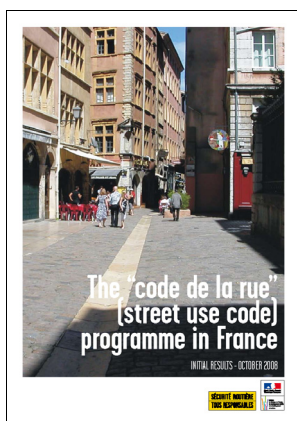


Catalogue extract

Road safety, streets and public spaces



The Code de la Rue (Street use code) programme in France

Initial results – October 2008

Online Datasheet

In April 2006, the French government has launched a consultation process involving representatives from institutions and associations involved in a project called the "Code de la rue" (street use code) programme.

This process was designed to help road managers improve the way in which public space is shared between all types of users, to improve user journey safety, particularly for the most vulnerable, and to encourage sustainable solutions as an alternative to car journeys.

The Code de la route has changed following decree no. 2008-754 of 30th July 2008, introducing the "pedestrian priority zone" complementary to the pedestrian zone and the 30 kph zone and the generalisation of two-way cycle traffic in pedestrian priority zones and "30 kph zones".

Author : Certu

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Basic Road safety information

Online Datasheets

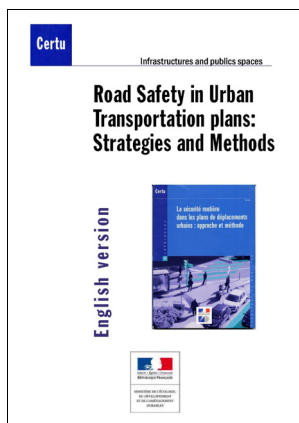
The purpose of those information sheets is to raise awareness for town planners and all those working with urban roads, and road safety. Those sheets intend to give quickly basic information. They do not replace the guidelines which they refer to.

The sheets now online deal with the following subjects :

- Pedestrians
- Controlling speed through design
- Persons with reduced mobility
- Speed within the functioning of urban areas
- General information concerning at-grade junctions
- Cyclists
- Obstacles in urban areas
- Heavy vehicles
- Safety and hierarchy of urban road
- Road signs in urban areas
- Visibility
- Chicanes

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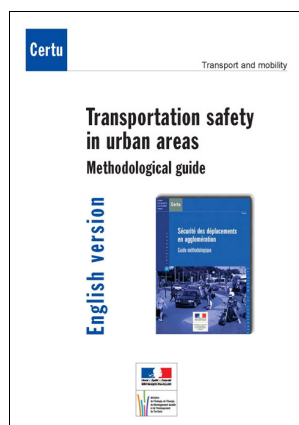
Road safety in urban transportation plans

Strategies and methods

Road safety is one of the key objectives of the Plans de Déplacements Urbains (PDUs), that is to say urban transportation plans. How can we speak of efficient transportation when accidents and injuries occur every day on the roads in our cities? How can we develop the alternative modes of transportation promoted in PDUs if the level of safety within the urban environment is not satisfactory for the most vulnerable users?

This guide provides some answers to the questions this raises for city councillors and technicians involved in developing PDUs: What is meant by the idea of safe transportation as used in PDUs? At the level of an urban area, how can the issues be identified? What can the PDU project team do? Who should be involved and for what kind of action? What kind of approach should be taken? How should safety problems be analysed and the most effective action be chosen? What organisational measures are needed at a local level to define and implement initiatives, and then provide ongoing safety management?

Author : Certu



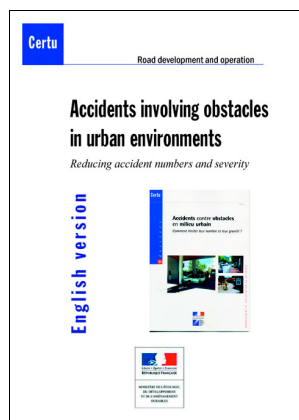
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Transportation safety in urban areas

Methodological guide

In a constantly changing environment, local authorities and road management operators have to be able to target and prioritise key safety issues and assess safety issues in appropriate ways in order to implement the most effective action. Certu has published this guide, aimed at helping local authorities take on board initiatives and methods required to carry out road safety studies that can then be shared by all local actors.

Author : Certu



Published by Certu
(June 2006)
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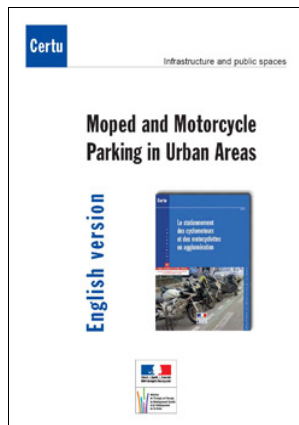
Accident involving obstacles in urban environments

Reducing accident numbers and severity

In France, the total number of road traffic accidents in town is declining steadily. However, one category of accidents, responsible for more than a third of road deaths, is falling more slowly than the others: accidents involving obstacles. Although limiting driving speeds is a key area for progress, it is not enough on its own. The host of objects and safety devices currently invading the urban landscape can be managed within a framework that helps to ensure effective risk prevention.

The purpose of this special report is to raise awareness of this problem and offer ideas for possible solutions. It is primarily aimed at local authority technical departments and project managers, as well as design offices and contractors regularly involved in urban road improvement projects.

Author : Certu

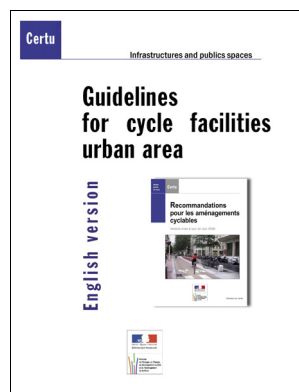


Moped and motorcycle parking in urban areas

The unorganised and thus haphazard improvised parking of powered two-wheelers is a problem encountered all too frequently. It is perceived as a key threat to safety by vulnerable road users such as pedestrians and persons of reduced mobility (who are obliged to walk on the carriageway). This document intend to provide the information necessary for implementing powered two-wheeler parking in public spaces, indoor car parks and areas of collective housing.

Author : Certu

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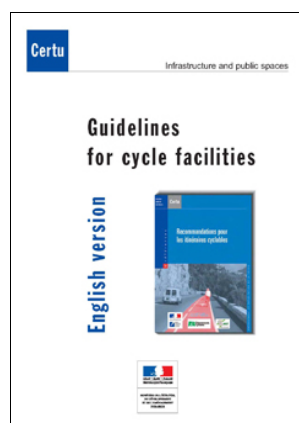


Guidelines for cycle facilities urban area

The advantages of developing cycling facilities both for leisures purposes and for everyday travel no longer have to be demonstrated. This is a translation of the French handbook. It is amield at helping local decision-makers ands their technical staff design cycling facilities that provide maximum convenience and safety for future users in towns as well as in rural areas. This guide based on knowledge of several local authorities deals with the French current legal and regulatory context, describes various facilities that can be part of a cycleway like crossroads lay out and signposting. We also give important place to cycle parking and to various actions to help combine cycling and public transport.

Author : Certu

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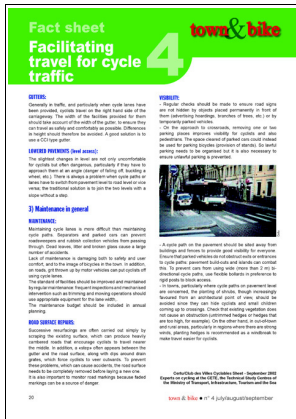


Guidelines for interurban cycle facilities

The increase in cycling for leisure has made it necessary to publish a reference work adapted to the difficulties faced by small municipalities and the circulation of cyclists on interurban roads. This work is a complement to the guide titled "recommendations for developing bicycle routes" concerning the integration of bicycles in conurbations. Representatives from the government, general councils and users' associations met to produce these "recommendations for bicycle routes" on a collegial basis. This work, devoted to the interurban environment for cyclists, mainly addresses the elected representatives and technical staff of regional authorities, government services, engineering offices and representatives from associations. It makes use of the regulatory framework – which encompasses cycling on roads – and relies on the technical doctrine governing road and roundabout design, to present the methods and tools used to build bicycle routes that combine comfort, safety and attractiveness.

Author : Certu

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Town and bike

Fact sheet

Here are the themes available so far :

- Cycle lanes
- Contra-flow cycle lanes
- The cycle network
- Cycle paths and shared use of public space
- Facilitating travel for cycle traffic
- Cycle parking in private spaces

The purpose of those information sheets is to raise awareness of town planners and all those working with urban roads, road safety, cyclist facilities, cycling mobility. Those sheets intend to provide quickly some information. They do not replace guidelines which they refer to.

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Cycle routes and greenways

Fact sheet

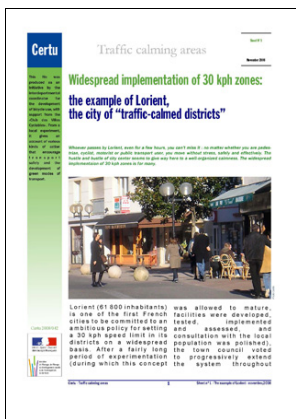
The sheets deal with the following subjects :

- Cycle stations
- Crossing metropolitan areas
- Technical option
- Engineering structures

The purpose of those information sheets is to raise awareness of town planners and all those working with cyclist facilities, cycling routes and cycling mobility. Those sheets intend to provide quickly some information. They do not replace guidelines which they refer to.

Author : Certu

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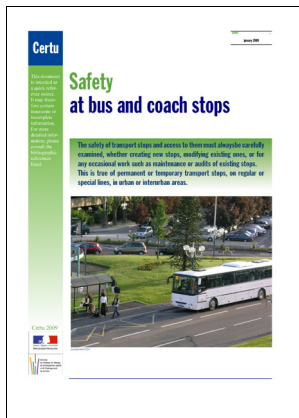
Traffic calming areas

Sheet n°1 : Widespread implementation of 30 kph zones Lorient the city of "traffic-calmed districts"

When you pass by Lorient, even for a few hours, you cannot miss it : no matter whether you are a pedestrian, a cyclist, a motorist or a public transport user, you move without stress, safely and effectively. The hustle and bustle of the city centre seems to give way there to a well-organized calmness. The widespread implementation of 30 kph zones is for many.

Author : Certu

Published by Certu
(November 1999)
15 pages
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Safety at bus and coach stops

The safety of transport stops and access to them must always be carefully examined, whether creating new stops, modifying existing ones, or for any occasional work such as maintenance or audits of existing stops.

This is true of permanent or temporary transport stops, on regular or special lines, in urban or interurban areas.

Author : Certu

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The Centre for studies on Urban Planning, Transport and Public Facilities (CERTU) is part of the Science and Technology network within the French Ministry for Ecology, Energy, Sustainable Development and the Sea, which is in charge of green technologies and climate negotiations. Certu produces and promotes methods and techniques for urban development.

It is involved in sustainable cities through five main topics: Urban Planning, Mobility and Transportation, Environment and natural and technological Risks, Housing and Accessibility, and Roads and public Space. Certu works with its partners to produce appropriate knowledge and expertise to meet their needs and expectations. This process of listening, taking action and disseminating knowledge involves a wide range of different materials : publications, CD-ROMs, thematic sheets, methodological guides and also research and discussion events, seminars, websites, information letters, etc.

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- International Activities
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- Cities accessible for All
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- Road Access for All
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- Information System Development

Certu's activities

Certu produces technical and methodological works and software packages. It is involved in training and information dissemination, and plays a role in the creation of standards and technical regulations. It can also intervene at the request of professionals working within its area of competence.

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