivered through contextual knowledge of the Action’s participants. This is however a ‘blind spot’ in the project’s work.

Although the results of the PQN project are not yet published, there already is impact from the available results. The principles of the PQN systems approach have been presented at a number of conferences and workshops. These ideas are now being introduced in policy making on both the local (Copenhagen, Den Haag, Prague) and international levels (OECD working group PUSH; ICTCT Early Stage Researchers Course). Furthermore, within the context of the project a ‘Make Walking Count’ project is defined, which aims to advance data collection on the issue, making use of knowledge that is developed in the PQN project and made concrete by applying them on the city level.

II.C. New networking

Almost from the start of the Action 20 countries were involved. In 2008 contacts with Denmark (the City of Copenhagen) did not result in inclusion of Denmark in the Action, but it has to be mentioned that there now are regular contacts with Copenhagen. Since the Action now is now in its final stage no attempts will be made to further expand the number of countries and institutes involved.

During 2008 and 2009 some 14 participants joint the group, mostly Early Stage researchers. Their contributions have been both substantial and refreshing. From the total of 70 PQN participants / contributors 28 are female (40%); 16 of the participants are Early Stage researchers.

Through structural exchange of information with the OECD working group Pedestrian safety, Urban Space and Health (PUSH) and contacts with the Pedestrian and Bicycle and Information Centre (PBIC) additional input is realised. With the PUSH group there is intensive cooperation: we can make use of their questionnaire outcomes, analysis and theoretical and conceptual expertise and they have full access to our interim products via the PQN website. PUSH is the policy making counterpart of our project. It will present their project results at the Final Conference on Walking issues in The Hague in 2010.
The PBIC of the University of North Carolina is actively involved in the PQN project by delegating a master student. This student will contribute to pedestrian road safety research (street crossing behaviour).

From the start of the project both WALK21 and ICTCT were actively involved in the dissemination of PQN progress. They will continue to have a function after ending the COST PQN project.

In 2008 and 2009 the Action accommodated 3 Short Term Scientific Missions (Giulia Dell’Asin, Galit Yerushalmi and now Daniel Malet), of which 2 are now completed and a third is currently in operation. Because of assumed budgetary limitations the action did not focus on attracting candidates for STSM’s. The Malet STSM will probably be the last one, because in August 2009 the data and information acquisition for the Action will be closed, because otherwise the schedule regarding the completion of the Final Report cannot not be met.

A number of PQN participants have contacts with other COST groups. There is are however no contacts on a structural base. We do not (yet) have overview of these contacts.

Although there is no complete overview of fundraising results related to the PQN project, some prominent examples are the financing of the PQN website development, financing of special studies in the Austria, Netherlands, Switzerland and the UK and conferences and workshops in Wuppertal, Lisbon, Brno (2x), Prague and Tel Aviv.

The PQN group is currently considering to organise Public Days (meetings with the ‘general public’ on the pedestrian issue) connected to the Management and Working Group meetings in Brno and Tel Aviv.

In relation to the conclusion of the PQN project in November 2010 the Outline on the Final Report has been defined. It will be a 3 parts report. Part 1 will cover the backgrounds and conceptual framework of the project, Part 2 will present the Working Group’s results and Part 3 will be dedicated to practical recommendations for stakeholders. The outline is annexed as part of spreadsheet including participation in the PQN working groups.

A complete draft of Part 1 is ready and is currently being perfected. This report will be elaborated into a PhD thesis, which is planned to be released in 2011.

A complete list of presentations and publications related to the PQN Action is being prepared, but not yet available. It is expected that such a list can be delivered soon.

Preparations for a major Conference on Walking have started, which will be a joint activity of PQN, WALK21, ICTCT, OECD, NL Ministry of Transport and The Hague municipality. The conference will feature the final reports of the PQN project as well as the OECD PUSH project and contributions from other experts and parties involved throughout the world. The conference will take place in The Hague in November 2010 and will mark the conclusion of the COST 358 PQN project.

II.D. Self evaluation

The COST 358 PQN group is a large and complicated group to manage. This management takes up much of the Chair’s available working time, leaving only limited time for scientific contributions. Within the Chair’s office this poses justification problems.
Contributing to a COST project is more or less ‘volunteers work’ which most of the times cannot get the highest priority when demand from other tasks are urgent. For all participant applies that time to invest is limited and the chair has no means to enforce promised contributions but motivation and kinds words. Still, quite an impressive production has been achieved.

After the initial phase no priority could be given to the expansion of the Action. Contacts with Denmark did not succeed; involving other countries is no longer opportune.

As could be expected some (2) countries delivered only a marginal contribution.

It proved that all participants are accustomed, able and willing to step over the boundaries of their discipline. Fortunately this applies only to a very small minority.

COST financial options to exchange and dissemination of results through common website and printed publication are not realistic. Time spending for acquiring additional funds competes with getting results from research work. Choosing one’s path is a delegate matter.

III. Previous scientific report(s)

III.A. Results achieved during the period November 2006 to November 2007

The first year of the Action is mainly devoted to defining the research and setting up the organisation for doing the research. Since the Kick-off the following results have been accomplished:

- A Work Plan for the Action (including time setup of organisation and planning of research activities) is produced and agreed on at the PQN Kick-off. This includes agreement in general on the detailed research questions; for the time being the work plan is seen as a growing document, that needs to be updated and completed.
- Concepts to be used in the project have been defined and worded in a glossary; in addition to this an abbreviations list has been produced; the glossary and abbreviations list have been accepted in the 2nd meeting of the MC.
- A first step in all good science projects it to assess what publications, information and ideas already exist. In PQN this preparatory work is done in quick scan Country Reports; a template for this purpose has been developed and distributed.
- Currently 19 out of the 20 countries have prepared or are preparing first draft Country Reports, in which recent publications, current projects on pedestrian issues, and a description of the general atmosphere received special attention;
- A first overview of publications and research projects has been produced; a draft report on the General Atmosphere in participating countries will be available before October 2007;
- A questionnaire on data availability in the participating countries has been developed and circulated. Although not all countries sent in some response yet, it proved that the situation regarding statistical information is heterogeneous, but actually quite bad. In most countries there are virtually no data on mobility, the quantity, and the quality of facilities and of problems encountered; most countries have some data on road traffic accidents, in which only accidents with moving vehicles are reported; rudimentary data regarding single pedestrian accidents are not generally available. Thus the research has to rely on expert opinions and occasional empirical studies.
- PQN participants published relevant papers: on the History of pedestrian policies, Future pedestrians’ needs, the PQN project, personalised warning systems for safety improvement of vulnerable road users, the legal order with respect to pedestrians in the Czech Republic, and Shared Space.
- A dedicated website has been designed and is in the air: www.walkeurope.org. The website serves as communication platform for both the general public and the participants. For the latter a shielded section has been set up.
• A Short Term Scientific Mission involving a young scientist from Portugal has been accomplished. The young scientist carried out field observations of the organisation of vehicle traffic and the habits of pedestrians in the historical quarters of Barcelona, and has reported on this to his Spanish supervisor at Barcelona University.

• The planned Working Groups have been formed. At the October 2007 meeting of the Management Committee and the Working Groups the participants will report on their plans and first findings;

• In some countries steps have been taken to start new PhD projects relating to the PQN project (United Kingdom, Sweden, Poland)

• In several countries National committees of support are being formed. In The Netherlands, Spain, Switzerland these committees are active.

B. Dissemination of results

Action related Publications and Reports:
• Introductory leaflet COST Action 358 Pedestrians’ Quality Needs (available in English, French, Italian, Czech, Dutch, Spanish and German) in print and as PDF on the website www.walkeurope.org (November 2006; Spring 2007)
• Soares, R. (2007): report on field observations in Barcelona (title not available)
• 19 draft Country Reports on state of affairs regarding pedestrian issues, of which 10 have been posted on the PQN website and 9 will be posted within weeks.

Conferences and Workshops (list and programme)
• The PQN project has been introduced at several conferences
  Walk21 Melbourne 2006, Australia
  ICTCT Minsk 2006, Belarus
  ICTCT Beijing 2007, China
  4th International Transport Conference Wuppertal 2007, Germany
  Dag van de voetganger (2007, Breda – NL)
Web site (description)
www.walkeurope.org is the dedicated website for the project. The website has a public and a shielded part. The latter is meant for internal communication, and is password protected. The public part of the website features ‘home’, ‘news’, ‘publications’, ‘background’, ‘work groups’, ‘meetings and events’, ‘contacts’ and ‘links’.

Scientific and Technical Cooperation
Contacts have been established with a number of organizations and platforms: WALK21, ICTCT, HEPA, European Centre on Public Space and the International Federation of Pedestrians.

Transfer of results
• With regard to the Commission’s normalisation and standardisation bodies no contacts have been made. Such contacts can be made at a later stage of the project.
• The dissemination plan is included in the Work Plan of the project.
• Provide the dissemination plan with regard to end users.

Contacts in the ERA
• as ‘transfer of results’.

III.B. Results achieved during the period November 2007 to April 2008

The first year of the Action was mainly devoted to defining the research and setting up the organisation for doing the research. This has now almost completely been accomplished. Since the first progress report the following progress was made:
• PQN participants published relevant papers: on Shared Space, ‘from a reactive to a proactive systems approach’, Accessible and safe environment, Needs in a mid-sized Spanish town, the PQN project, Older pedestrians’ mobility the year around, Workshop PQN policy development.
• Input to external conferences (WALK21 2007 in Toronto; abstracts for WALK21 2008 in Barcelona, 20th ICTCT Work in Valencia, ICTCT Workshop in Melbourne, Pedestrian City Conferences in Brno and Prague)
• At the WALK21 in Toronto a full day pre-conference workshop, guided by a PQN WG leader, was devoted to “Measuring Walking” with the goal to (eventually) harmonise the methods for gathering data on walking and public space not only among the PQN member countries but also worldwide (including North America and the Asian pacific countries etc.). This debate will be continued at the WALK21 in Barcelona. The PQN project will also be present at the “International Conference on Survey Methods in Transport: Harmonisation and Data Comparability” in Annecy in May 2008 which is concurrently the final conference of COST 355 allowing to discuss in depth common issues and profit from synergies between COST Actions.
• the www.walkeurope.org is hosted and now fully functional. The website serves as communication platform for both the general public and the participants. For the latter a shielded section has been set up.
• A Short Term Scientific Mission involving a young scientist from Italy has been accomplished. The young scientist (Giulia Dell’Asin) worked on a thesis, in which the PQN Country Reports and available literature on the pedestrian issue were studies and evaluated.
• The Working Groups assigned task regarding key research questions. At the April 2008 meeting of the Management Committee and the Working Groups the participants will present abstracts on their research plans and some first findings;
• An 2nd draft of the PQN Conceptual Framework report was presented and discussed in Working Group 4; the 3rd draft is presented at the April 2008 meeting of the MC and Working groups. In this draft the principles for the organisation of the integration of the results of the Working Groups 1, 2 and 3 has been proposed and agreed.
• In some countries steps have been taken to start new PhD projects relating to the PQN project (United Kingdom, Sweden, Poland, Greece)
In several countries National committees of support are being formed. In Belgium, the Netherlands, Spain, these committees are now active. In others, like Switzerland, for example, they will become mainly active during the dissemination phase.

Some additional funding is explored; in some countries (the Netherlands, UK, Israel) supporting funds have been tapped.

Formal relations with some external were started: I'D GO TWO, OECD/ITF project on the safety and health of pedestrians, University Cátolica Dom Borso in Brasil, VOLPE (USA Department of Transport).

B. Dissemination of results

Action related Publications and Reports:

- Sauter, D (2007): Erfassung des Fussverkehrs: methodische und technologische Herausforderungen (its-ch = intelligent transport systems, switzerland, see www.its-ch.ch)
- Methorst, R. Everyday walking in cities / Každoden ni chůže ve městě, In: Proceedings Měste pro pěší (Brno, Prague conference February 2008)
- updates to draft Country Reports on state of affairs regarding pedestrian issues, of which 19 have been posted on the PQN website

Conferences and Workshops (list and programme)
The PQN project has been introduced at several conferences:

- Walk21 2007, Toronto, Canada
- ICTCT Valencia 2007, Spain
- Měste pro pěší 2008, Brno and Prague, Czech Republic
- A number of national conferences in Switzerland, such as ITS-CH conference in Olten, Switzerland, December 2007

Web site (description)
www.walkeurope.org is the dedicated website for the project. The website has a public and a shielded part. The latter is meant for internal communication, and is password protected. The public part of the website features ‘home’, ‘news’, ‘publications’, ‘background’, ‘work groups’, ‘meetings and events’, ‘contacts’ and ‘links’.

Scientific and Technical Cooperation
Contacts have been established with a number of organizations and platforms: WALK21, ICTCT, HEPA, European Centre on Public Space, the International Federation of Pedestrians, OECD/ITF and I'D GO Two.

Transfer of results

- With regard to the Commission’s normalisation and standardisation bodies no contacts have been made. Such contacts can be made at a later stage of the project.
- The dissemination plan is included in the Work Plan of the project.
- Provide the dissemination plan with regard to end users.
Contacts in the ERA

• as ‘transfer of results’.

**II.C. Self evaluation**

Indicate in no more than 1 page what, in the opinion of the MC, were the main successes, drawbacks (if any) and the key difficulties encountered (if any).