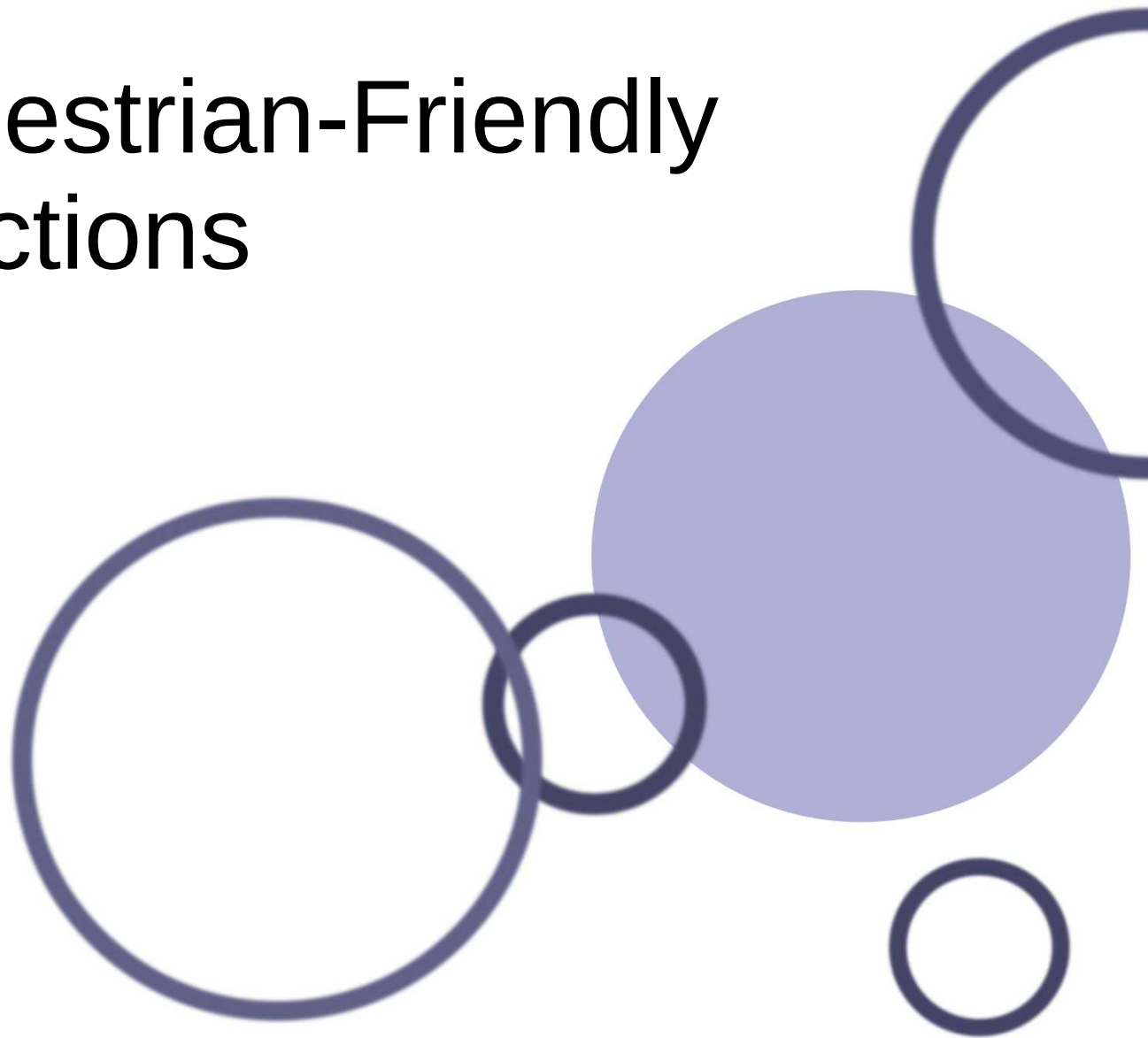


# Delivering Pedestrian-Friendly Side Road junctions

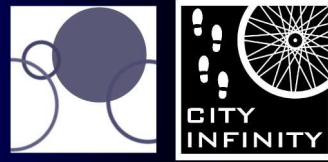
Active Travel Cafe  
18<sup>th</sup> November 2025

Mark Philpotts

Robert Weetman



# Introduction



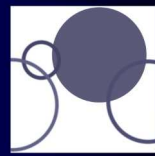
## Mark Philpotts

An independent sustainable mobility design specialist with over 30 years of highway engineering experience.

Founder of City Infinity.

## Robert Weetman

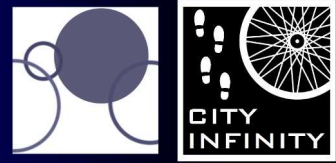
Freelance specialist on how the design of streets affects people walking, wheeling and cycling, and on what the options are for change.



- A session based on our work supporting Manchester City Council (views our own).
- Thinking about how side road junctions could be made better.
- We had to develop new concepts.
- We thought about what will it actually take to deliver Vision Zero.
- We might be a little bit challenging!
- But first....
- What is a priority junction and what is wrong with the way we're designing them?

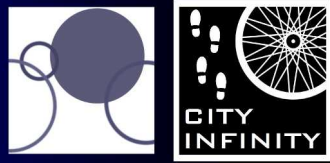


# What are priority junctions?



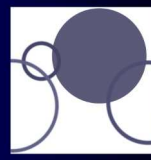


# What are priority junctions?



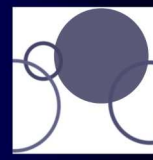
- Side road junctions.
- Priority junctions.
- Marked and unmarked.
- All the junctions that aren't signalised or roundabouts.

# What are we getting wrong?



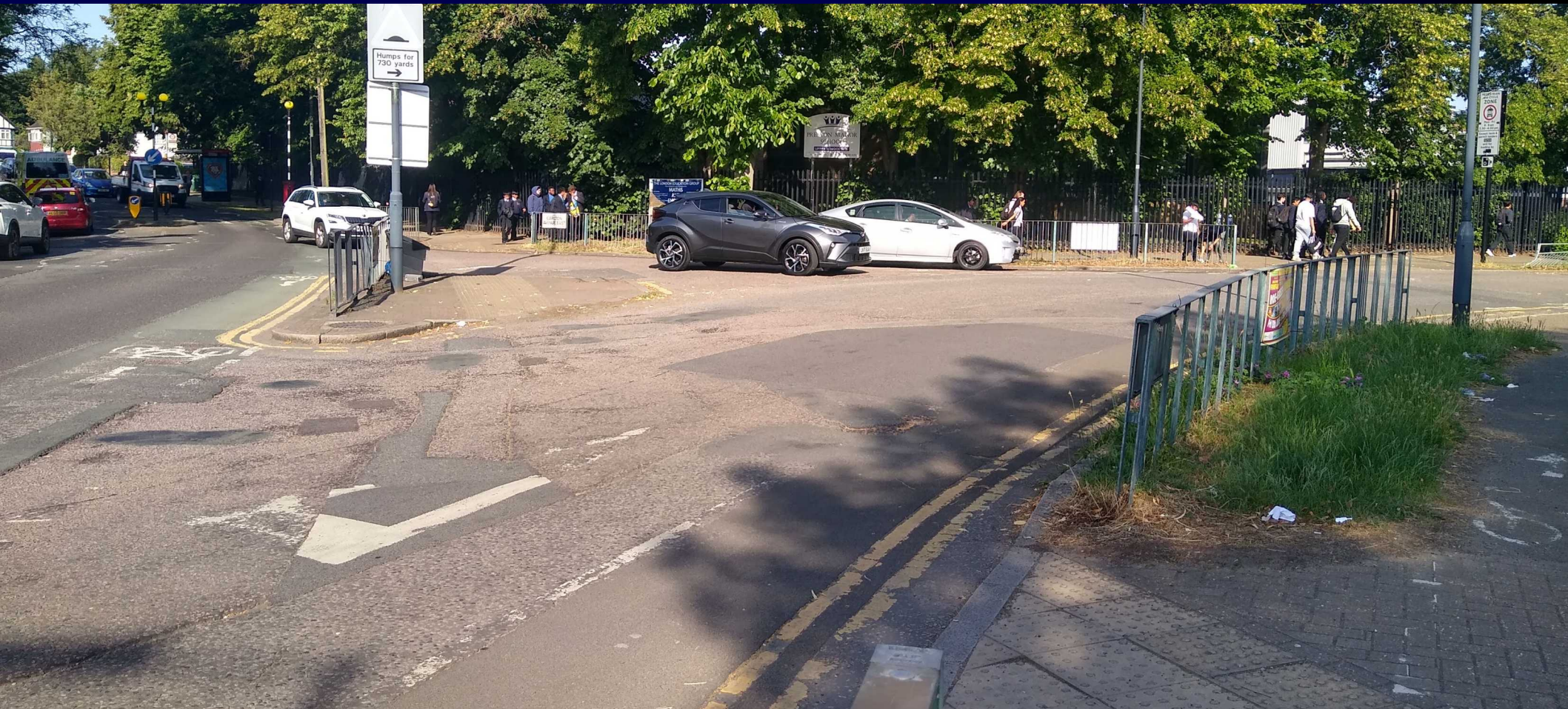
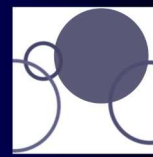


# What are we getting wrong?



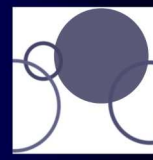


# What are we getting wrong?

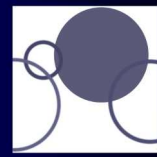




# What are we getting wrong?



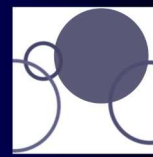
# Over to you



- What do you think we should be doing?

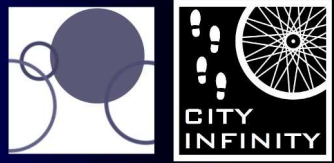


# Should we paint zebras everywhere?



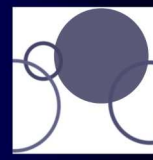


# Are continuous treatments the answer?



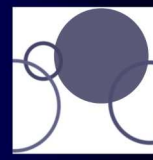


# We love to experiment



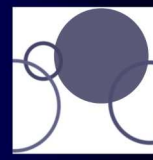


# We love to experiment



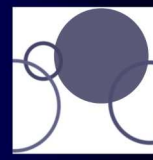


# We love to experiment



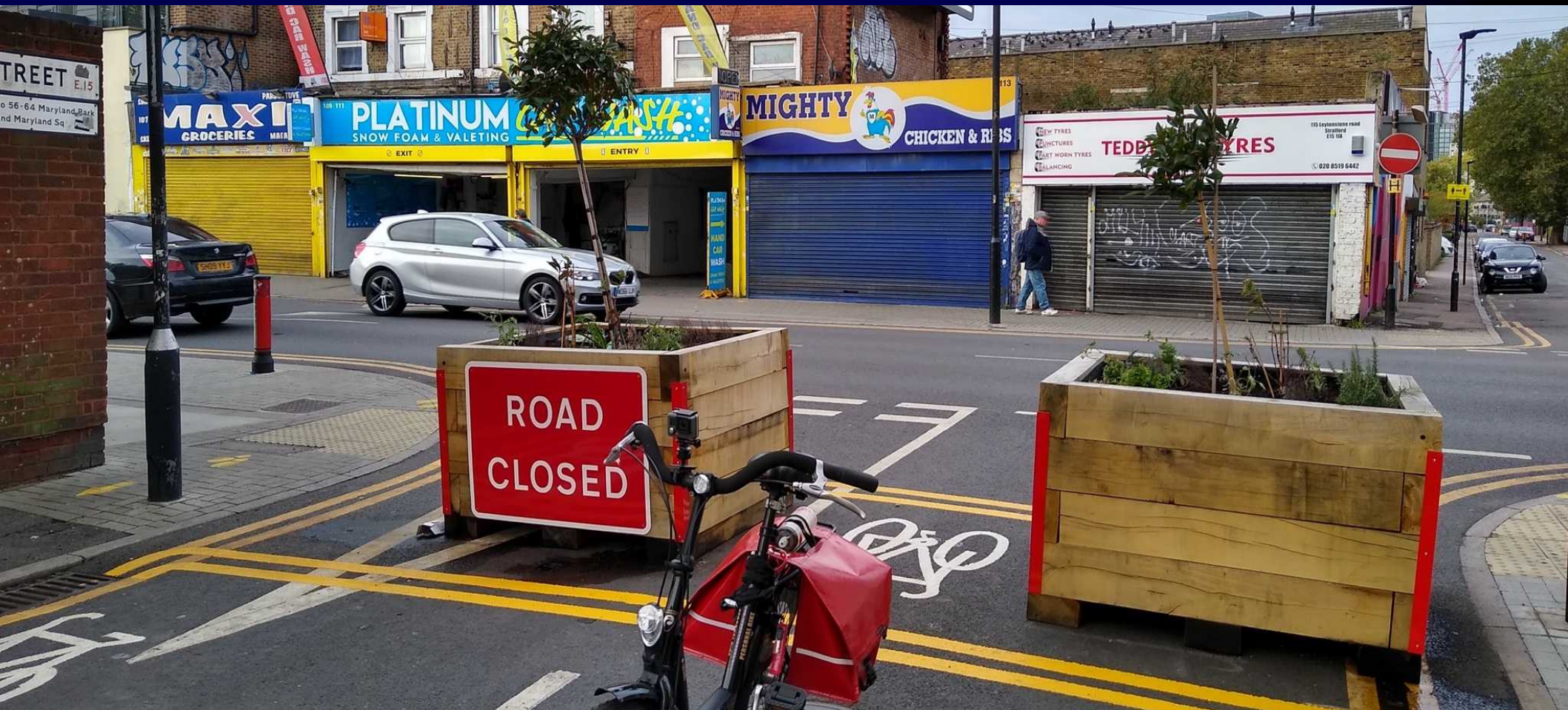
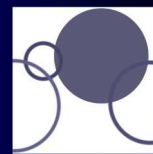


# We love to experiment



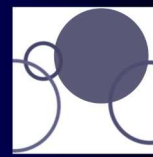


# We love to experiment



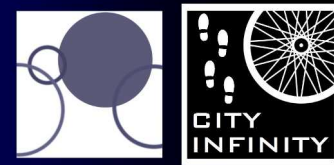


# We love to experiment





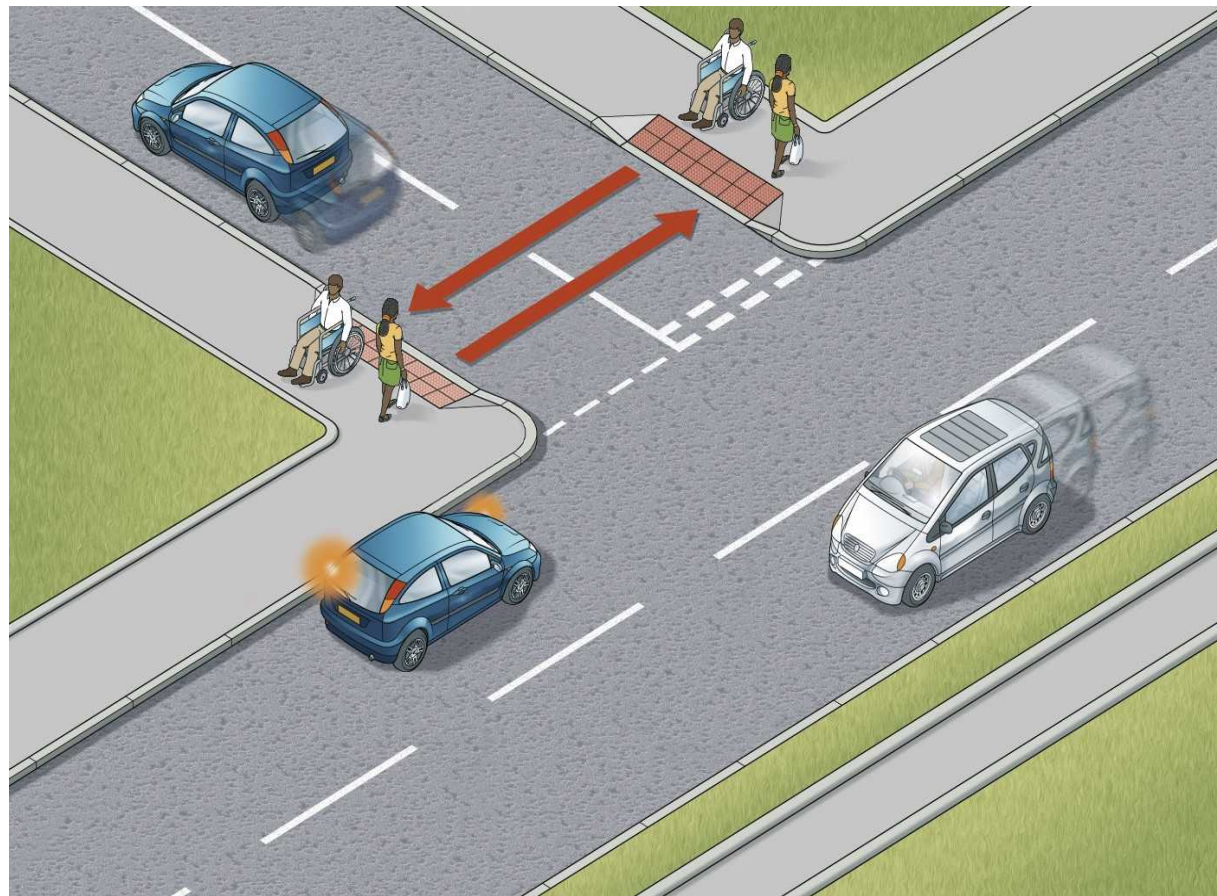
# Who has read the Highway Code recently?



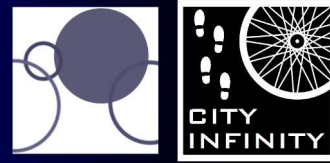
## Rule H2

Wait for the pedestrian to cross the junction before turning. This applies if you are turning right or left into the junction.

Source: Highway Code  
Open Government Licence v3.0



# Other than to argue on social media?



## Rule 170

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.

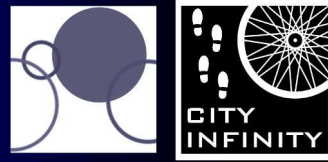
Source: Highway Code

Open Government Licence v3.0



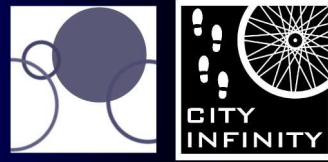


# Defining pedestrian-friendly design



- We think the idea of drivers (and cyclists) stopping to let people cross is a good feature of pedestrian-friendly streets.
- We think that having a set out rules in a book few people have recently read won't achieve pedestrian-friendly side road junctions.
- We think design is the thing that will change people's behaviour.

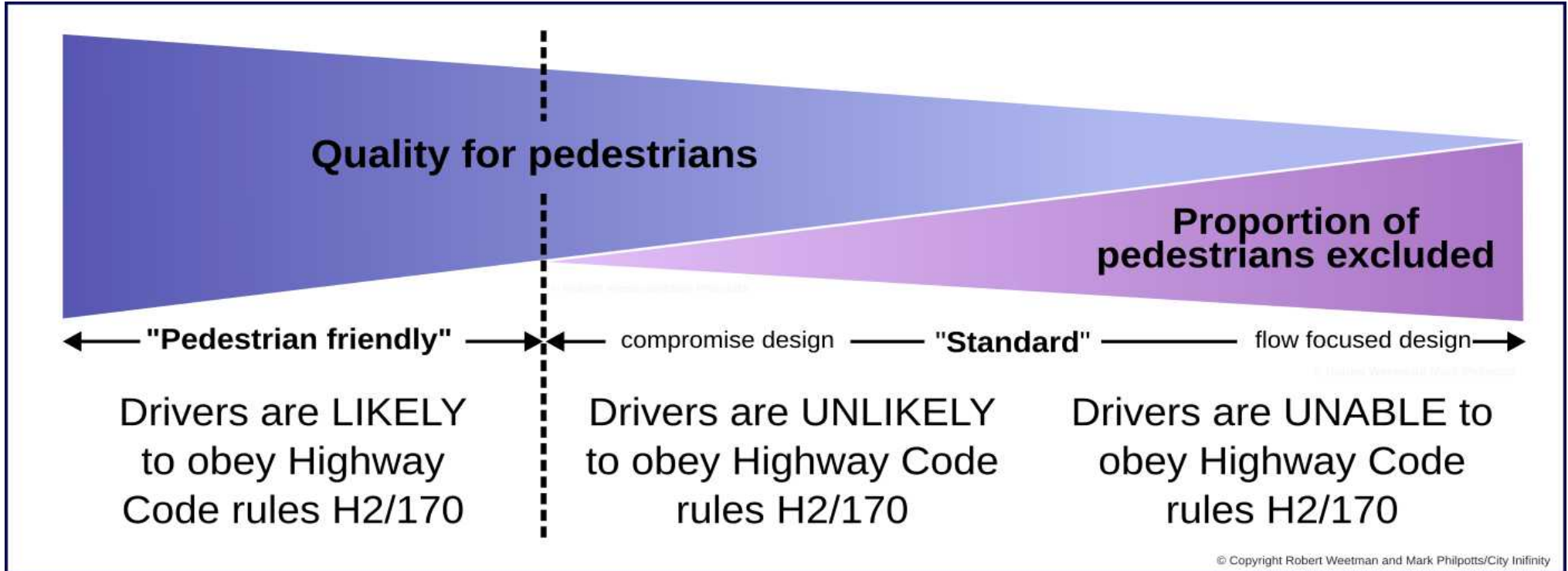
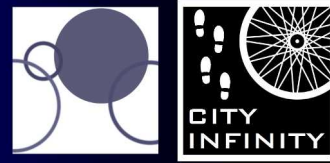
# Defining pedestrian-friendly design



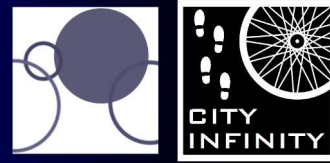
- Conceptually, the Highway Code rules are a useful starting point, which we've boiled down to three key scenarios:
- What are the conditions under which drivers are **LIKELY** to obey the Highway Code rules H2/ 170?
- What are the conditions under which drivers are **UNLIKELY** to obey the Highway Code rules H2/ 170?
- What are the conditions under which drivers are **UNABLE** to obey the Highway Code rules H2/ 170?



# Defining pedestrian-friendly design

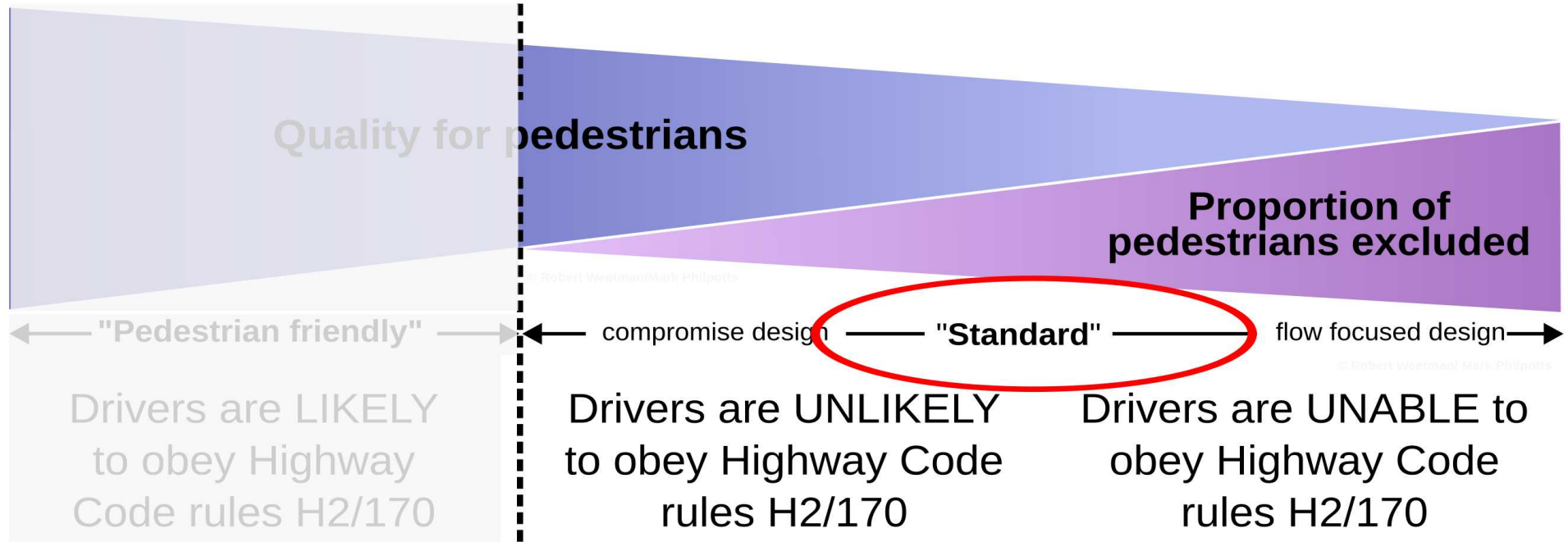
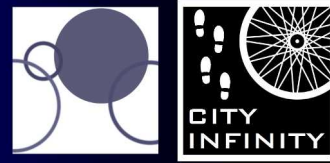


# Defining pedestrian-friendly design



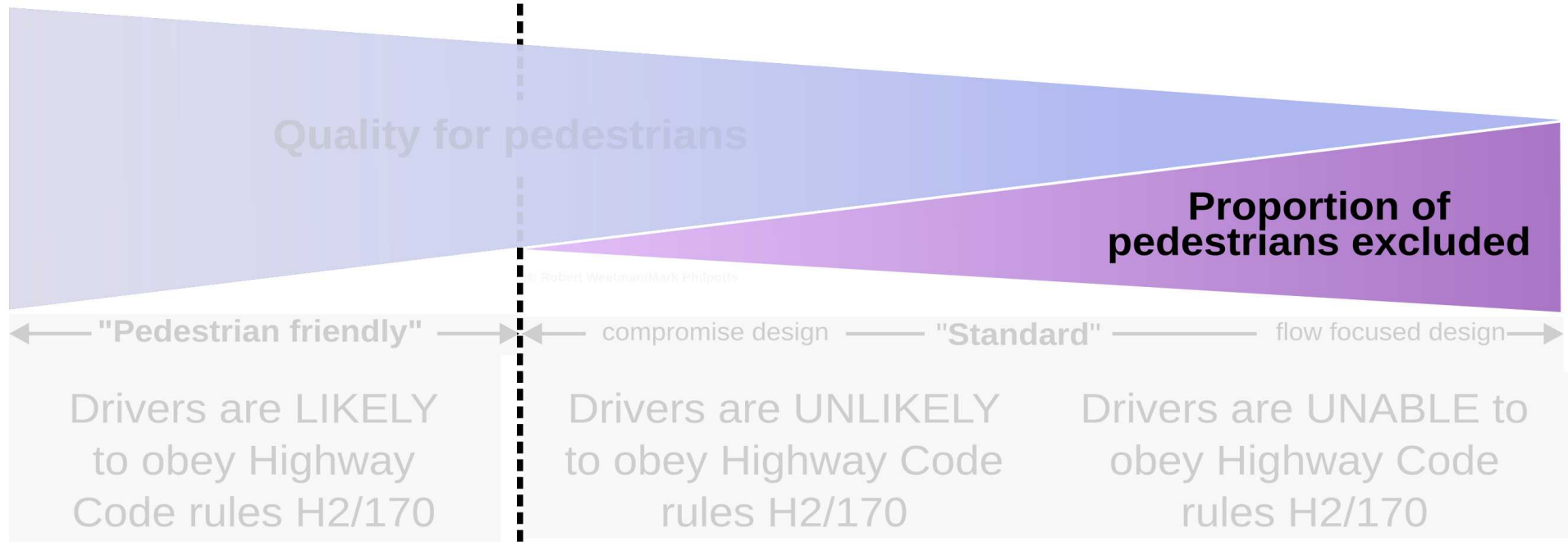
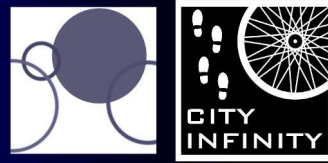


# Defining pedestrian-friendly design



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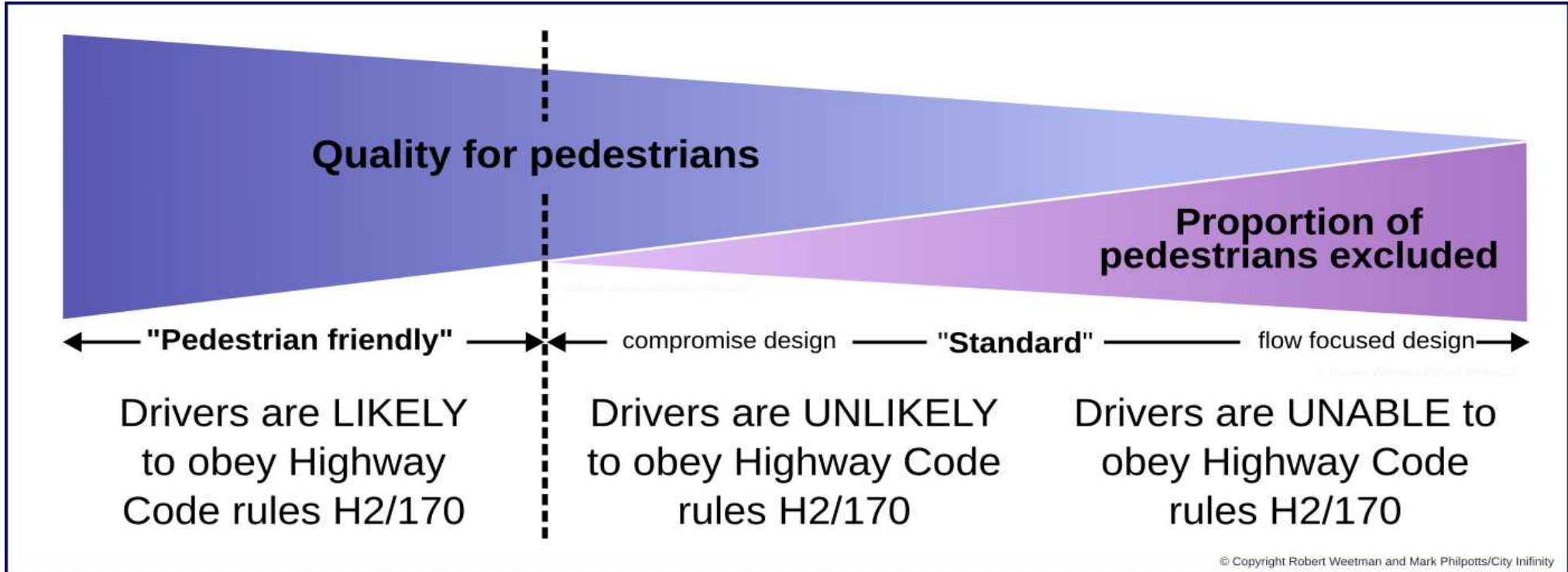
# Defining pedestrian-friendly design



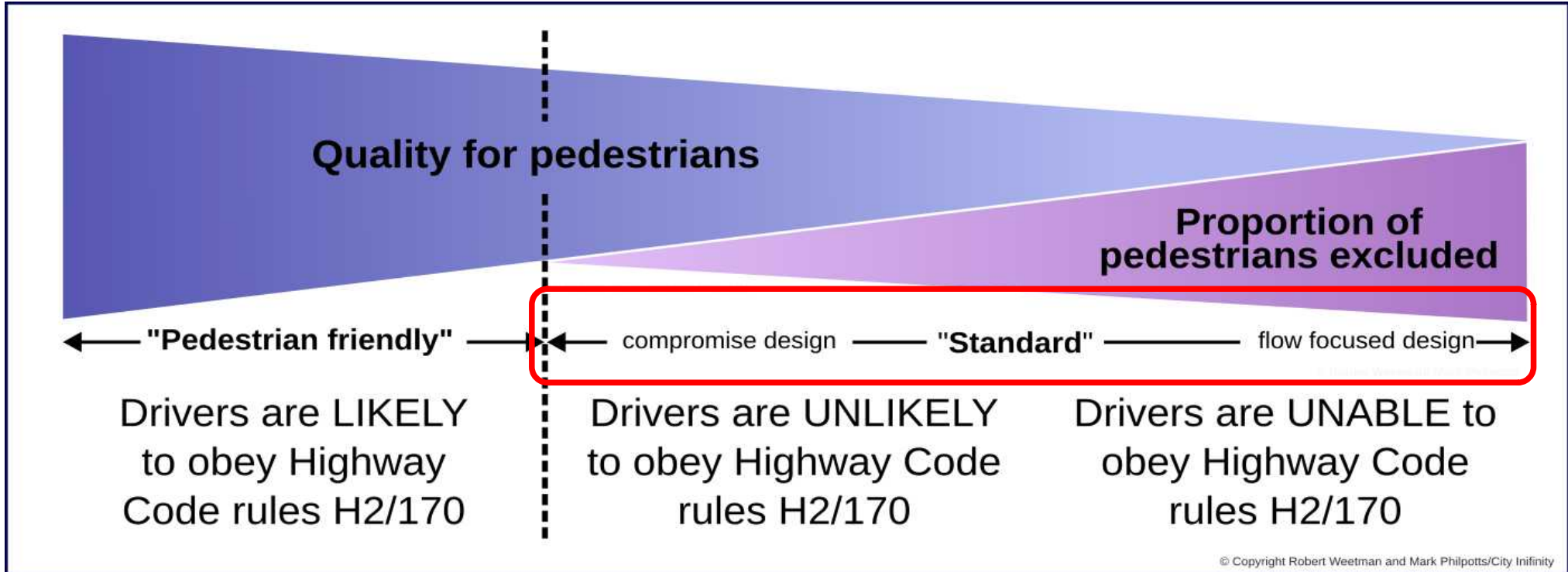
© Copyright Robert Weetman and Mark Philpotts/City Infinity



# Defining pedestrian-friendly design

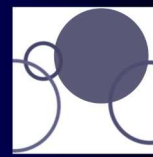


# Standard design



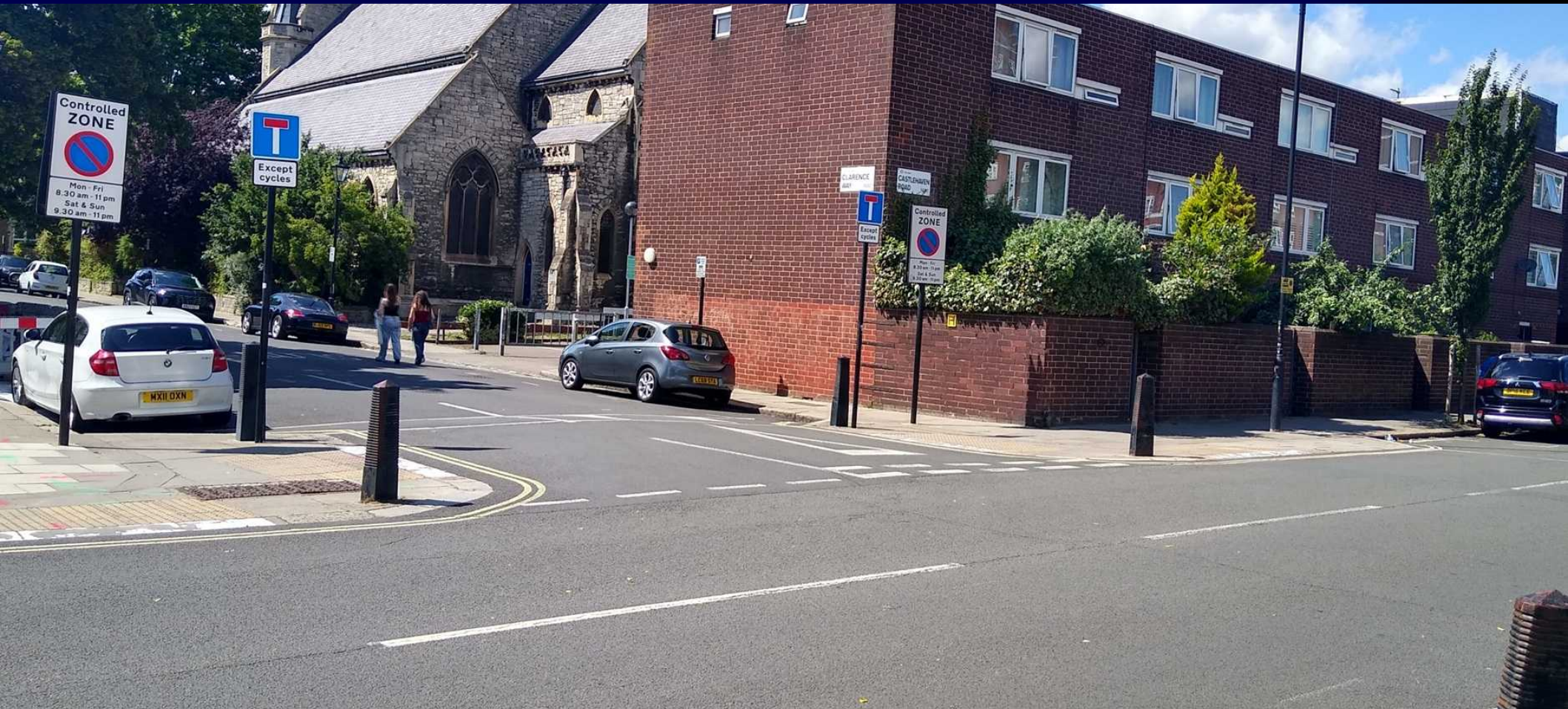
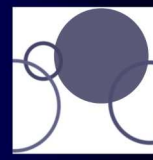


# Standard design



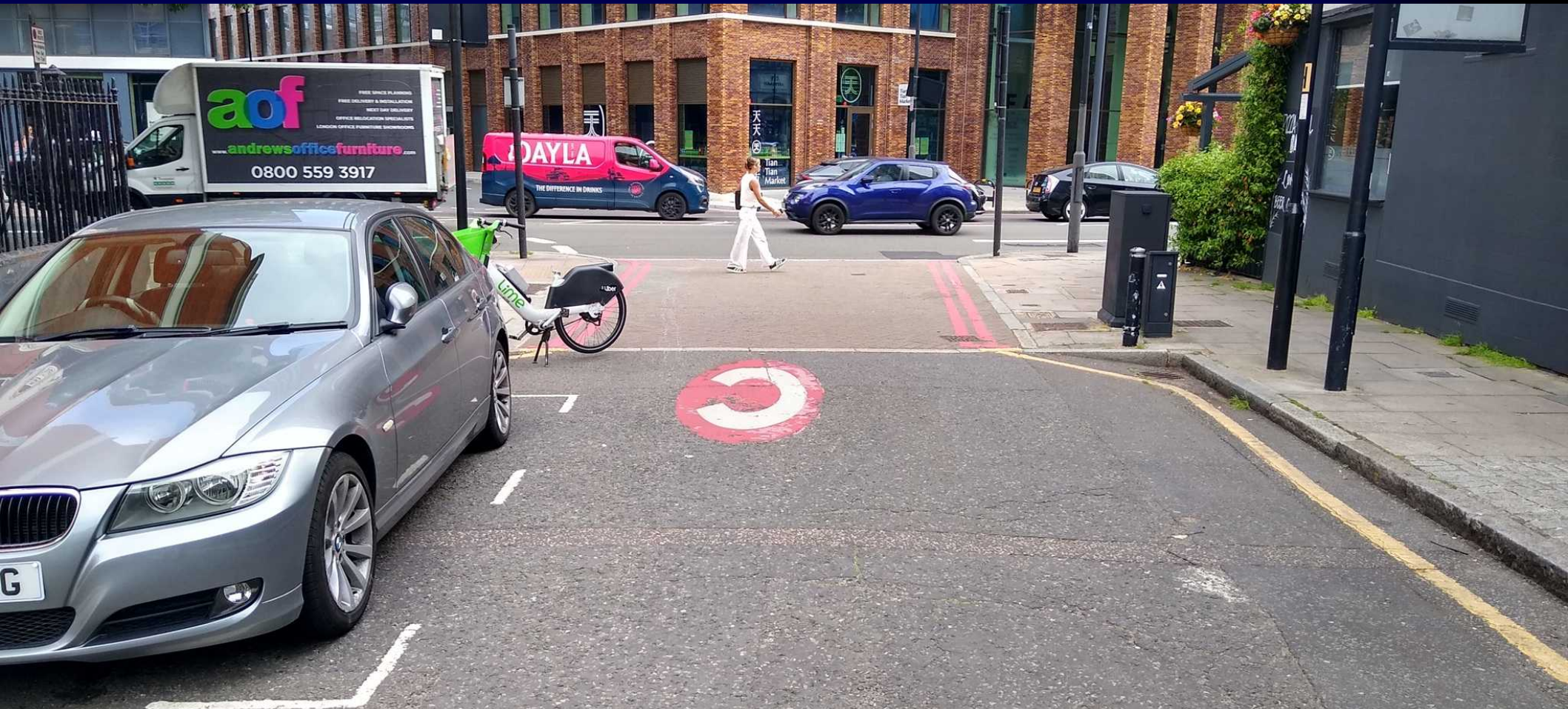
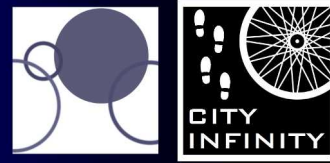


# Standard design

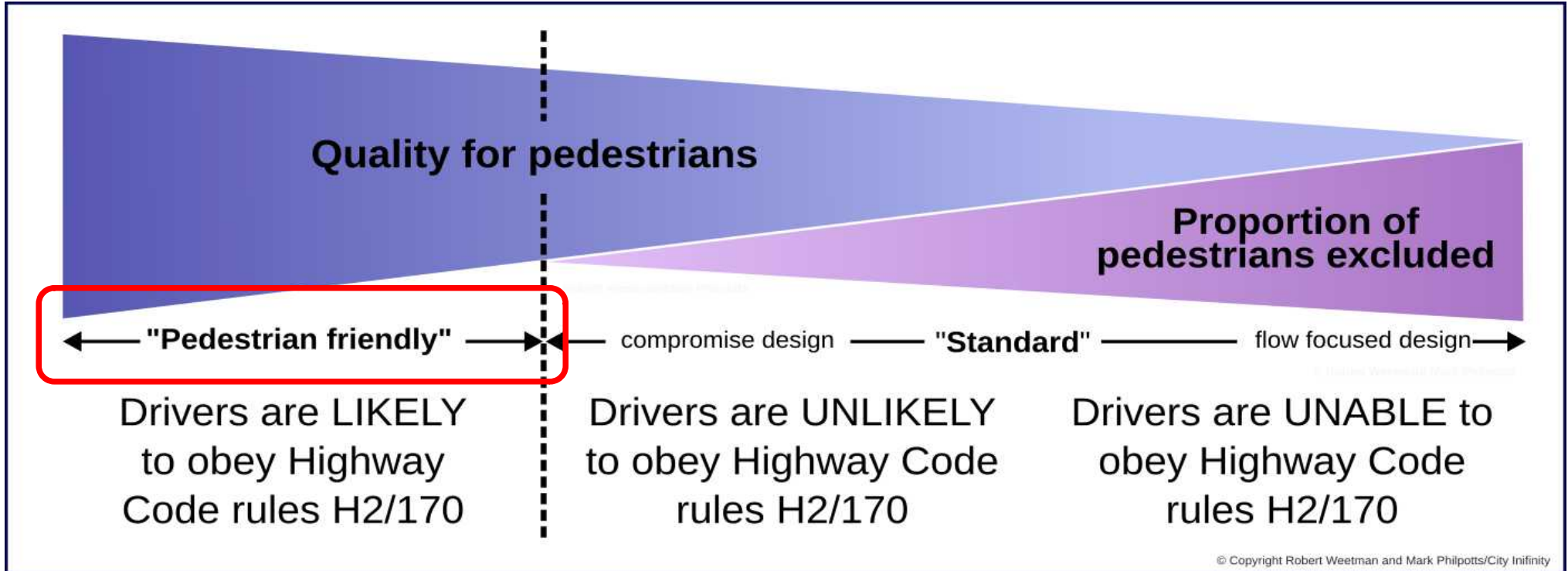
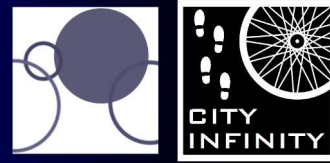




# Standard design

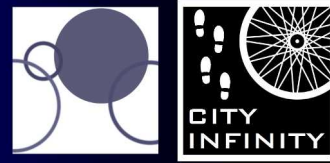


# Pedestrian-friendly design





# Pedestrian-friendly design



- 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.
- Low traffic, low speed neighbourhoods are crucial.
- Some junctions cannot be left as priority junctions.

# Pedestrian-friendly design

Critical safety issues for walking, wheeling and cycling.

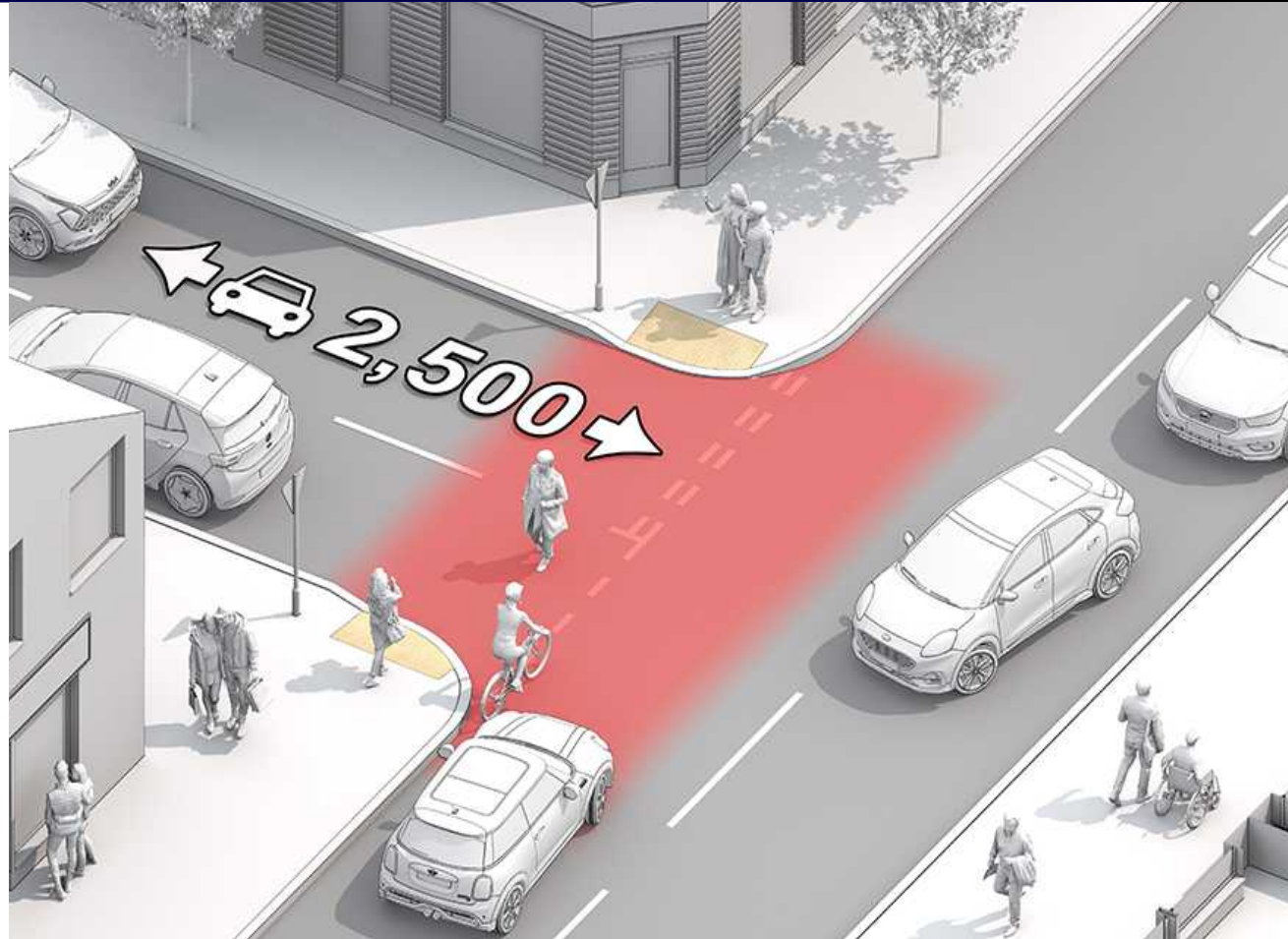
Conflict at side roads and priority junctions.

Just over 4 vehicle movements per minute at peak.

Source:

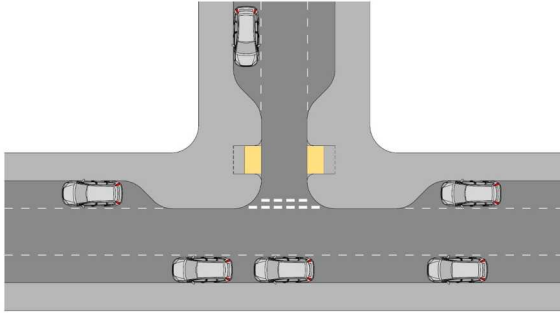
Active Travel England

Open Government Licence v3.0

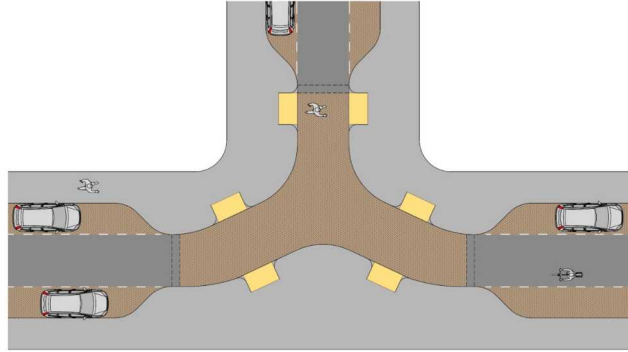




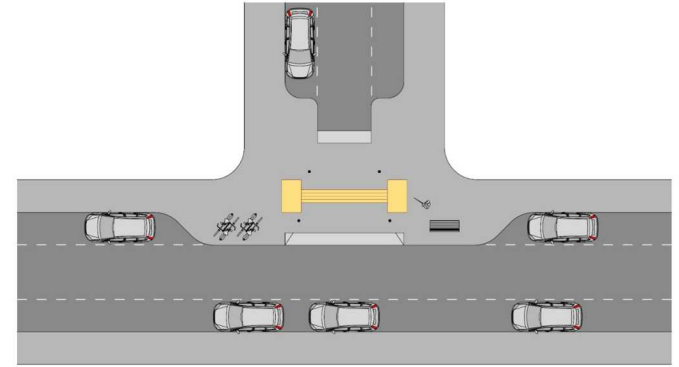
# Pedestrian-friendly design



**Pedestrian-friendly  
marked priority**

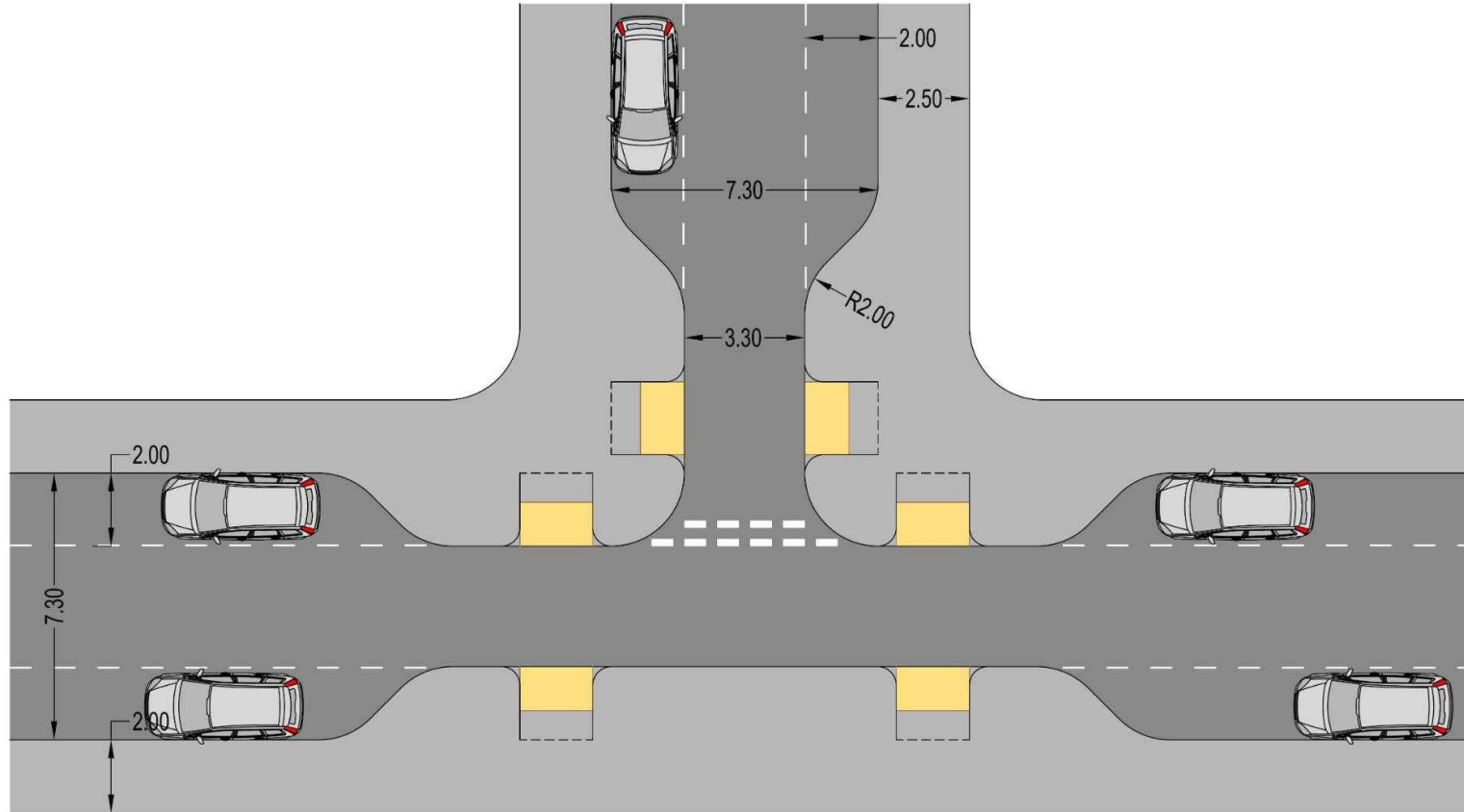


**No-priority junction**



**Continuous footway**

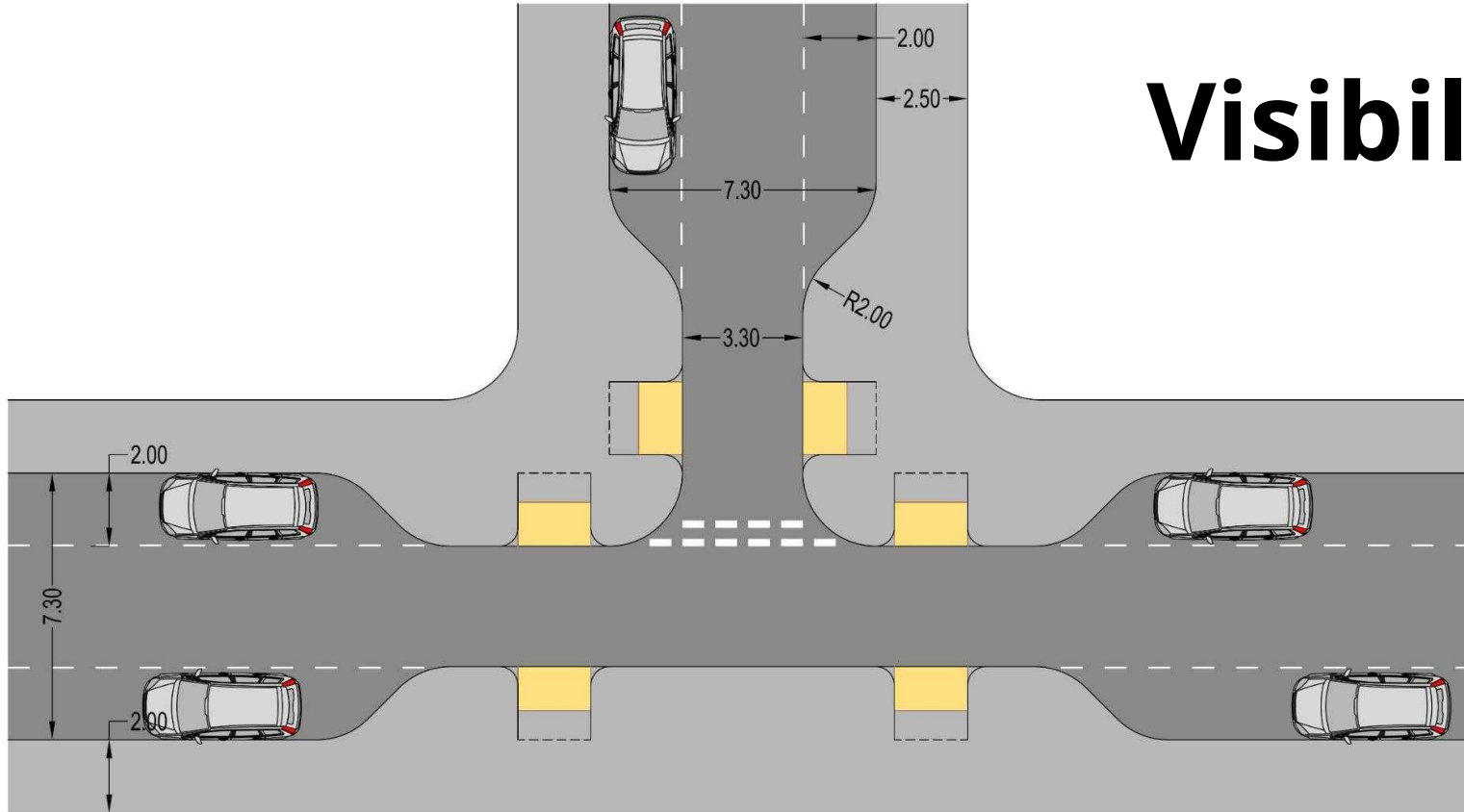
# Pedestrian-friendly marked priority junction



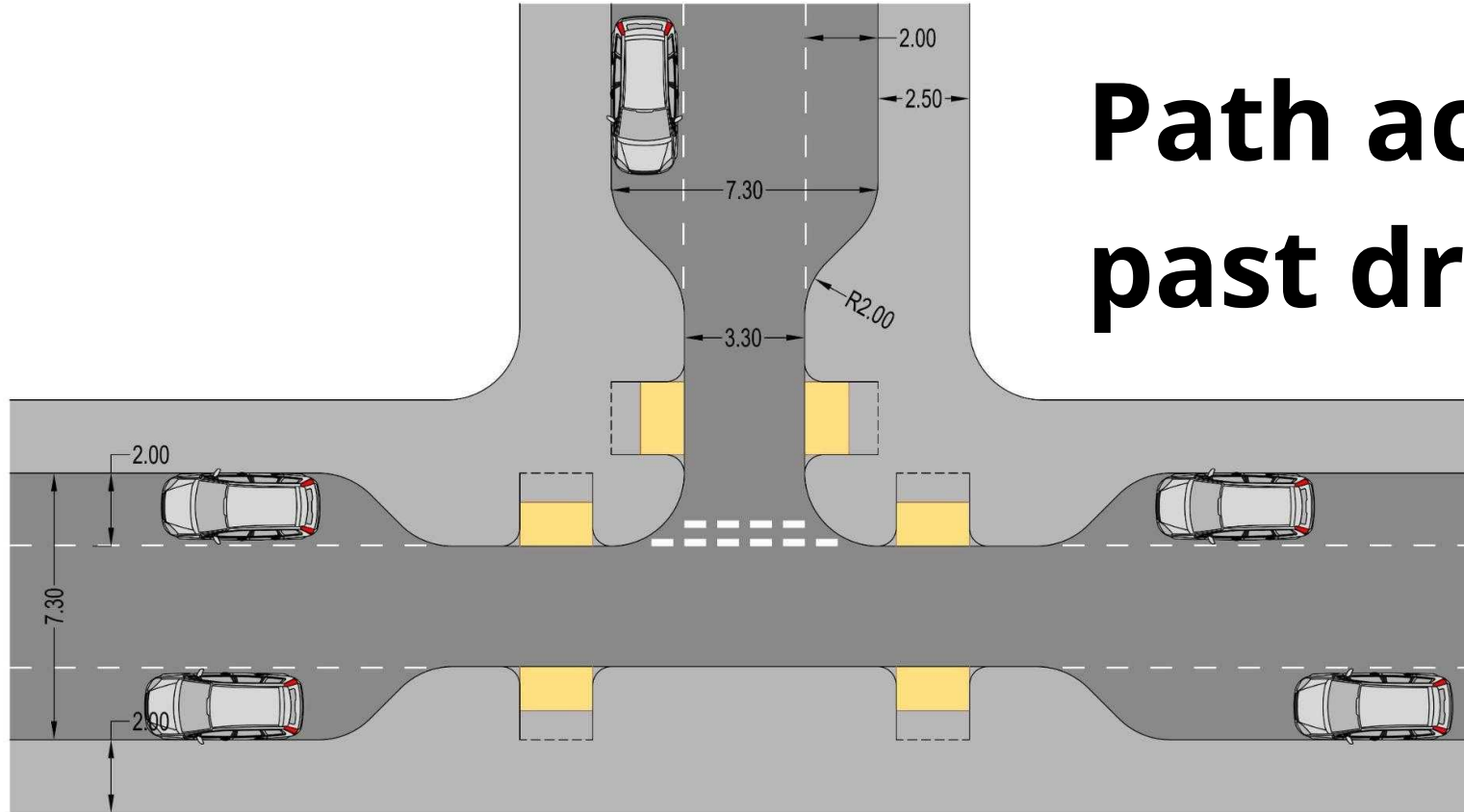


# Pedestrian-friendly marked priority junction

## Visibility



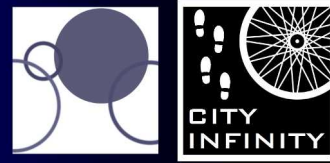
# Pedestrian-friendly marked priority junction



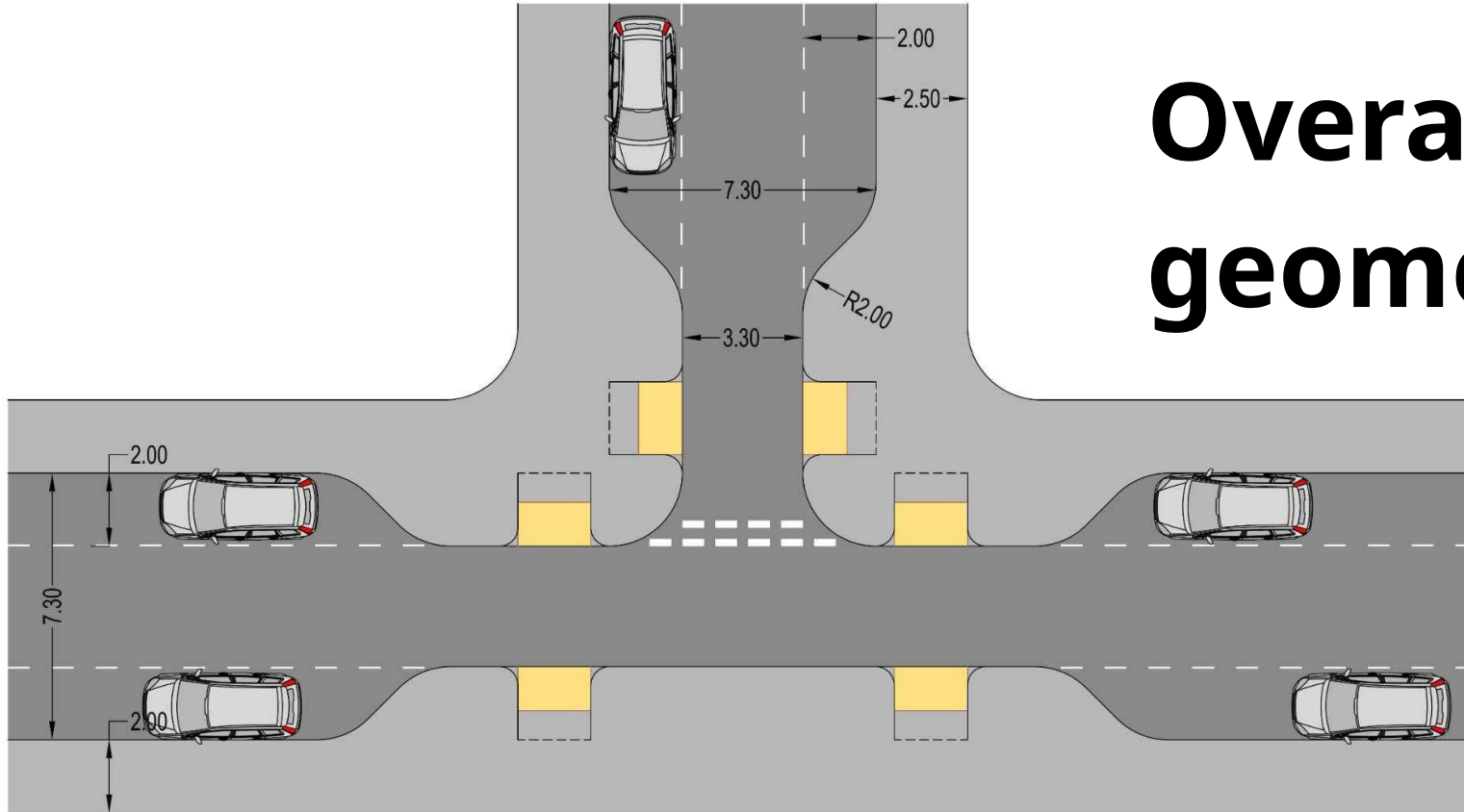
**Path across/  
past drops**



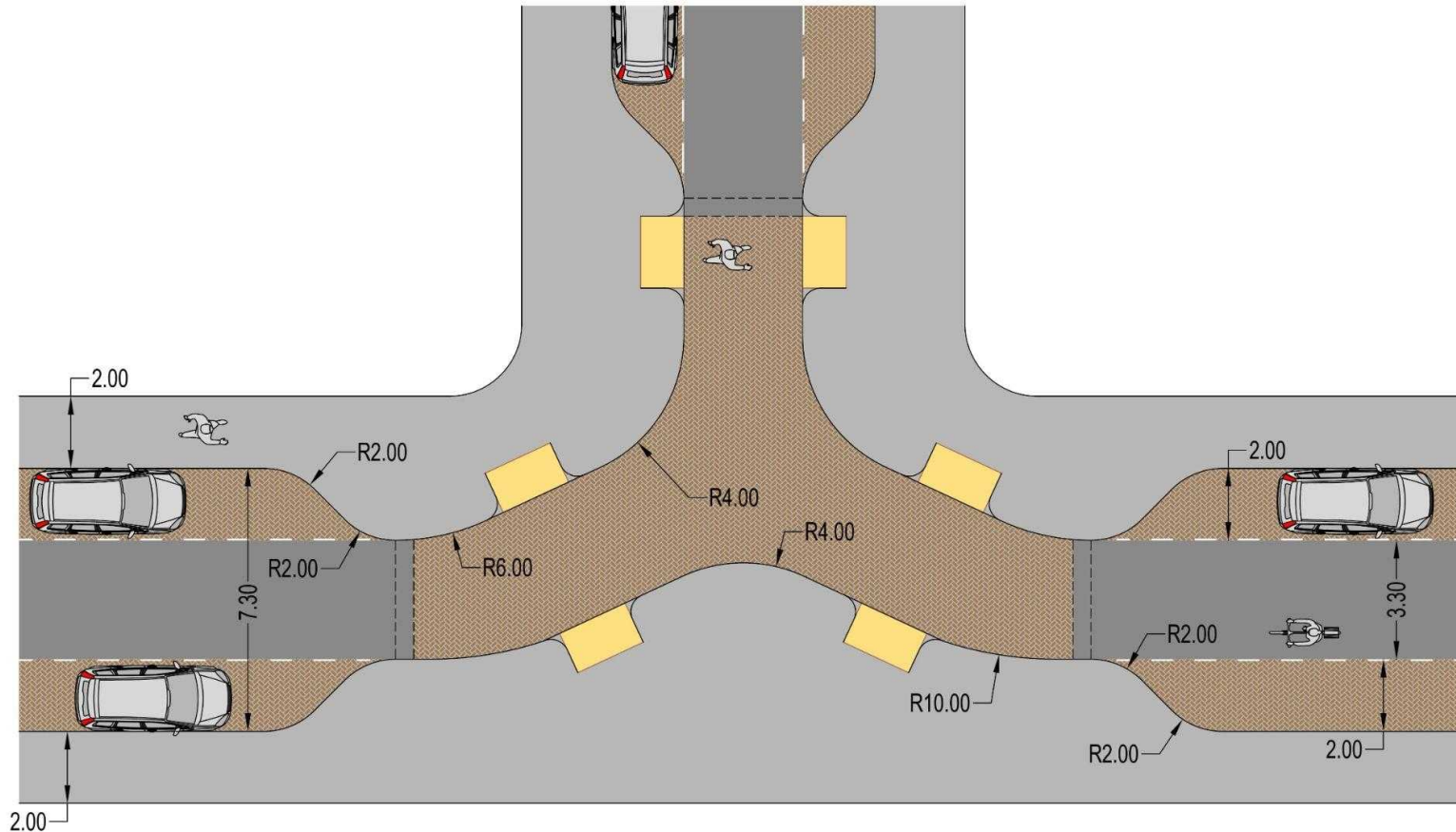
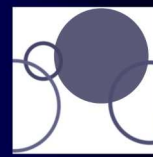
# Pedestrian-friendly marked priority junction



## Overall geometry



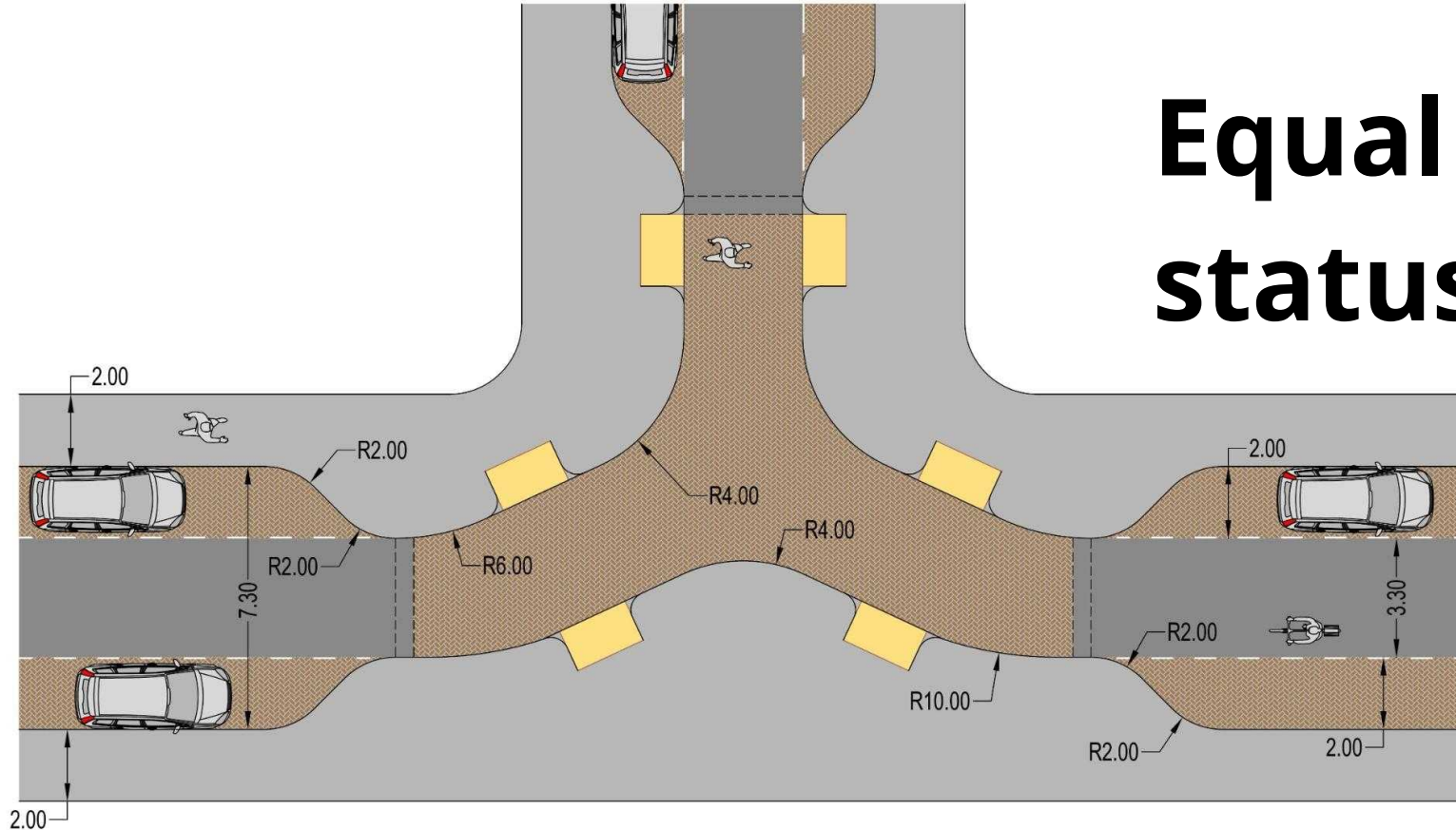
# No-priority junction



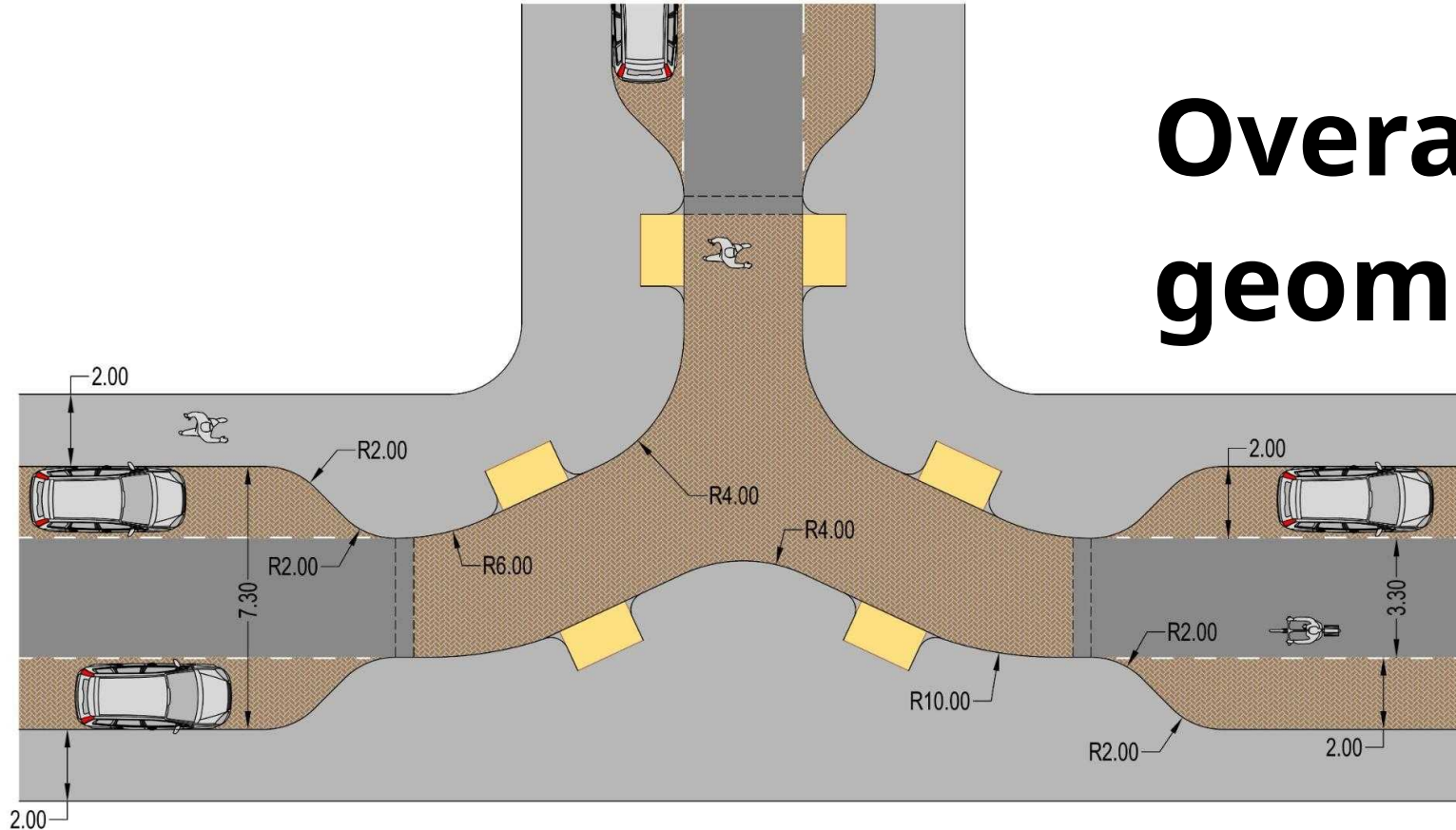


# No-priority junction

## Equal status



# No-priority junction

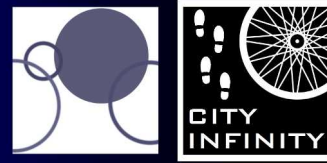


## Overall geometry

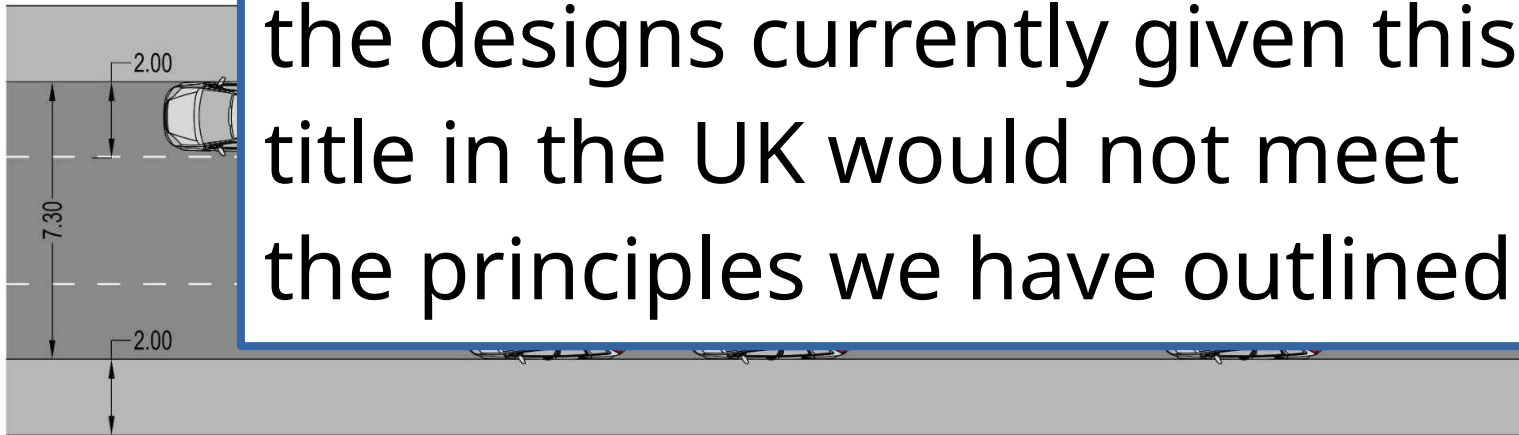




# Continuous footway \*



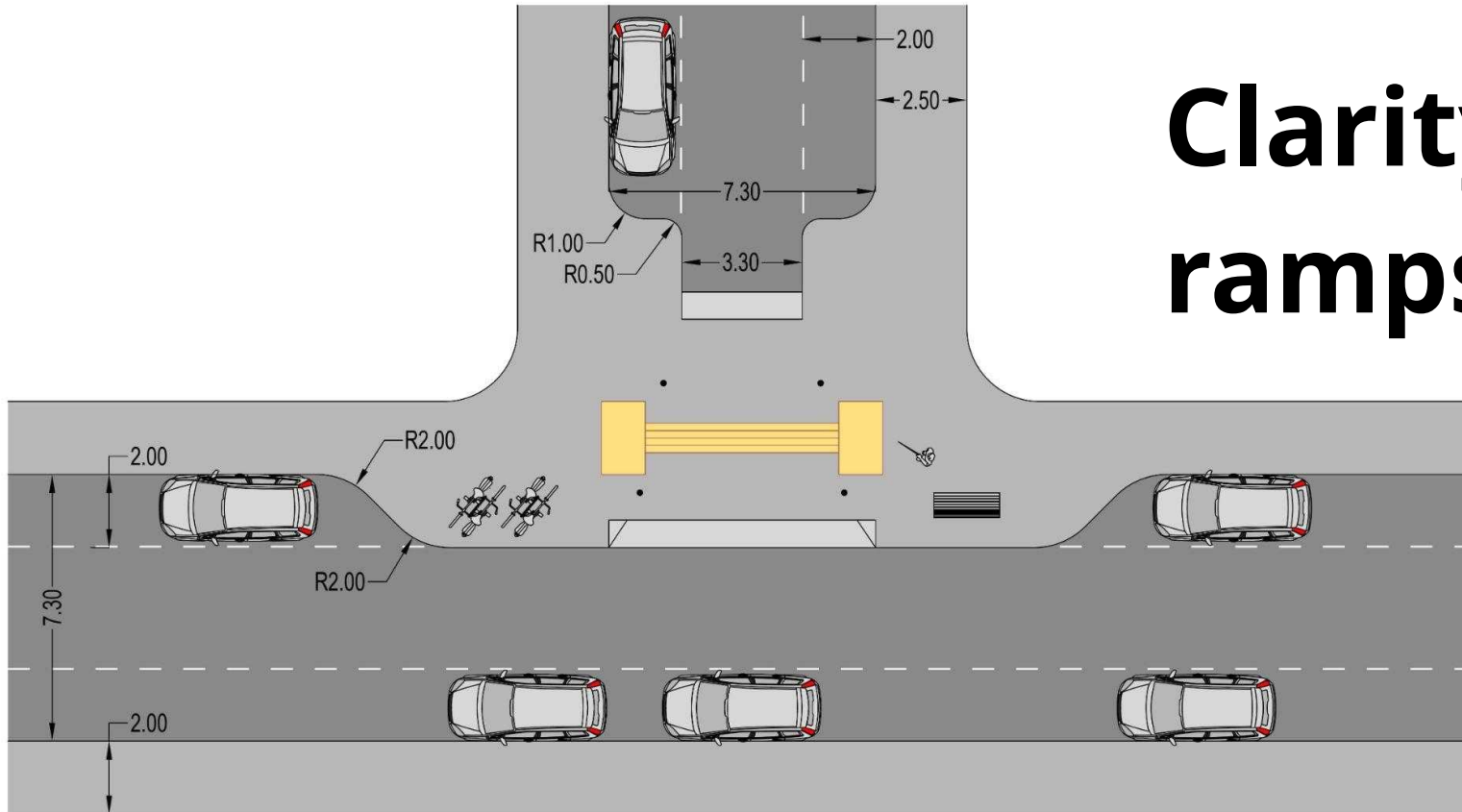
\* "...the term continuous footway has been used widely and casually, and that many of the designs currently given this title in the UK would not meet the principles we have outlined."







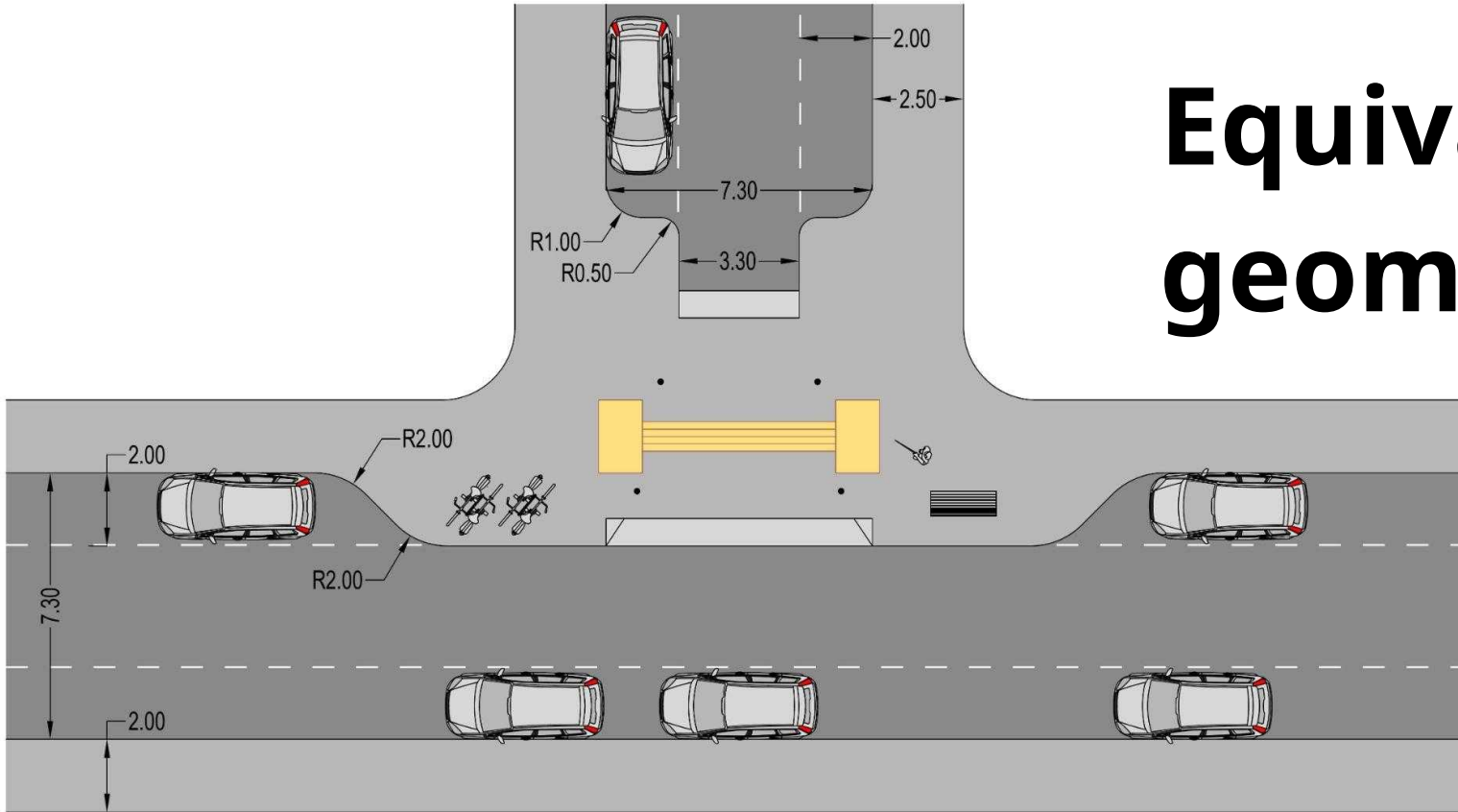
# Continuous footway



**Clarity /  
ramps**

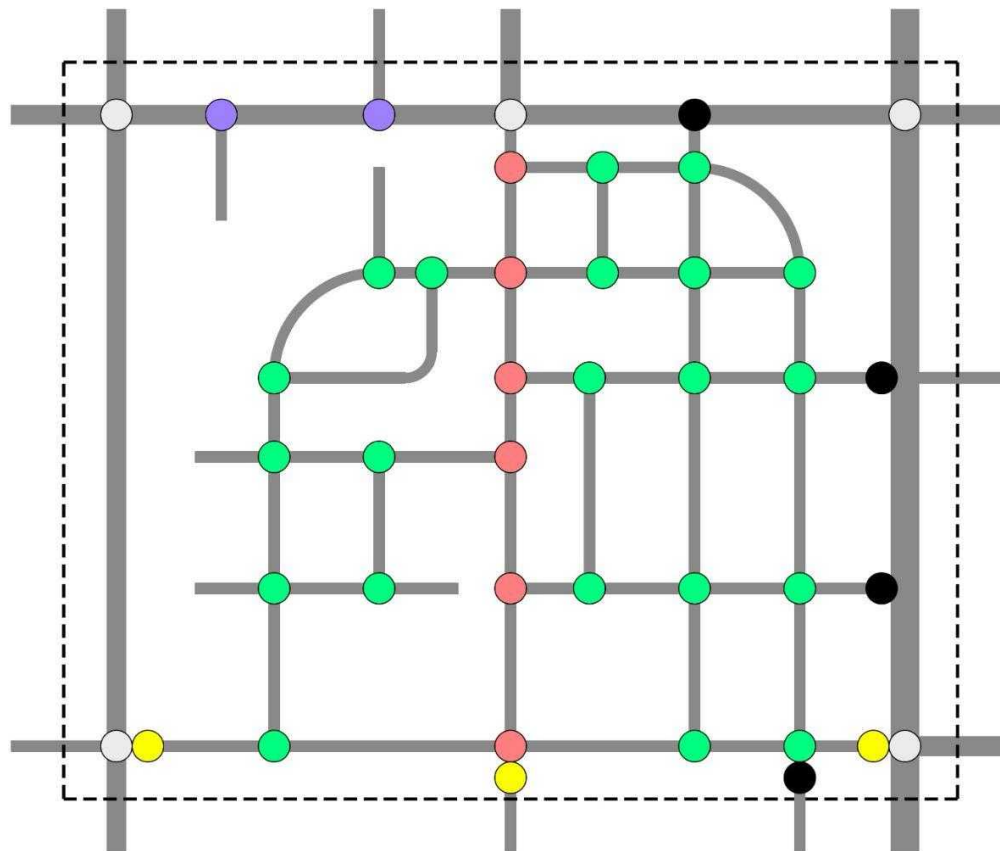


## Equivalent geometry

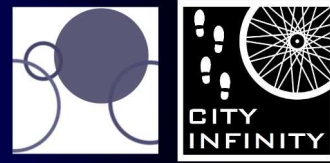


# Wider considerations

- Signalised
- Closed to motors
- Bus gate
- Standard treatment
- Pedestrian-friendly marked priority
- Pedestrian-friendly no-priority



# Conclusion



- We need to acknowledge the problem.
  - We need to update our practice.
  - We need to realise that standard design will exclude people.
  - We need to think about how streets operate at the network level.
- 
- And thanks to Manchester City Council for leading the way by commissioning work that asked us to consider the problem.

[www.cityinfinity.co.uk](http://www.cityinfinity.co.uk) | [www.robertweetman.net](http://www.robertweetman.net)