We developed and validated an observation technique with special regard to pedestrian - vehicle conflicts. For validation purposes only conflicts observed at black spots can be handled in a conventional manner. Correlation coefficients between accident and conflict data from 12 marked crosswalks in signal - controlled urban intersections show significant values for through traffic and the total number of car - pedestrian events.

To validate the PCT on road sections with low car - pedestrian accident frequency, we had to compile the number of accidents within comparable road segments over a period of 8 years. After working out a system to categorize different kinds of urban streets, we observed encounters and conflicts on 8 road sections which all belong to the same category. Whereas the conflicts observed failed to correlate significantly with the accident data, the encounters between vehicles and pedestrians accounted for more than 90 % of the accident variance.