Realistic AND radical.
City-wide pedestrian-friendly side road junctions.

We are...

Mark Philpotts

Robert Weetman

Josef Whitfield (Manchester City Council)
John Dales (Urban Movement)

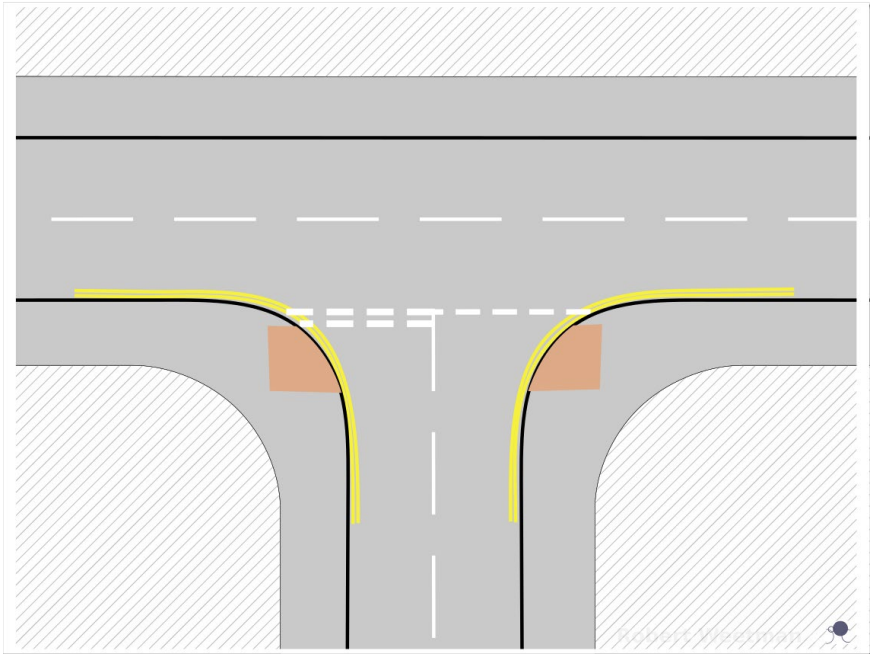
Scope

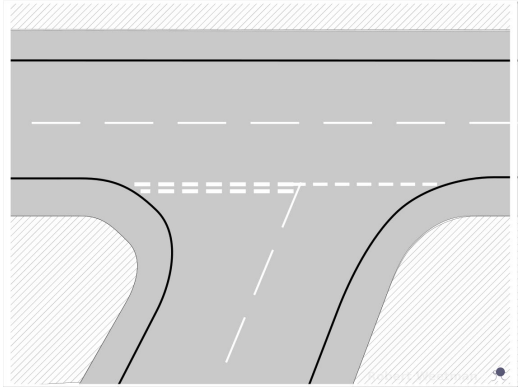
“Side road junctions”

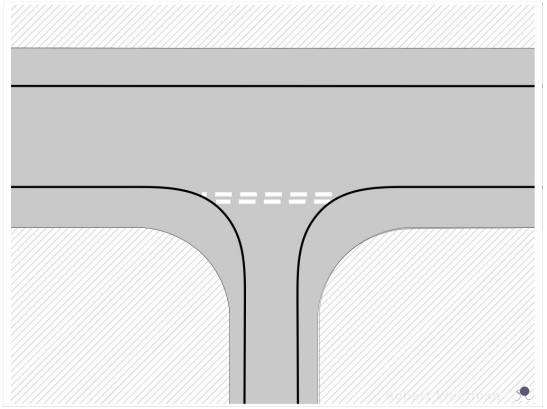
“priority junctions”

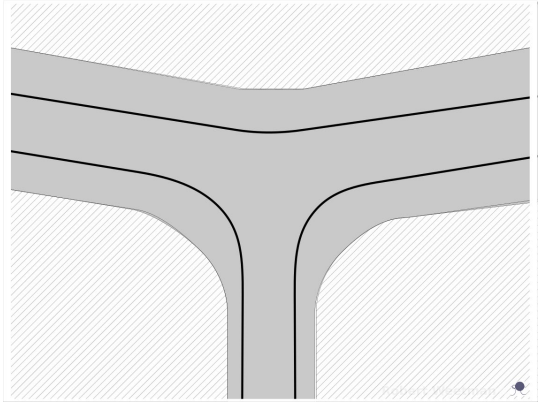
all the junctions that aren’t signalised or roundabouts

Scope









A665
Manchester, England
Google Street View
Jul 2024
See more dates
Share
Afzal
Khan
PREMIER SNOOKER & POOL
A665
Higher Ardwick
Ardwick
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

2 Chancellor Ln
Manchester, England
Google Street View
Jul 2024
See more dates
Share
Brandwood Packaging
PREMIER SNOOKER & POOL
Higher Ardwick
Ardwick
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

3 Murray St
Manchester, England
Google Street View
Nov 2020
See more dates
Share
Hood St
ANCOATS
Rudy's Pizza Napoletana - Ancoats
Google
Image capture: Nov 2020
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

3 Murray St
Manchester, England
Google Street View
Jul 2024
See more dates
Share
Murray St
ANCOATS
Ruby's Pizza Napoletana - Ancoats
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

Princess Rd
Manchester, England
Google Street View
Jul 2024
See more dates
Share
20
Raby St
RABY STREET
A5103
Raby St
Barnhill St
Raby St
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

Search Google Maps
Raby St
Manchester, England
Google Street View
Mar 2025
See more dates
Share
Our Lady's R C Church
Raby St
A5103
Expand
Google
Image capture: Mar 2025 © 2025 Google United Kingdom Terms Privacy Report a problem

Wilmslow Rd
England
Google Street View
Jul 2024
See more dates
Share
Wilmslow Rd
Mill Ln
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

Search Google Maps
9 Robinsbay Rd
Wythenshawe, England
Google Street View
Jul 2024
See more dates
Share
Robinsbay Rd
Ravenscar Cres
MOSS NOOK
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

79 A5067
Manchester, England
Google Street View
Jul 2024
See more dates
Share
20
ZONE
ROYCE
Riboton
Royce Rd
Right Washing Laundrette
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

Search Google Maps
144 B5218
Stretford, England
Google Street View
Jul 2024
See more dates
Share
Ayres Rd
Moss St
Ayres Rd
B5219
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

183 B5117
Manchester, England
Google Street View
Jul 2024
See more dates
Share
JAFFA
JAFFA
JAFFA
0161 225 08 00
Park Cres
Wilmslow Rd
RUSHOLME
Claremont Rd
Google
Image capture: Jul 2024
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

307 Moston Ln
Manchester, England
Google Street View
Sept 2023
See more dates
Share
Expand side panel
MOSTON LANE
BLOSSOM
LEBARA
WorldRemit
Online money transfer
Google
Image capture: Sept 2023
© 2025 Google
United Kingdom
Terms
Privacy
Report a problem

Issues include

Need to better prioritise pedestrians

- current system not safe
- behaviour not in line with Highway Code
- lots of experiments
- front-line designers making network-level decisions

Lack of standardisation

- consequences for road users
- consequences for maintenance etc

Highway code (H2/170) says...

"give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way"

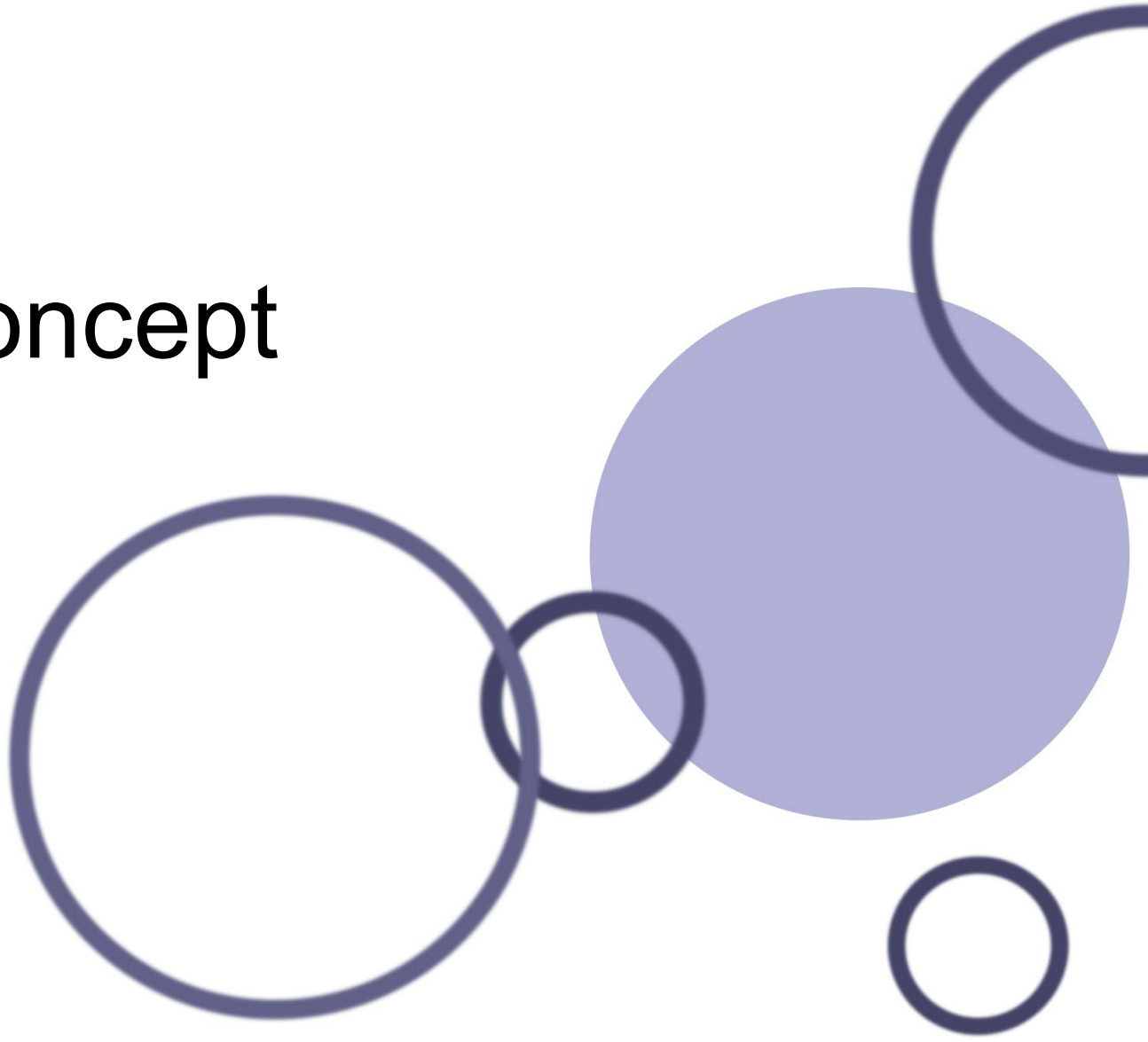
QUESTION

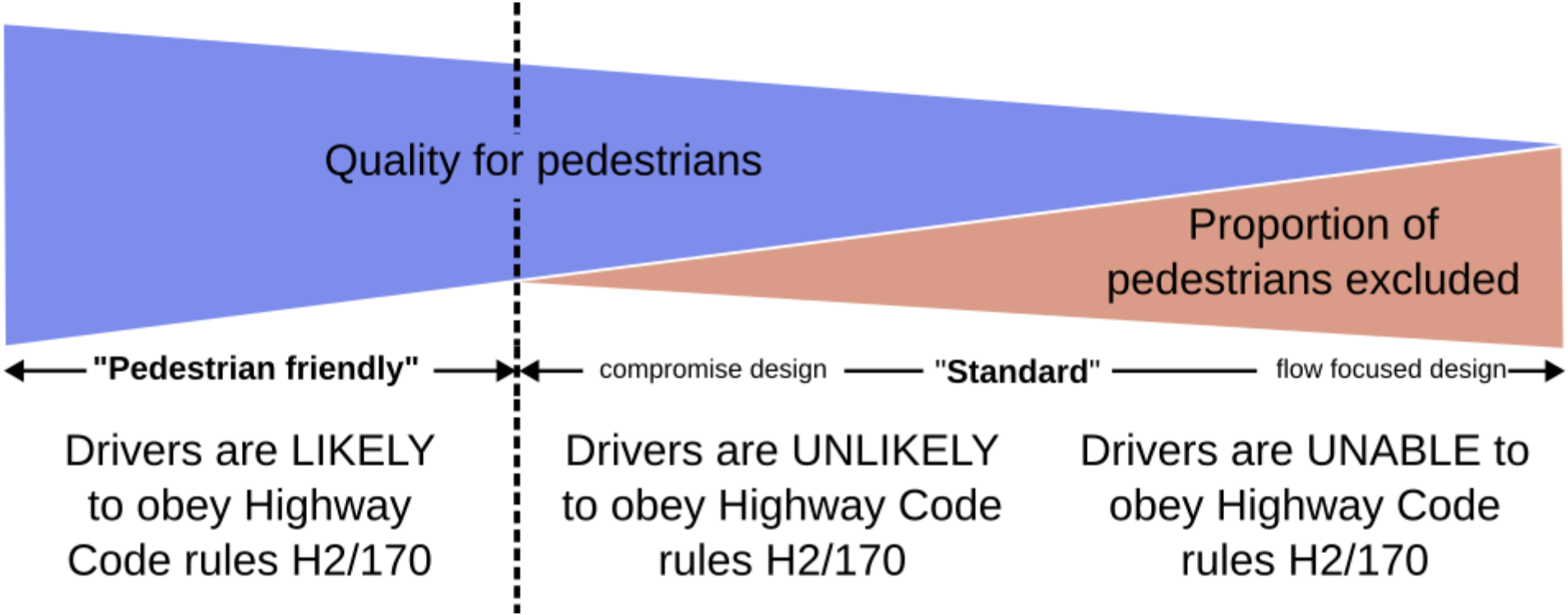
How should junctions be designed so it will be likely that drivers obey Rule 170/H2 of the Highway Code?

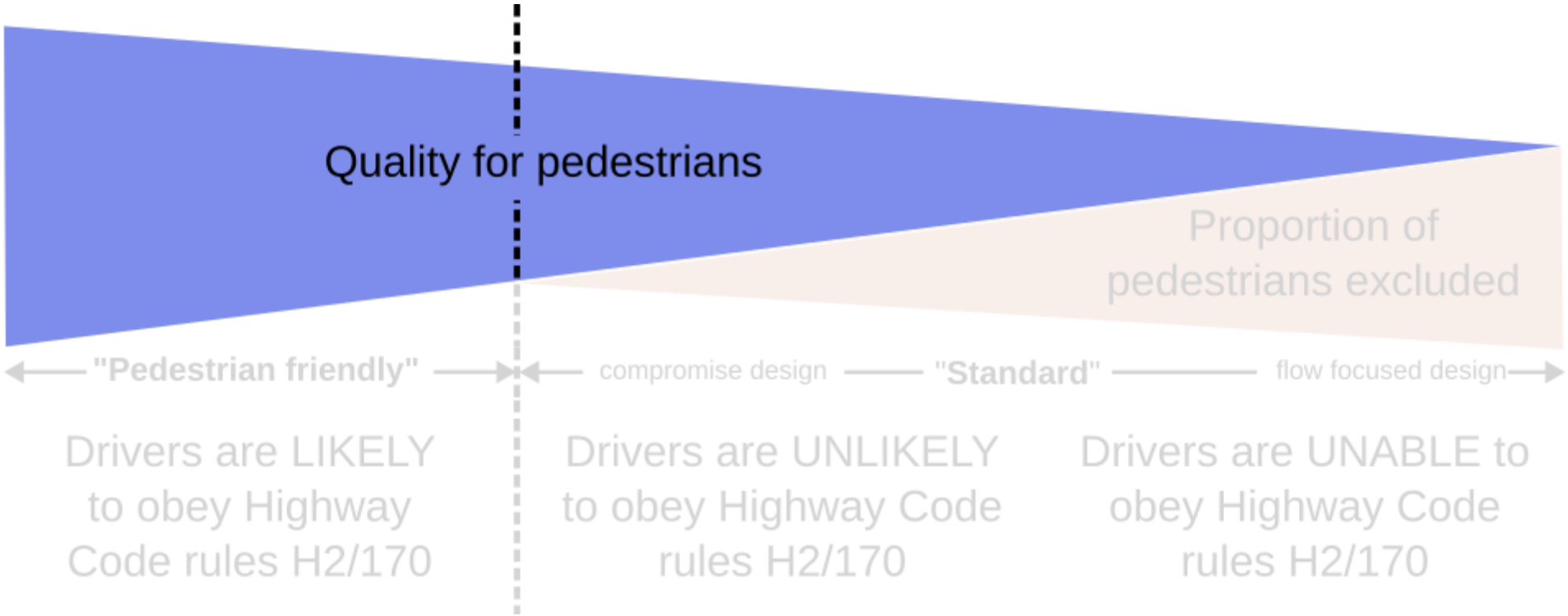
Optional: “But this will only work if…”

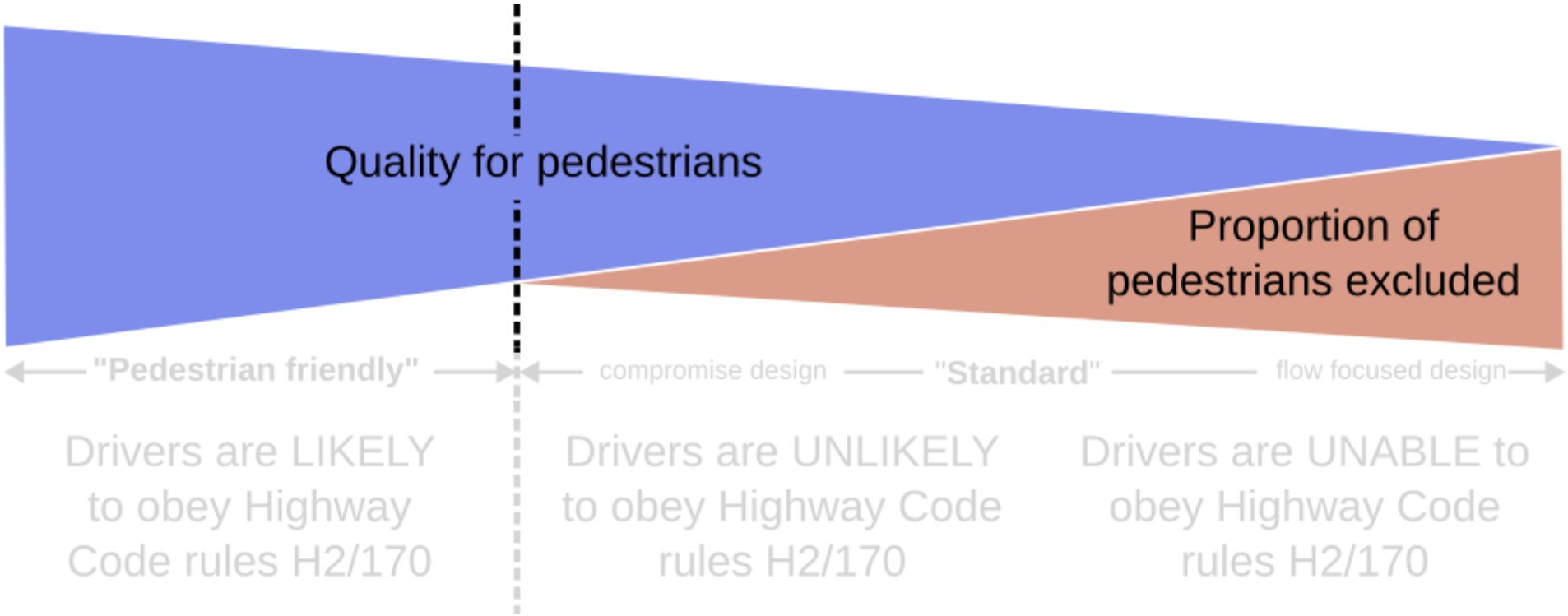
(Stick to design & don’t talk about education, prosecution, etc)

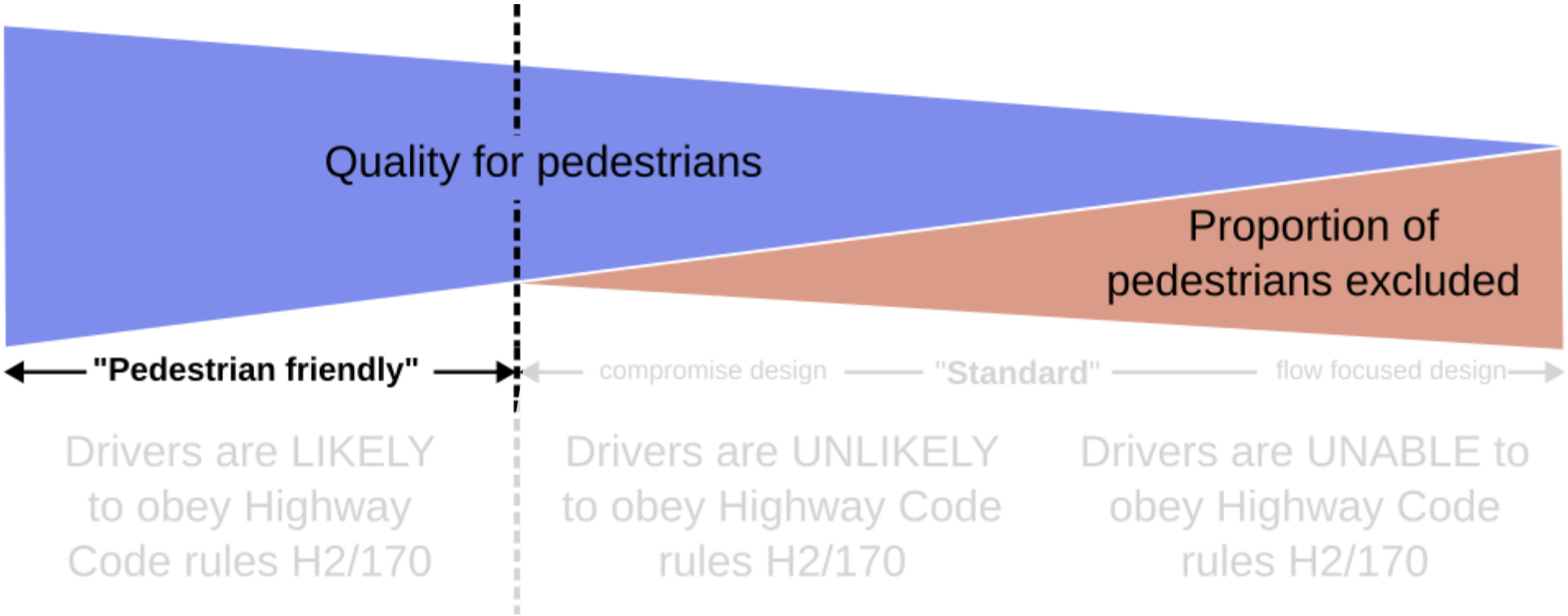
Keystone concept

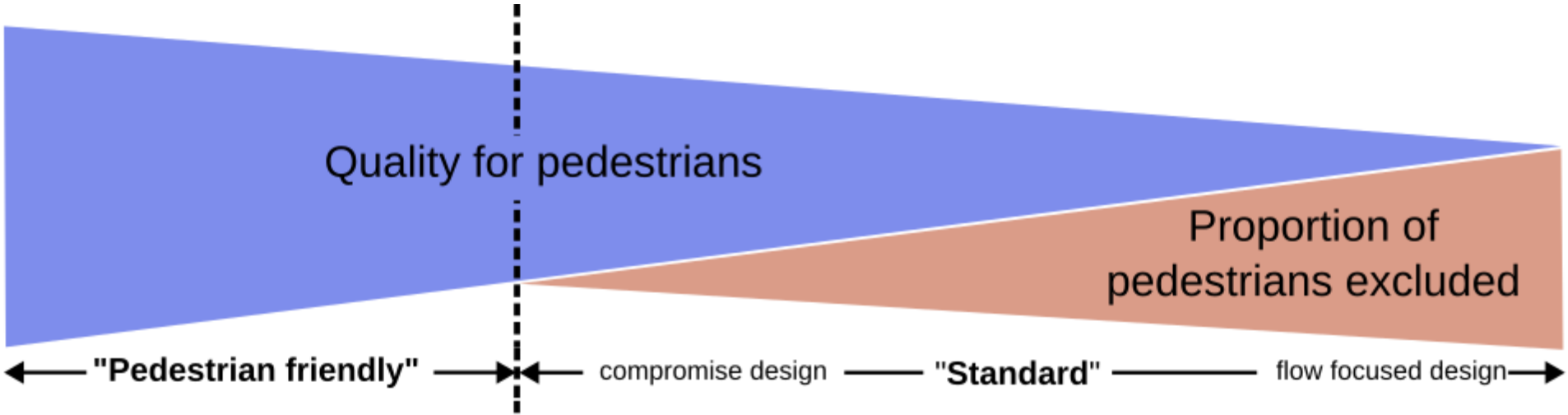


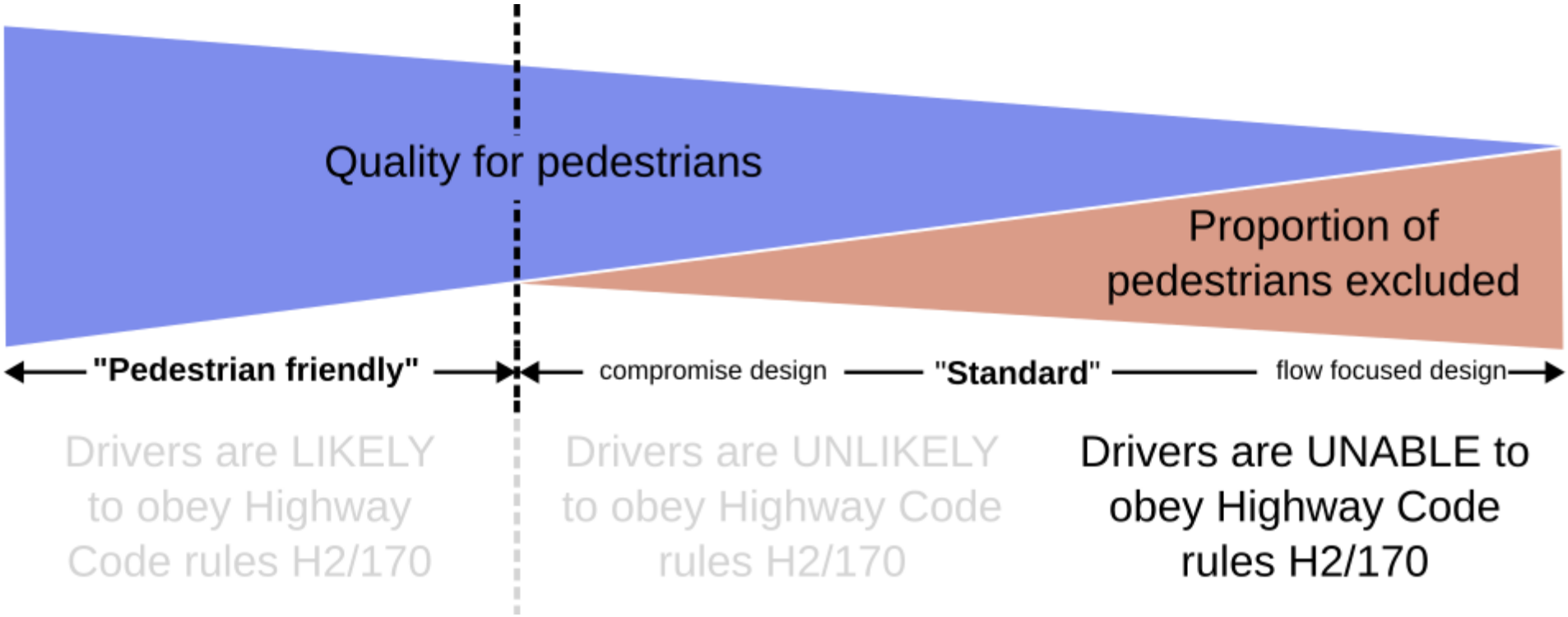

Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

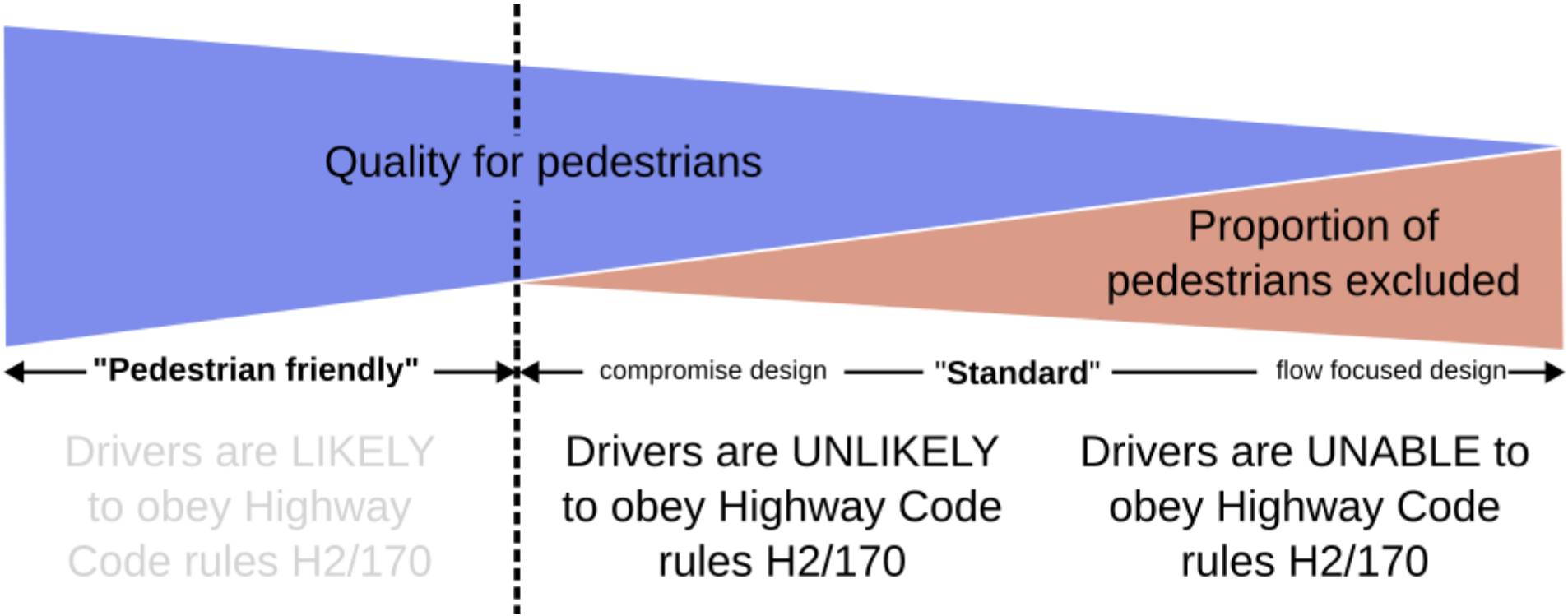

Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

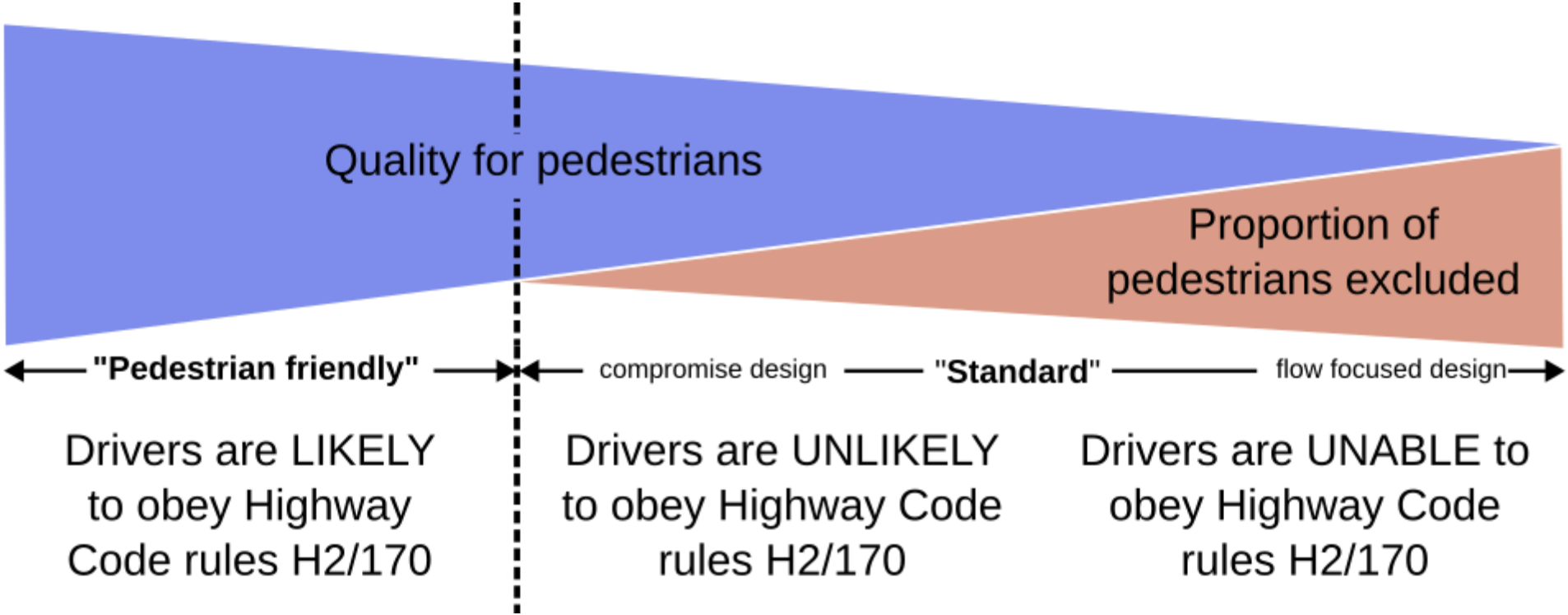

Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

Bringing some ideas together

Junctions can (must) be designed to this standard

This can’t be done without network-level work

There are benefits around standardisation

QUESTION

What features increase/decrease pedestrian friendliness?

Factors that affect pedestrian friendliness

Background vehicle speed

Through traffic volume

Turning speed

Turning vehicle size

Turning levels and complexity of traffic movement

Visibility character and crossing distance

Presence/absence of physical barriers to pedestrian movement

Features that affect pedestrian friendliness

Kerb height

Dropped kerb presence

Dropped kerb gradient

Dropped kerb gradient direction

Tactile paving presence

Tactile paving design

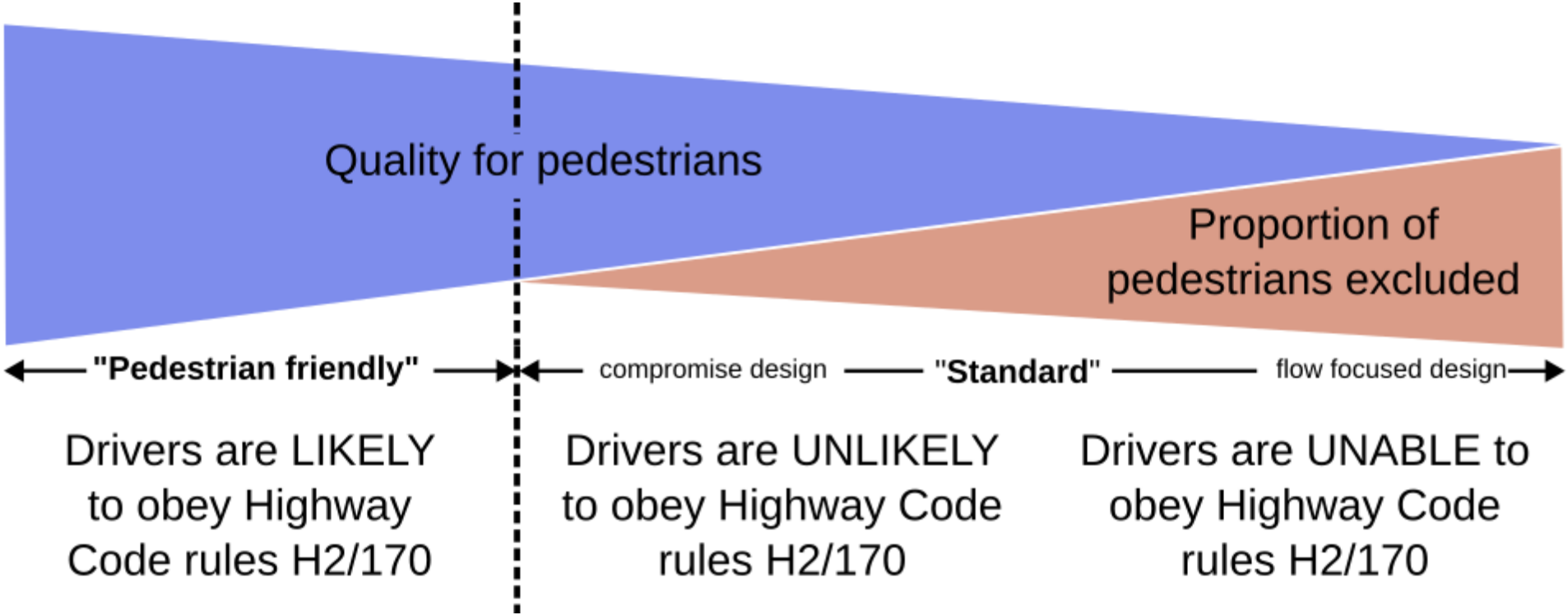
Space at top of dropped kerb

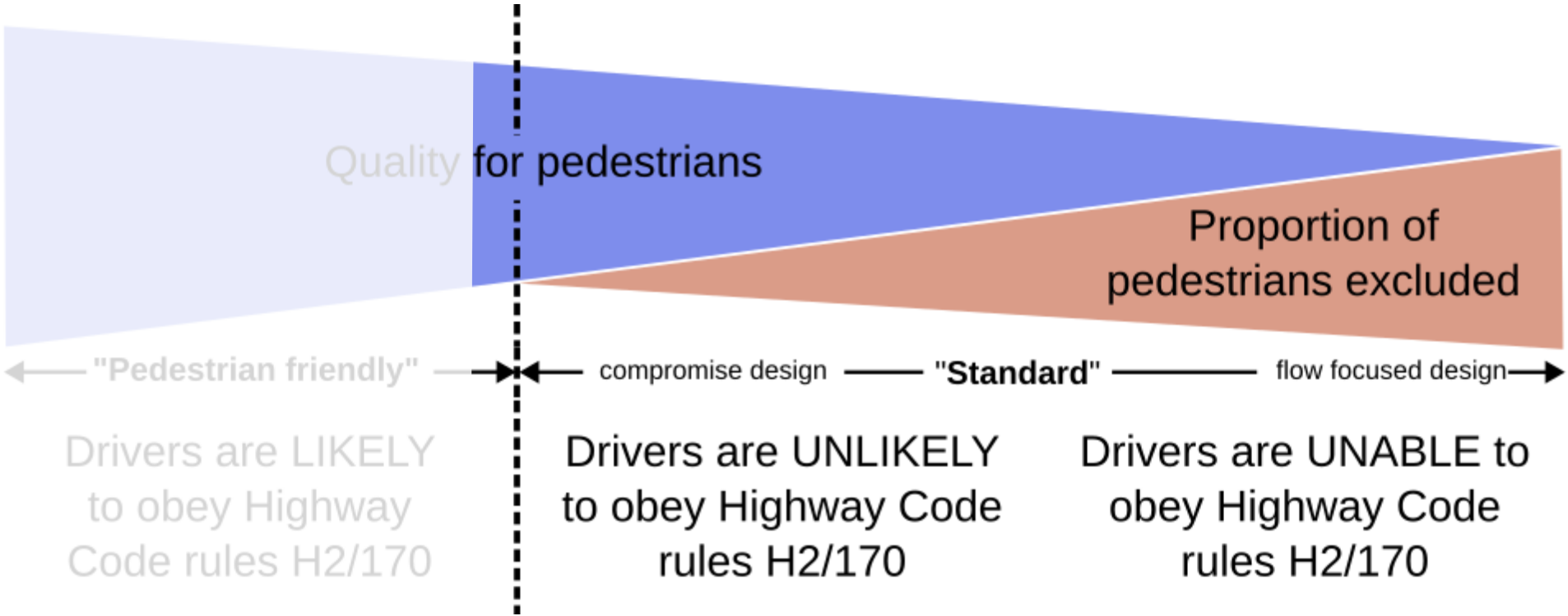
Physical prevention of parking

Whether roads one/two-way

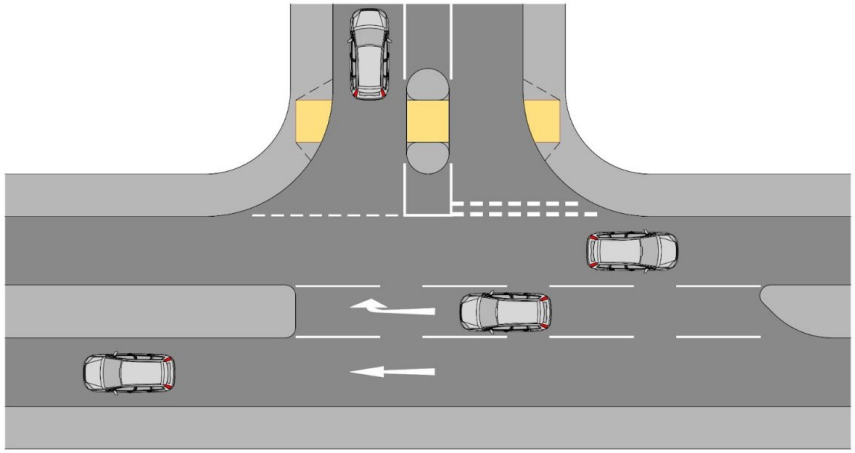
Prohibition/allowing different turns

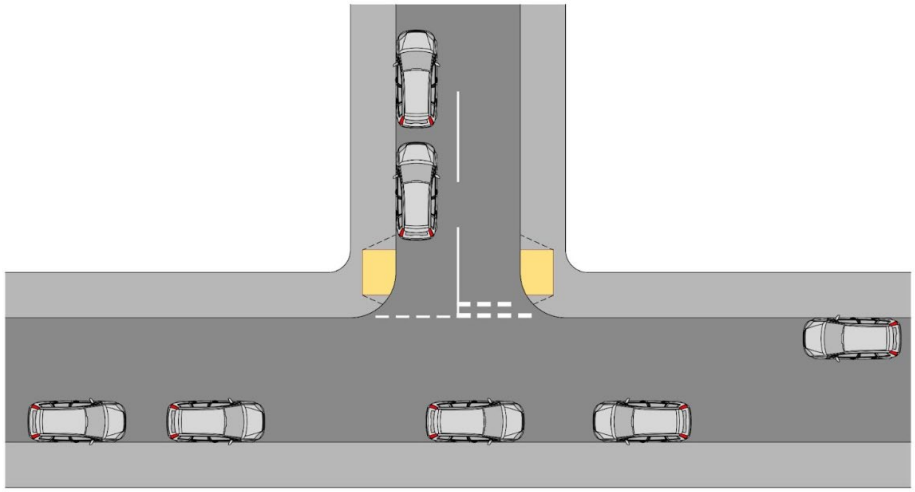
Constraints on carriageway space


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

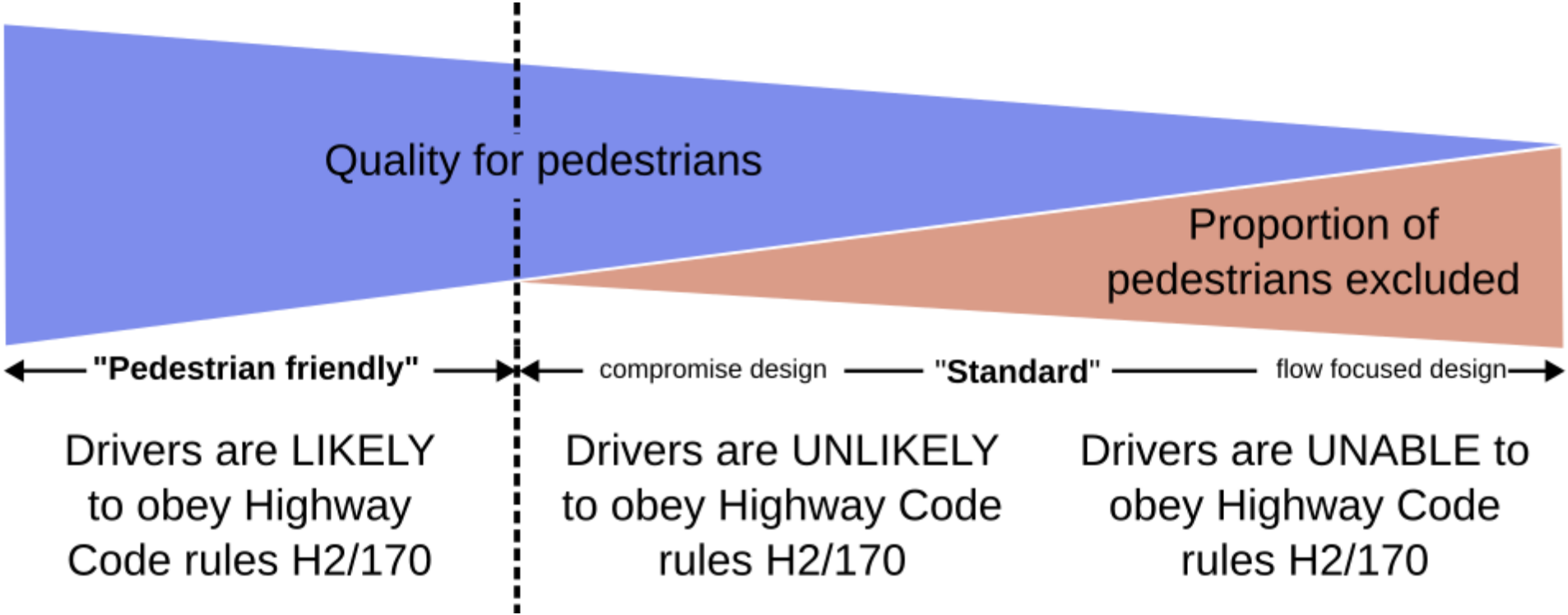
Standard priority junctions (spectrum)

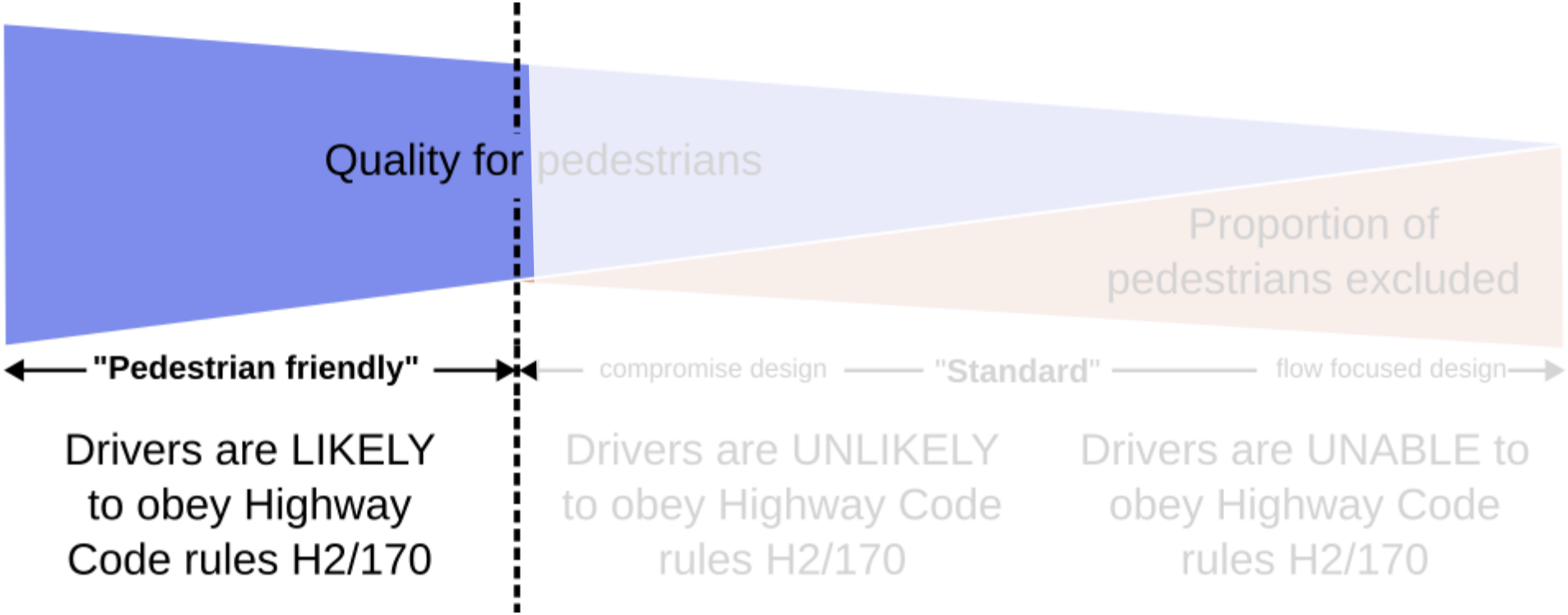




More flow-focused

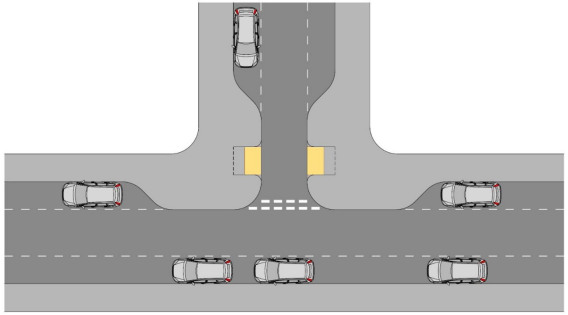
More pedestrian-friendly


Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

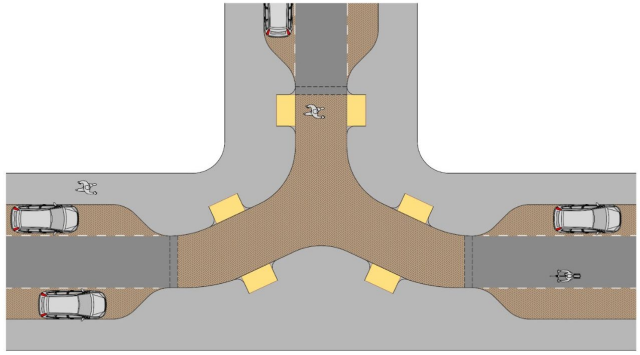

Quality for pedestrians
Proportion of pedestrians excluded
"Pedestrian friendly"
compromise design
"Standard"
flow focused design
Drivers are LIKELY to obey Highway Code rules H2/170
Drivers are UNLIKELY to obey Highway Code rules H2/170
Drivers are UNABLE to obey Highway Code rules H2/170

Pedestrian-friendly junctions (arrangements)

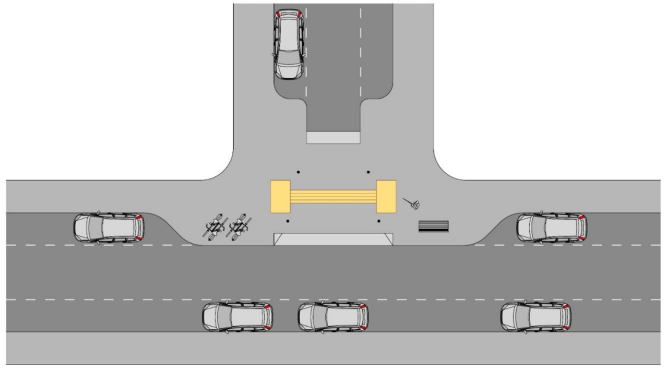
(NOT INHERENTLY pedestrian-friendly...
...you have to look at the network)



Pedestrian-friendly marked priority



No-priority junction



Continuous footway

Talk to us...

www.cityinfinity.co.uk

www.robertweetman.net

www.urbanmovement.co.uk