

Minimising Pedestrian-Cyclist Conflict on Paths



Information Notes

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| 1. | Is the path the problem? | Conflicts may arise as a result of either (or both) path design or user behaviour issues. This note provides information to support the identification of situations in which problems are likely to arise from path planning and design (especially capacity) being inappropriate for the type and level of usage. |
| 2. | Integrated policy, strategy and planning | Conflict can arise if path planning does not properly reflect higher level policies and strategies to promote walking and cycling as alternatives to motorised transport. This note outlines appropriate integration of land use, movement planning, planning across all modes of transport, community development and economic/social development. |
| 3. | Urban design and place making | People are not <u>just</u> pedestrians or cyclists, but have other needs as users of places. This note discusses urban design that considers the needs of all users (pedestrians, cyclists, drivers, people sitting down at a café etc.), including issues such as amenity, safety, security, comfort, permeability of design, legibility and sight lines. |
| 4. | Infrastructure planning | The planning of path networks is a key to user-attractive facilities for pedestrians and cyclists. This note outlines how planning can take into account these issues, including integration of planning, connected and permeable networks, traffic-free routes, on-road enhancements for experienced cyclists, reclaiming residential streets from the car and provision of separate facilities for cyclists and pedestrians. |
| 5. | Infrastructure design | Path design has a direct influence on both the perception and reality of conflict between users (including between different types of pedestrian and between different types of cyclist). This note outlines the requirements of path design for all users, and for the long term, and to Austroads design guidelines. It includes issues such as pedestrian cyclist separation and differentiation of stopping places from movement. |
| 6. | Infrastructure construction and maintenance | Poor construction or maintenance can reduce the effective width of a path and force users into conflict with each other. This note outlines how paths should be constructed and maintained to provide path continuity, quality control, pavement markings and responsiveness to hazards. |
| 7. | Information | Users who are unsure of where they are, how to get to their destination or what other users expect may unwittingly contribute to conflict. This note describes how provision of quality maps, signage, line marking and point-of-use information can reduce the potential for conflict. |
| 8. | Education and awareness-raising | Users may not be aware of the needs of other users and what is appropriate behaviour in a shared environment. This note discusses dissemination of information, including a Code of Conduct, and enhancing awareness of other users on paths. |
| 9. | Regulation and enforcement | Some traffic laws and local by-laws affect the use and usability of paths. These include restrictions on motor vehicles (including parking on/over paths) and the placement of material on footpaths, as well as the behaviour of pedestrians and cyclists. Enforcement may be the responsibility of the police and/or local government. |
| 10. | Travel behaviour Change | Travel behaviour change to reduce the level of private car use can enhance the extent to which space can be provided for non-car users and improve awareness of the other users. This note outlines proven interventions that facilitate these objectives. |
| 11. | Resources | This note identifies the key resource documents from the 10 Information Notes and other sources. |