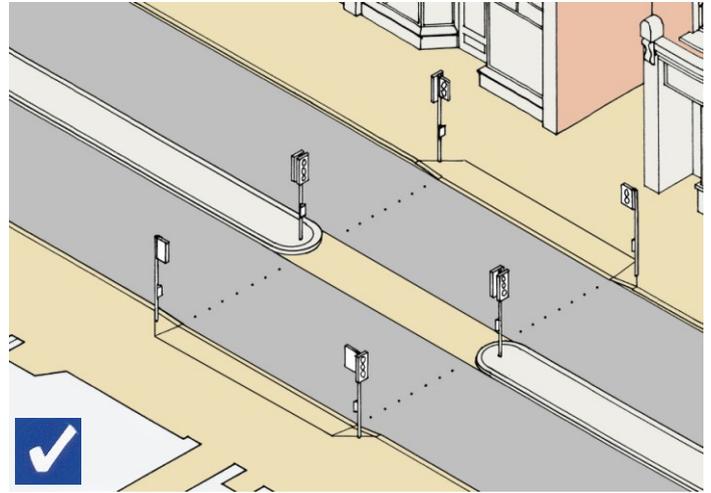
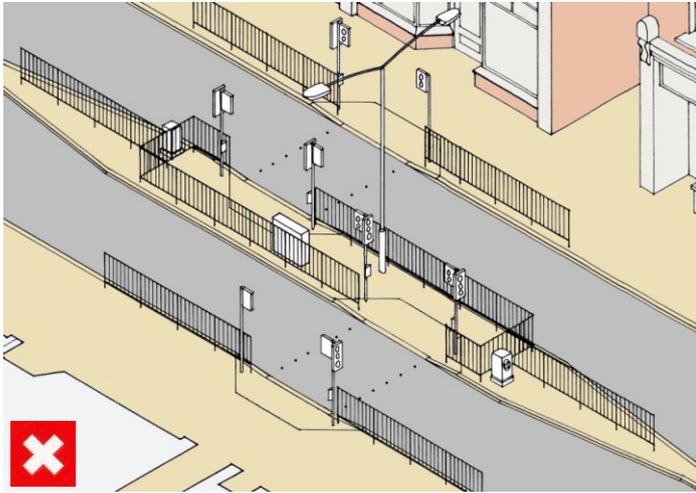


Crossings which are comfortable, elegant and safe



A typical two stage crossing which has a reasonable safety record

The same crossing redesigned to be more convenient and comfortable

COMFORTABLE CROSSINGS

Pedestrian crossings should be comfortable for people to use. For example, two-stage signal controlled crossings are less than ideal in this respect. The typical staggered arrangement increases walking distances and crossing times increase due to the need to cross in two stages.

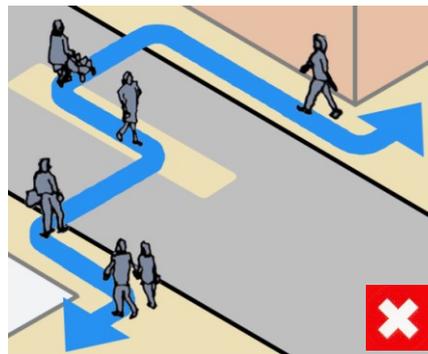
Direct single stage crossings are more convenient, being shorter and quicker to use. If traffic conditions allow, it may be possible to convert existing two-stage crossings to direct single stage crossings.

If traffic volumes are such that a two stage crossing is necessary, it can still be in a straight line if the central refuge is wide enough for pedestrians to realise that they are clearly using two separate crossings.

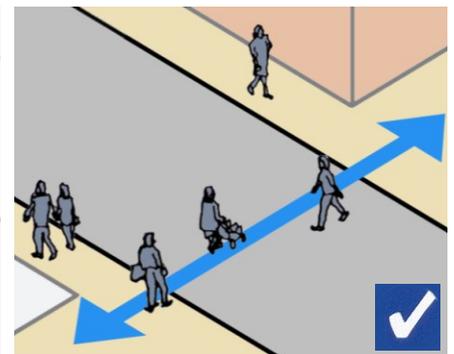
Elsewhere, crossing distances can be reduced (and traffic can be calmed) by installing build-outs to narrow the road at the crossing point. The minimum width for many controlled crossings is 2.8m. Wider crossings can give people the comfort of not feeling hemmed in and caught up in a mass of other pedestrians.

Many crossings still have long lengths of guard-railing, much of which might now be considered unnecessary.

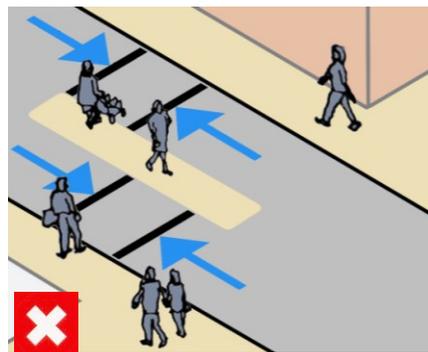
The Department for Transport's Local Transport Note LTN2/09 Pedestrian Guardrailing offers an assessment procedure to evaluate the need to install or remove pedestrian guardrailing, particularly at pedestrian crossings and road junctions. Since 2009 Transport for London has adopted simplified methods, the most recent version is explained on page 15.



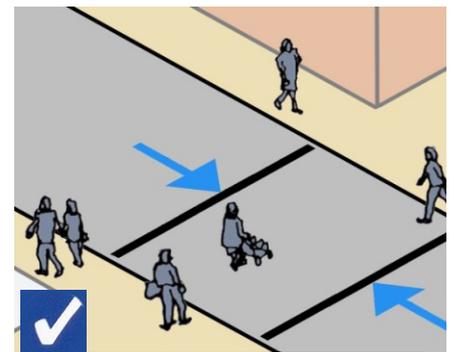
Pedestrians have to go out of their way



Pedestrians can walk in a direct "desire" line



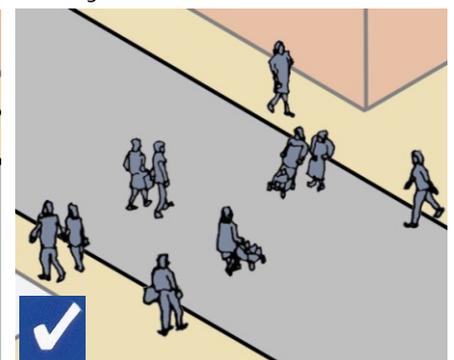
Crossings are usually 2.8 metres wide



Crossings can be as wide as 10.0 metres



A less complicated crossing does not need guardrailing



Tactile paving and road markings on the diagrams omitted for clarity