

# Design street corners for the safety and convenience of pedestrians



Large corner radii allows drivers to turn without slowing very much



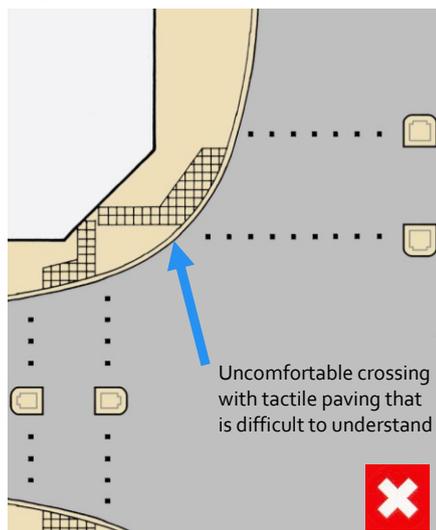
## ROADS DESIGNED FOR VEHICLES

At many street corners the layout and geometry of the kerb puts people on foot at a disadvantage.

The wide sweep of the kerb helps drivers to get around the corner with the least amount of effort and often without needing to slow down very much.

Entrances to service access roads are often designed primarily for the ease and convenience of the drivers of heavy goods vehicles. As a result the distance for pedestrians wishing to take a direct route across the access road increases.

Tighter corner radii reduce the crossing distance and encourage lower speed.



Generously curved kerbs for vehicles often result in uncomfortable places for people to cross

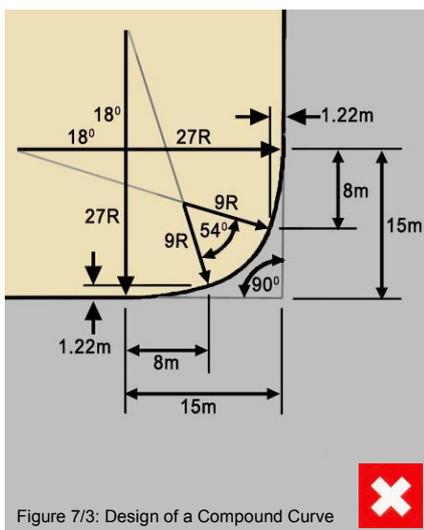


Figure 7/3: Design of a Compound Curve

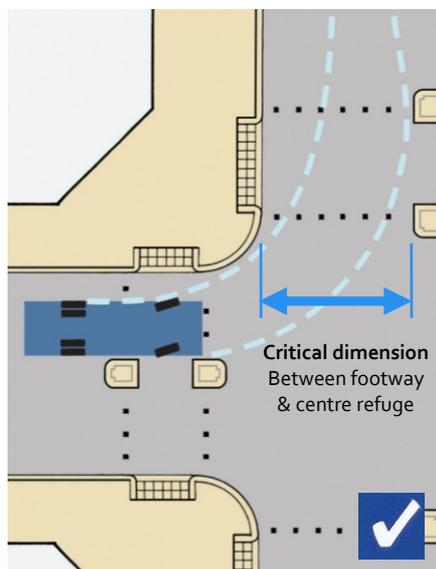
## CONVENTIONAL ROAD DESIGN STANDARDS

Before the Manual for Streets was published road design tended to concentrate on the efficient movement of traffic. The radii of kerbs at street corners were designed to be large enough to allow for the efficient turning of large vehicles

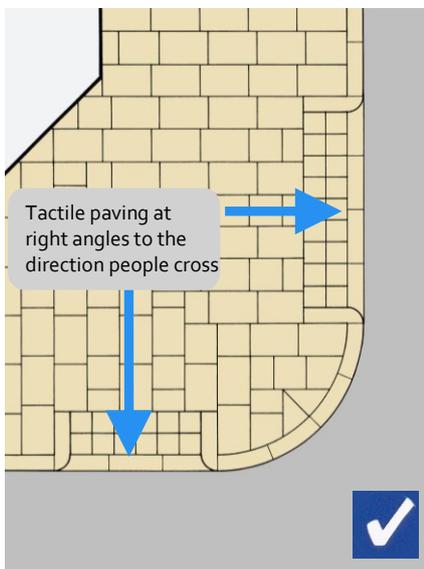
Pedestrians could be expected (often enforced by guardrailing) to walk some 15 metres back from the corner to find a safe place to cross.

In practice, people tended to take the most direct route, possibly walking on the outside of the railings at a place where drivers did not expect to see pedestrians in the road.

This illustrates that schemes designed to conventional road design standards are not automatically safe.



Vehicles need enough space to turn



Tactile paving is easier to use at sharp corners

## NEW THINKING

It is now accepted that road junctions can be designed to cater for both the efficient movement of traffic and ease of crossing.

People prefer to walk in a direct line, and small corner radii allow the crossing points to be positioned closer to the desire line while encouraging drivers to turn more slowly.

The kerb radius does not have to follow the tracking line of the rear wheel of the vehicle, if there is sufficient room in the road for the vehicle to turn.

The tighter kerb radius also makes it easier for the detailed construction of the dropped kerb ramp, tactile paving and the kerb itself to be combined in a visually co-ordinated neat paving design. Because there may be occasional wheel overruns, the edge of the kerb at the corner may need to be strengthened.