

APPENDIX

Table A1. Characteristics of the measurement sites included in the analyses, E=existing measurements, N= new measurements. Design features are included for the sites selected for new measurements.

Municipality	Site	Type of measurements	No. of cyclist per day (Mon.–Fri.)*	Cyclist/ pedestrian separation	Width, total [m]	Width, cycle path [m]	Width, pedestrian path [m]
Stockholm	1. Brommaplan	E	2,250	-	-	-	-
Stockholm	2. Nockebybron	E	750	-	-	-	-
Stockholm	3. Huddinge-Rågsvedsv	E	550	-	-	-	-
Stockholm	4. Flatenvägen	E	400	-	-	-	-
Stockholm	5. Huvudstabron Ö	E	770	-	-	-	-
Stockholm	6. Huvudstabron V	E	680	-	-	-	-
Stockholm	7. Hägerstensvägen N	E	610	-	-	-	-
Stockholm	8. Hägerstensvägen S	E	610	-	-	-	-
Stockholm	9. Kungsholms strandstig 1	E	1,520	-	-	-	-
Stockholm	10. Kungsholms strandstig 2	E	3,440	-	-	-	-
Stockholm	11. Danvikstullsbron	N	4,020**	Road marking, white line	4.9	2.5	2.4
Linköping	12. Vallaskogen	N	2,830	None	3.1	-	-
Linköping	13. Haningeleden	N	1,120	None	2.9	-	-
Linköping	14. Hunnebergsgatan	E+N	3,390	Different road surfacing: Paving/ stones	6.6	2.5	2.0+2.1
Linköping	15. Malmslättsvägen, norra	E+N	1,780	Road marking, white line	5.1	2.4+0.4	2.3-0.5***
Linköping	16. Malmslättsvägen, södra	E	2,020	-	-	-	-
Linköping	17. Hamngatan	E	2,710	-	-	-	-
Linköping	18. Underpass, Hamngatan	E	2,190	-	-	-	-
Linköping	19. Underpass, Lasarettsgatan	E	3,080	-	-	-	-
Eskilstuna	20. Torshällavägen Ö	E	490	-	-	-	-

*Based on existing measurements or, for site 11-13 from new measurements.

**Based on period, 25–29 Aug., 2014.

***Lamp posts intruding the pedestrian path and reducing the width.

Table A2: Results of analysis of variance applied to speed data from site 20. Adjusted mean values for January to December 2015 and p-values of pairwise tests. Non-significant results are marked with grey shading. An overall significance level of 0.05 is used, but each P-value is compared to a Bonferroni corrected value of 0.00076.

Mean values		P-values of pairwise comparisons Bonferroni corrected p-value: 0.00076											
Month	(km/h)	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Jan.	13.8		0.6154	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001
Feb.	13.8	0.6154		<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001
Mar.	15.3	<.0001	<.0001		<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	0.6637	0.1962
Apr.	16.0	<.0001	<.0001	<.0001		0.8207	0.4052	0.2580	0.0516	<.0001	<.0001	<.0001	<.0001
May	16.0	<.0001	<.0001	<.0001	0.8207		0.2779	0.1687	0.0831	<.0001	<.0001	<.0001	<.0001
Jun.	16.0	<.0001	<.0001	<.0001	0.4052	0.2779		0.7215	0.0027	<.0001	<.0001	<.0001	<.0001
Jul.	16.1	<.0001	<.0001	<.0001	0.2580	0.1687	0.7215		0.0014	<.0001	<.0001	<.0001	<.0001
Aug.	15.9	<.0001	<.0001	<.0001	0.0516	0.0831	0.0027	0.0014		0.0033	<.0001	<.0001	<.0001
Sep.	15.7	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	0.0033		0.1700	<.0001	0.0008
Oct.	15.6	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	0.1700		0.0001	0.0225
Nov.	15.4	<.0001	<.0001	0.6637	<.0001	<.0001	<.0001	<.0001	<.0001	<.0001	0.0001		0.3630
Dec.	15.5	<.0001	<.0001	0.1962	<.0001	<.0001	<.0001	<.0001	<.0001	0.0008	0.0225	0.3630	

Table A3: Number of observed road users and distribution of road user types. Sites 11–15.

Site	Road users			
	n	Bicyclists	Pedestrians	Other road users
11	1,709	68%	32%	1%
12	1,503	90%	10%	0%
13	1,439	94%	5%	2%
14	577	69%	30%	1%
15	629	91%	9%	0%



Figure A1. Site 11, direction 1. Photo by Anna Niska, VTI.



Figure A2. Site 12, direction 2. Photo by Jenny Eriksson, VTI.



Figure A3. Site 13, direction 1 (left). Site 14, direction 1 (right). Photo by Gunilla Sörensen, VTI.



Figure A4. Site 15, direction 1. Photo by Gunilla Sörensen, VTI.

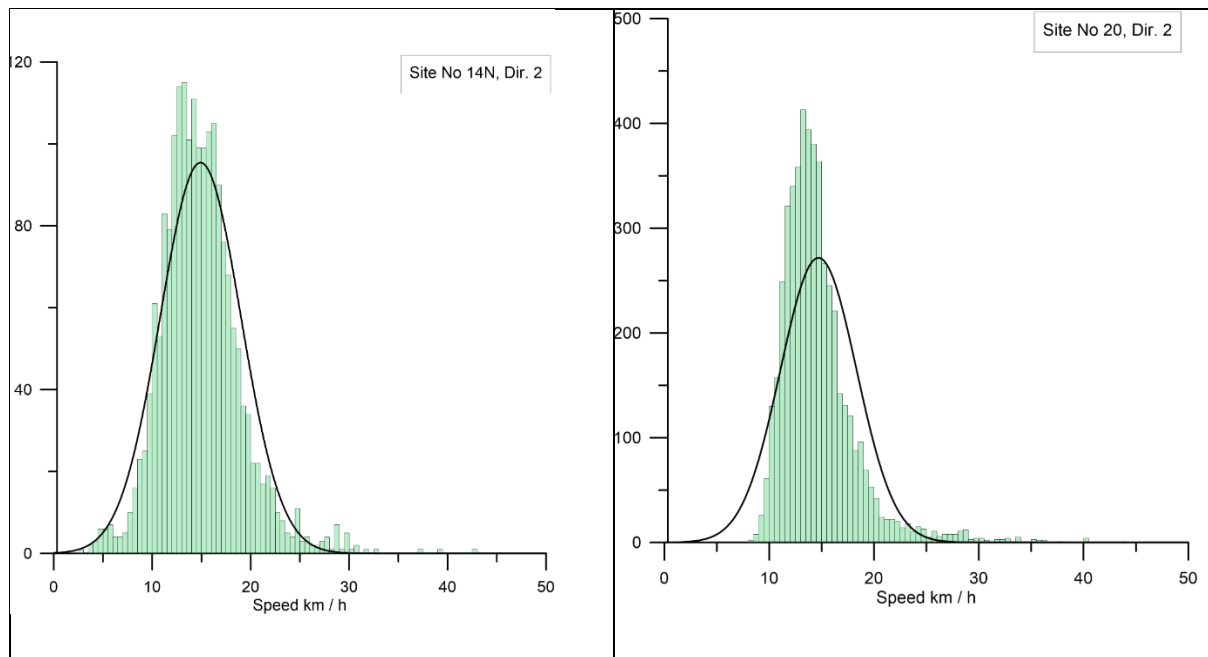


Figure A5. Examples of symmetric and non-symmetric distributions of cycle speeds at site 14-N, dir. 2 (left) and site 20, dir. 2 (right). The black curve illustrates the normal distribution. Observe the differences in the scale at the y-axis.

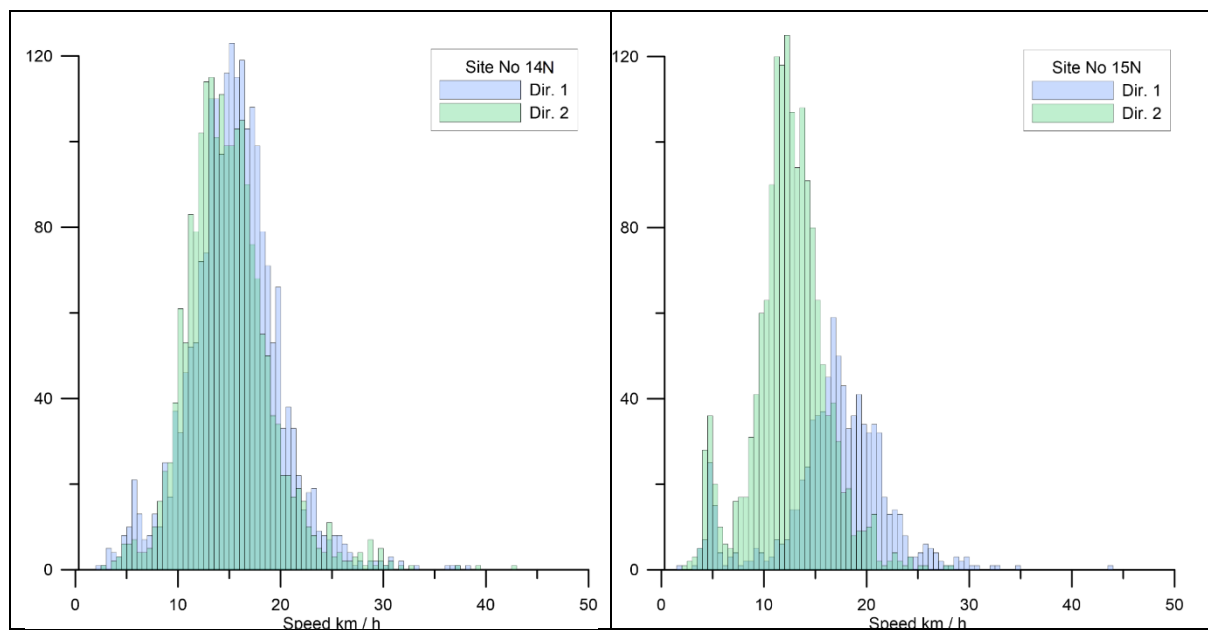


Figure A6. Directional speed distribution of sites 14-N (left) and 15-N (right).

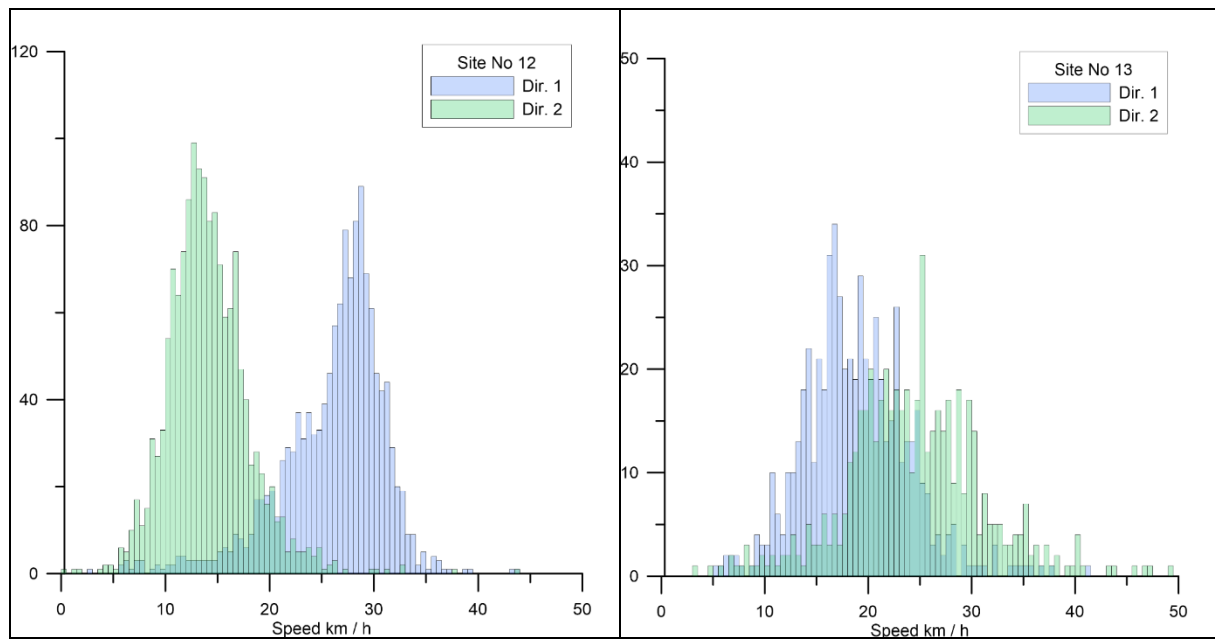


Figure A7. Directional speed distribution of sites 12 (left) and 13 (right).

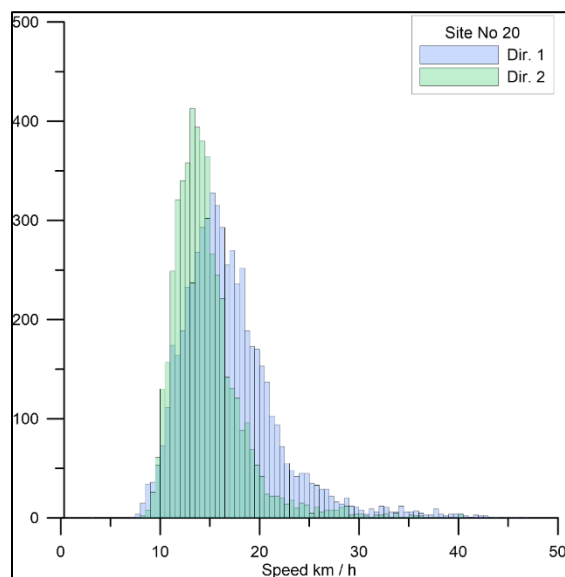


Figure A8. Directional speed distribution of site 20.