Pedestrian-Cyclist Conflict Research
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Introduction – background to the study

- Pedestrian-cyclist conflict perceived as a problem at certain locations in central London
- Increasing numbers of pedestrians and cyclists means there is a need to better understand the problem and identify ways to mitigate potential for conflict
- Previous research has focused on shared-use paths
- Purpose of this research was to examine in context of streets and junctions
- Research helps to inform design guidance and approach to schemes such as the Central London Grid, Quietways and shared spaces
Method

• The study had the following components:
  ▪ Literature review
  ▪ Analysis of STATS19 data on recorded pedestrian-cyclist collisions
  ▪ Observations of pedestrian-cyclist interactions at case study hotspots
  ▪ Focus group discussions of video footage recorded at the hotspots
  ▪ Review from academic experts (Dr Hickman, Prof Parkin, Jim Walker)
Summary of findings

• Scale of conflict-interaction
• Segregation – less interaction, but when interaction does occur more likely to be ‘severe’
• Most interaction is not conflict
• Shared space = more interaction
• Cowley Road, Oxford – mixed priority scheme, no-one entirely comfortable but risk and collisions reduced. Lower speeds, greater awareness of others.
• Not always cyclists running into peds – peds crossing away from designated points or ignoring signals
Case study sites

• Concert Hall Approach/Belvedere Road
• Owen Street (Clerkenwell)
• Aldwych/Strand/Wellington Street
Videos...

- Belvedere Road – bus turning, services, taxis, pedds, NCN4
- Owen Street – Hackney vs Islington, funnelling, avoid Angel, design
- Aldwych – signals, signage, surfacing, speed, street clutter, tourists
- [http://www.youtube.com/watch?v=YHMLMKE1tOk](http://www.youtube.com/watch?v=YHMLMKE1tOk)
Factors contributing to conflict – Built Environment

- Constrained space for the volume of users
- Travelling in perpendicular or multiple directions
- Inconsistency of provision
- Perceived priority
- Street clutter
- Line of sight
- Uncertainty
Factors Contributing to Conflict – Behavioural

- Familiarity
- Speed
- Not obeying laws or regulations
- Herd behaviour
- Aggression
Measures to mitigate conflict

• Surfacing
• Grade separation
• Suitable?
Measures to mitigate conflict

• Bollards
• Segregated cycle lanes

• Consistency of provision
Measures to mitigate conflict

• Encourage respect and awareness among user groups
• Training
Measures of last resort

• New (or more) traffic signals
• Signage and road markings
• Design should be intuitive, without need for signals, signs and lines

“In the saddle: A cyclist tests out the new path - although he is on the wrong side despite the frequency of signs”
– the Daily Mail’s analysis
Conclusions

• ‘Getting out of the way of motor traffic’ can create conflict
• Shared space vs segregation
• Mitigating conflict
  ▪ Understand the wider context and role of the location in the transport network
  ▪ Consider the total and relative volumes of users at the site
  ▪ Only once these strategic issues have been considered should attention turn to implementing measures to resolve conflict
Thank you

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