The influence of motorised traffic on pedestrian flows

- new insights using bus stop data -

Paulo Rui Anciaes

Peter Jones

on behalf of the *Street Mobility and Network Accessibility* project team

University College London, United Kingdom

EPSRC Pioneering research and skills

E·S·R·C ECONOMIC & SOCIAL RESEARCH COUNCIL

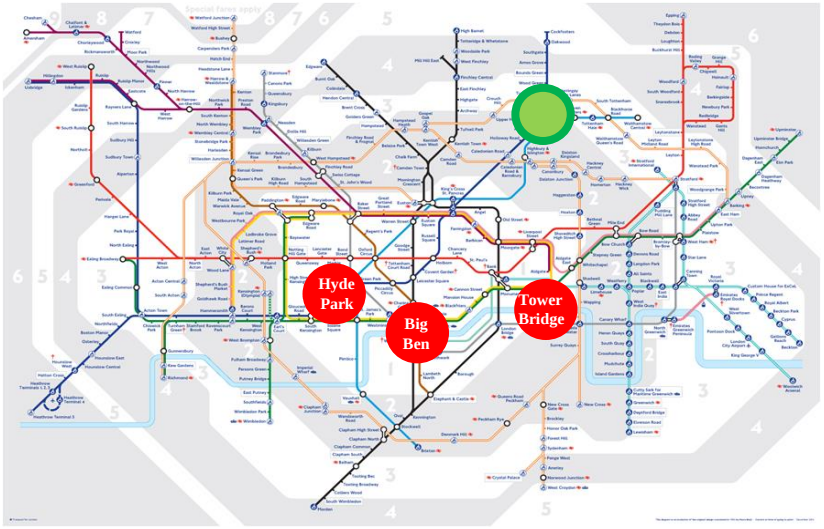
Arts & Humanities Research Council

1. What

Motorised mobility

Non-motorised mobility

2. Where

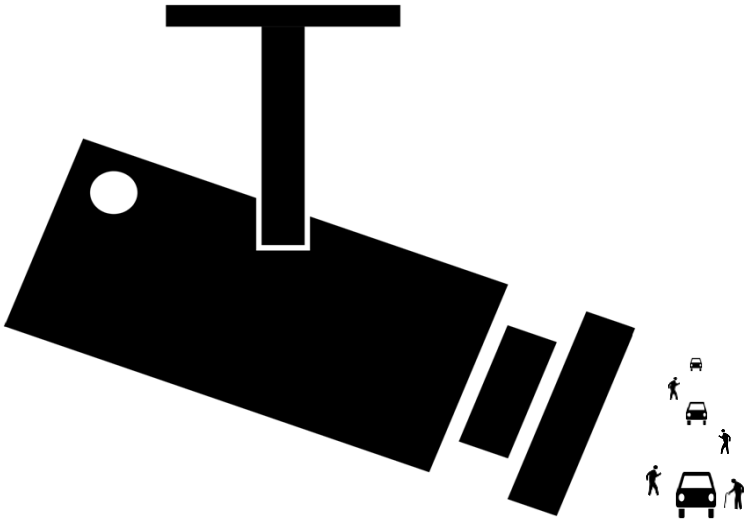


Contained area, few walking route alternatives

Busy road, no crossings, no pedestrian destinations other than bus stops

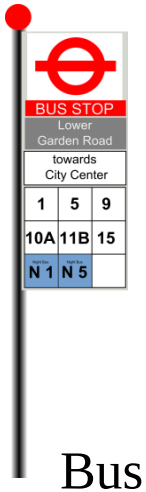
3. How

Observed flows



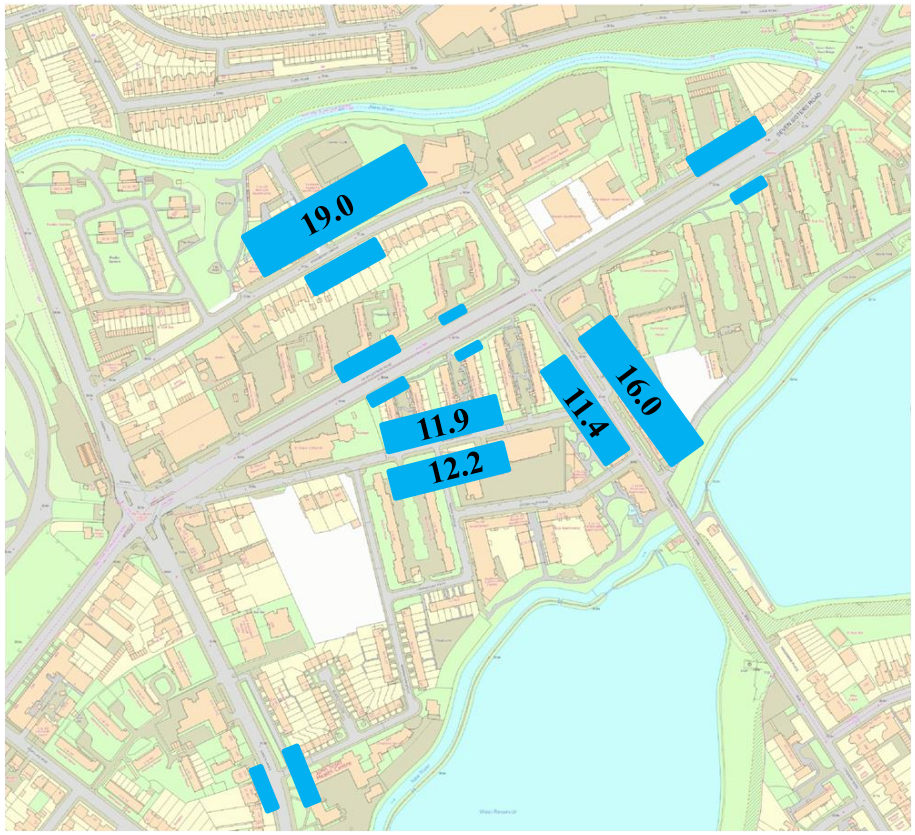
Expected flows

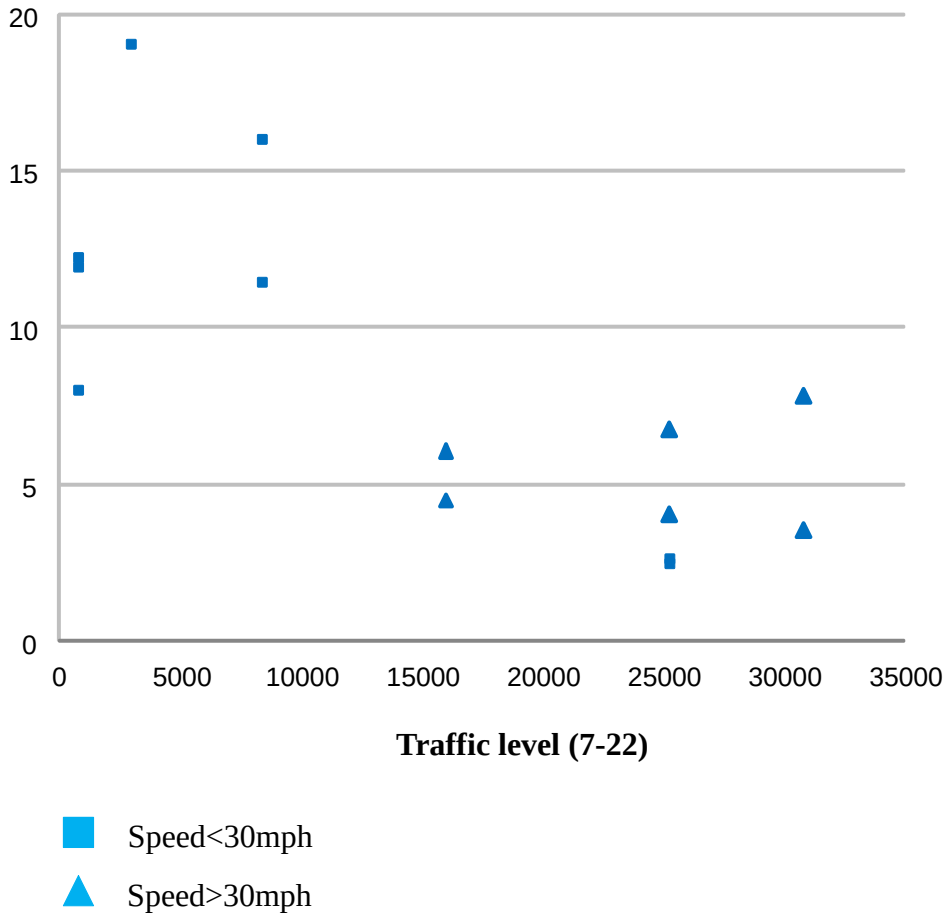
Fastest routes buildings → bus stops



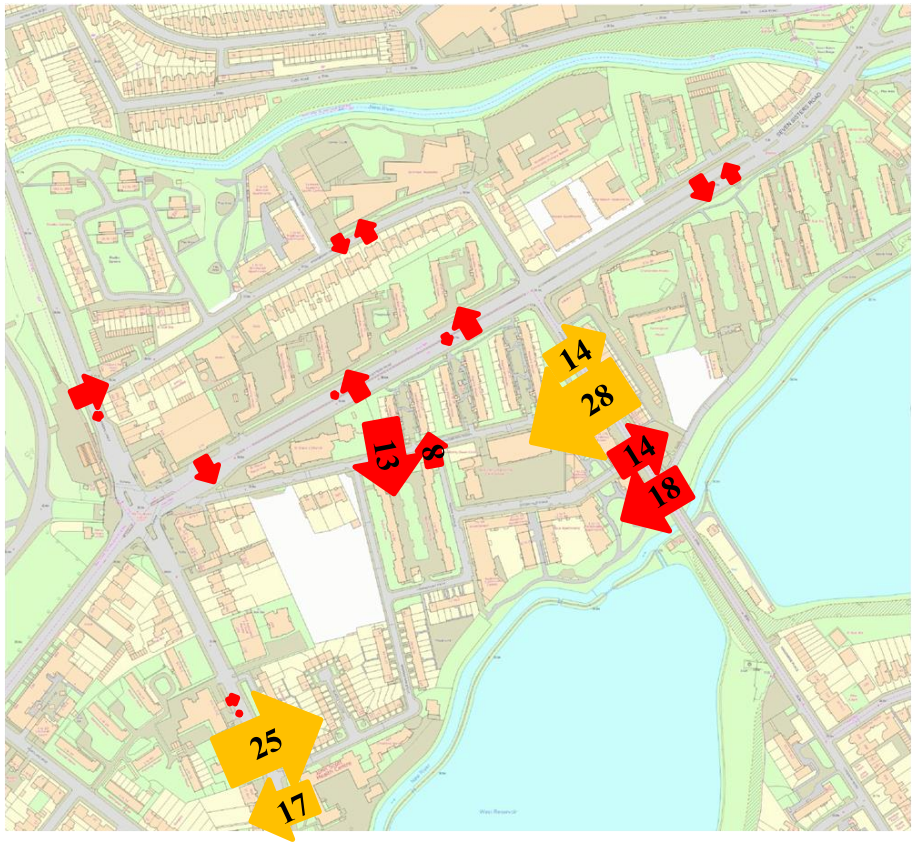
Bus stop usage data

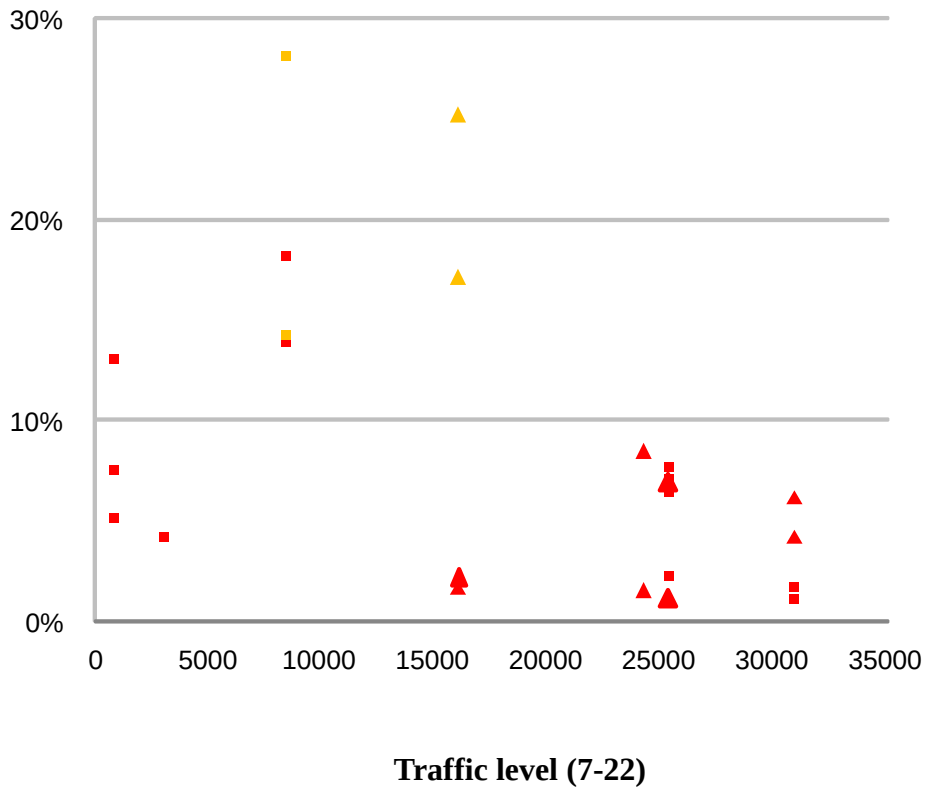
4. Observed *vs.* expected flows





5. Crossing *vs.* pavement flows (%)



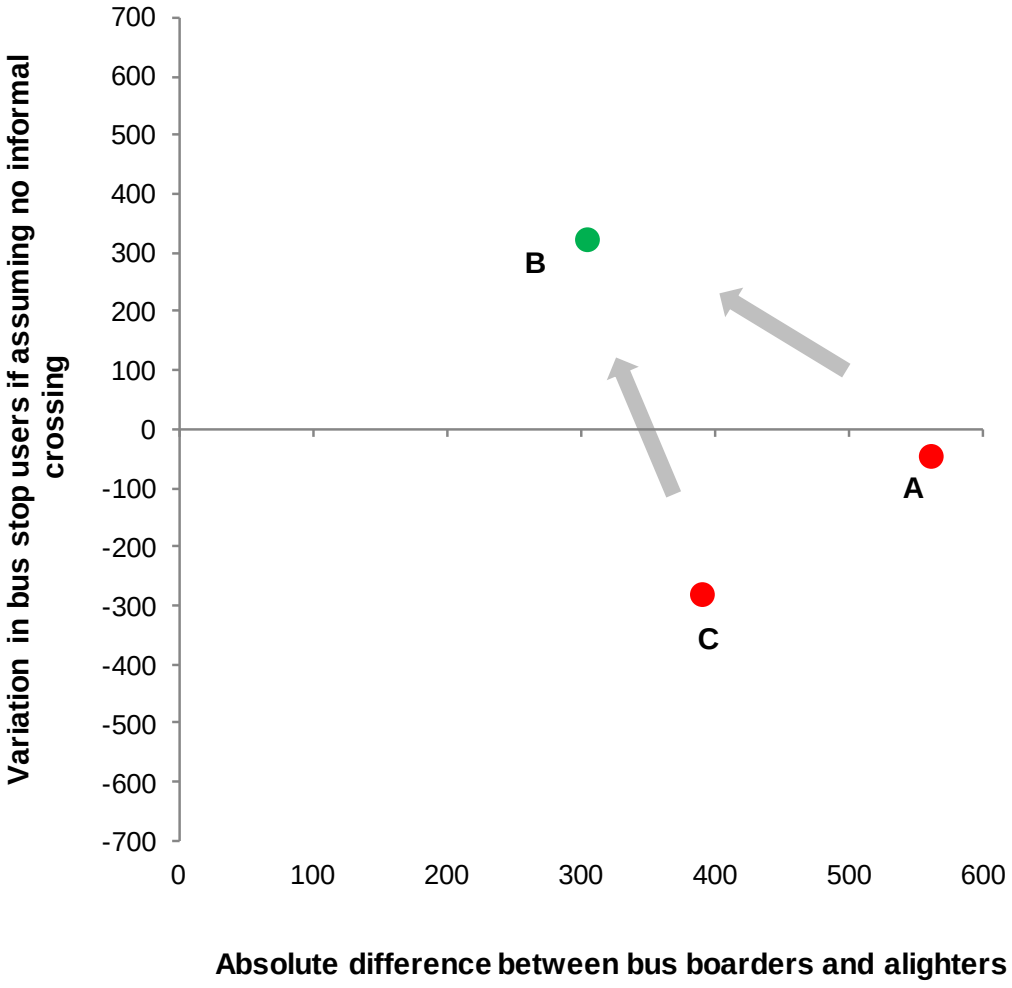


Zebra
Informal crossing

Zebra
Informal crossing

Speed<30mph
Speed>30mph

6. Avoidance of informal road crossings *vs.* bus stop use



Tweet your conclusions

Thank you for your attention!

http://www.ucl.ac.uk/street-mobility

https://streetmobility.wordpress.com

@StreetMobility

Team members: Jennifer Mindell, Peter Jones, Paulo Rui Anciaes, Muki Haklay, Shepley Orr, Laura Vaughan, Ashley Dhanani, Shaun Sholes, Nora Groce, Jemima Stockton

Thanks to: Sky High

Clare Woodcock (Transport for London)