



Desire lines

If there are shops, services, schools or housing across the road then it is important to consider their location when designing pedestrian crossings. Pedestrians will have natural desire lines which are important to bear in mind.

Views of local people

As well as observing where most people cross and want to cross the road to identify the right site you should also consider what people want. You may wish to do an informal questionnaire with local people to find out what they think should be considered to tackle the problem you have identified.

Speed limit in the road

In areas where the speed is over 30 miles per hour a signalised crossing is more suitable particularly if there are a lot of people who want to cross there. If the road has a 20 mph limit or is in a 20 mph zone then a zebra crossing or a central refuge, with a raised table, may be more appropriate. 20 mph speed limits can help make vehicle speeds slow enough for people to cross informally more easily.

Layout of the road

Busy roads with four arms of a junction necessitate signalised crossings. In these cases we would like to see diagonal crossings, where possible, to help pedestrians cross the road directly, safely and with confidence. If the layout is a T junction and the speed is low the minor road could use a zebra or refuge, however the major road may need a signalised junction.

Number of pedestrians and vehicles

Where there are large numbers of pedestrians crossing it is necessary to ensure the pedestrian crossing width accommodates them. If there are more pedestrians than vehicles then we think more priority should be given to pedestrians by providing more frequent opportunities to cross and longer crossing periods.

Variation during the day

It's important to consider if vehicle and pedestrian flows are different throughout the day. If for example there are high pedestrian flows before and after school then a lollipop person might be more appropriate or a zebra crossing or central refuge.

Age, mobility of pedestrians

Where there are significant numbers of older or disabled pedestrians, for example outside health centre on a busy road, then consideration should be given to

signalised crossings which can help more vulnerable people to establish priority and determine when it is safe to cross the road.

Carriageway width

Depending on the width of the road it might be necessary to build in refuges in the centre of the road to aid informal crossing. Alternatively pavement build outs help pedestrians get across the road more safely by reducing the crossing width and making pedestrians visible to oncoming vehicles avoiding the need to cross between parked cars.