

Velo-city ,
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Simpler, Safer Junctions for All

Exploring the implications of turning vehicles
giving way to pedestrians and cyclists

Centre for Transport and Society

University of the West of England

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Why are we looking at this?



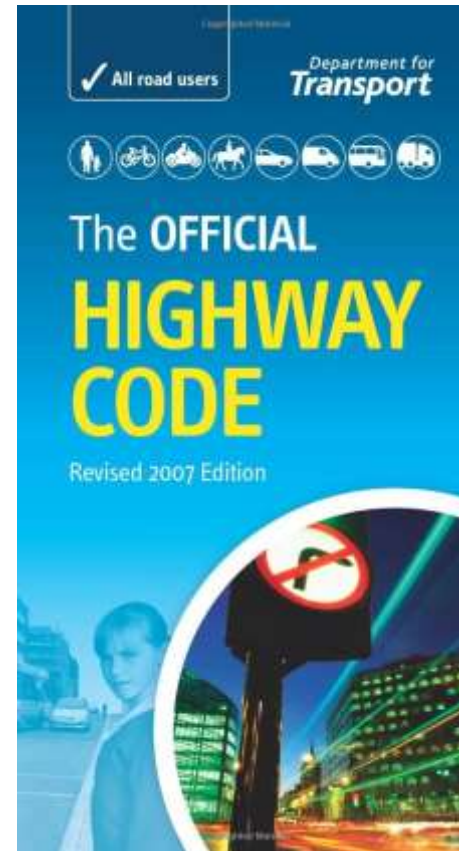
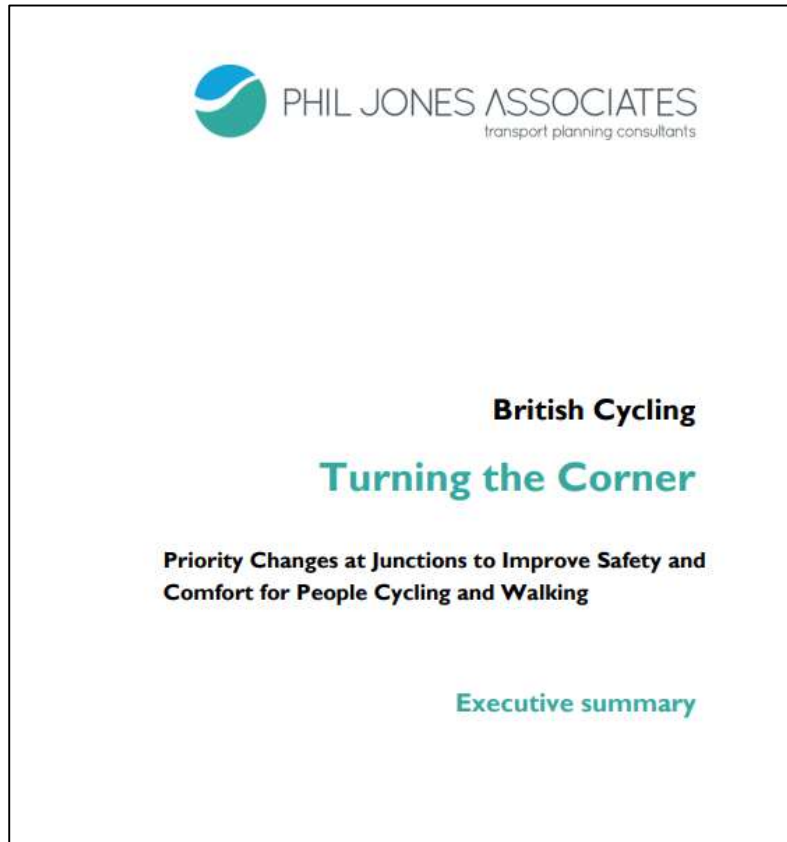
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Research Aim

Aim: to investigate the attitudes to change & likely behaviour at junctions, of all types of road users, were a general & unambiguous duty to 'give way on turning' to be introduced in the UK context.



Q-methodology



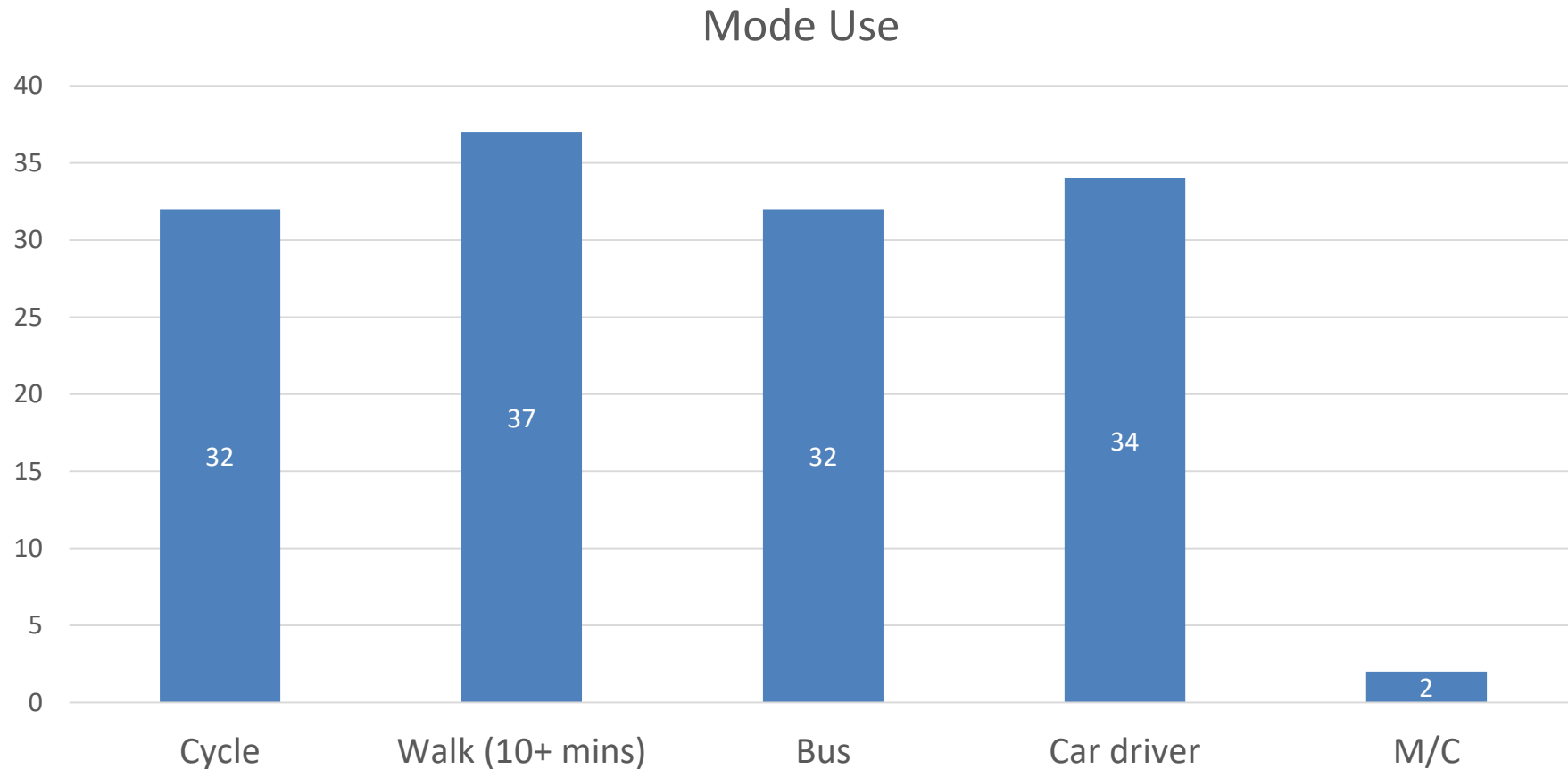
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The Q-sort participants

- N=41
- Purposeful sample
- Mixed road user experience:



5 groups with common perspectives



Optimistic



Realistic



Pessimistic

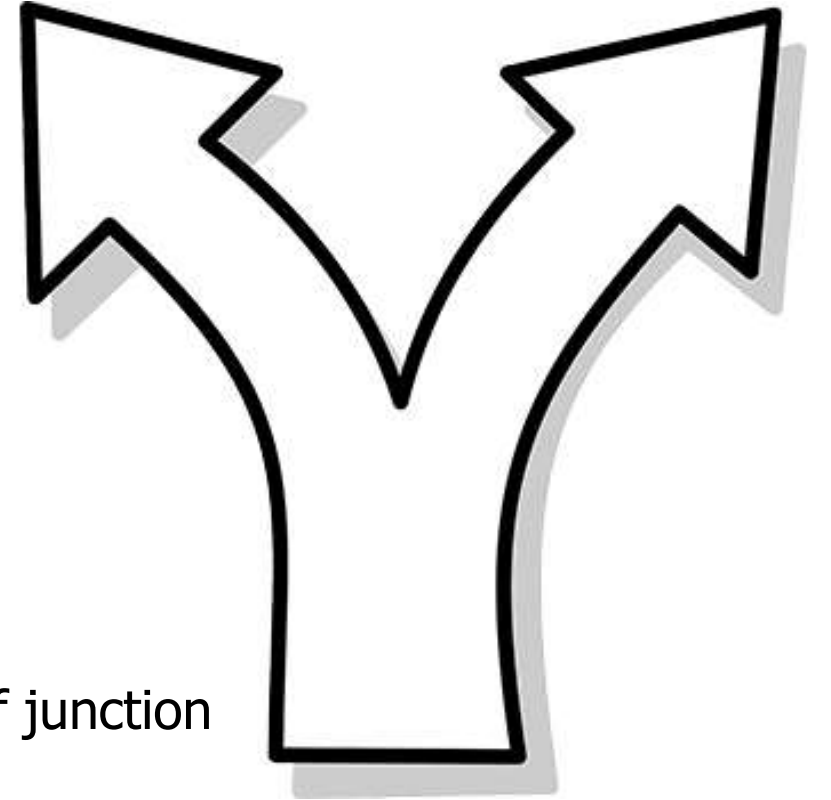


Altruistic



Pragmatic

Divergence



Differences between groups:

- Which road user types should be the prime focus of junction improvements
- Relative importance of safety & time saving
- Amount of effort required to implement change

Consensus

Strong agreement between groups:

- No level of injury & death at road junctions is acceptable
- Regulation changes should be made
- Funding for awareness raising is important
- Supporting regulation change with concomitant design changes to the physical layout of junctions also important



Current Misalignment



LAW: some highway regulation not followed as unknown, unclear, or flouted because inconvenient

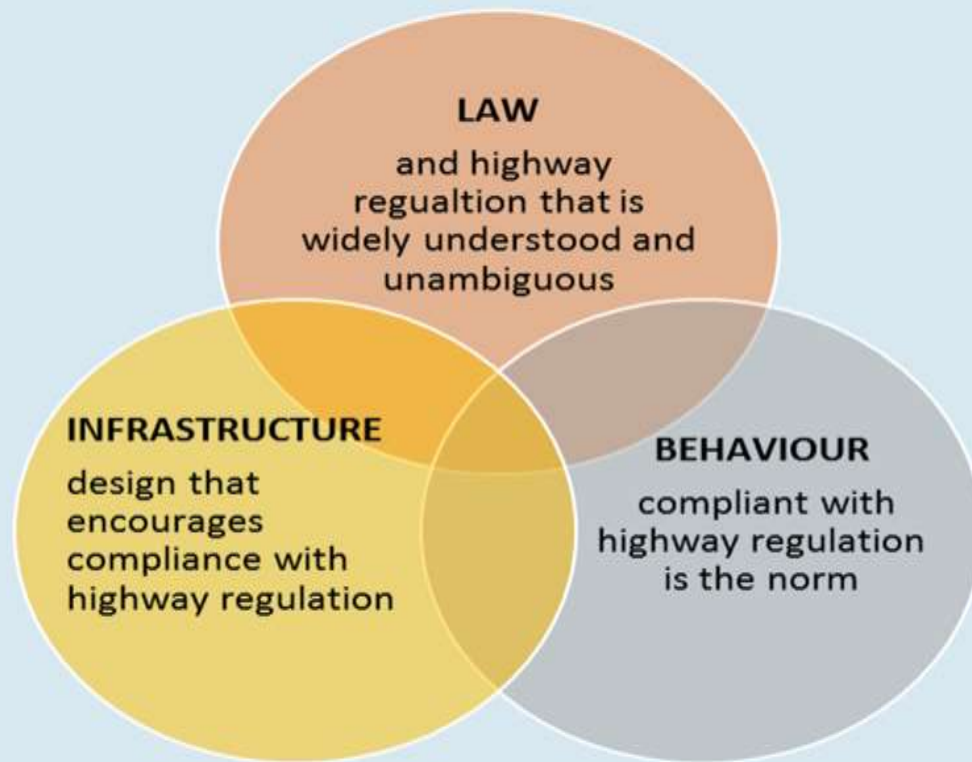


BEHAVIOUR: some road users not compliant with current regulation, eg cutting in on cyclists or not giving way to pedestrians crossing side roads



INFRASTRUCTURE: some design encourages behaviour non-compliant with highway regulation, eg wide radii on mouths of side roads

Future Alignment



Aspiring to a future of greater alignment between infrastructure design, highway regulation and road-user behaviour



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Findings



Safe, attractive & convenient...



...for all



Regulation changes

Need support from:

- Public awareness raising campaigns
- Infrastructure design changes
- Funding
- Enforcement

Takeaway messages

1. All user types agree that any injuries and death at road junctions are unacceptable: **Road-user behaviour needs to change**
2. There are practical changes that policy makers could and should make that would improve junction safety, so that they were more attractive & convenient for all: **Policy makers need to act**
3. Change in regulations would need support from design, funding and enforcement: **Highway regulation & design need to align**

References

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3. Flower, J. and Parkin, J. (2019) Understanding attitudes to priorities at side road junctions. *Transportation Research Part F: Traffic Psychology and Behaviour* [online]. 62pp. 246-257. Full paper available at: <http://eprints.uwe.ac.uk/39133/>
4. Jones, P. (2016) Turning the Corner: Priority Changes at Junctions to Improve Safety and Comfort for People Cycling and Walking. Report number: 1468. Birmingham: British Cycling

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