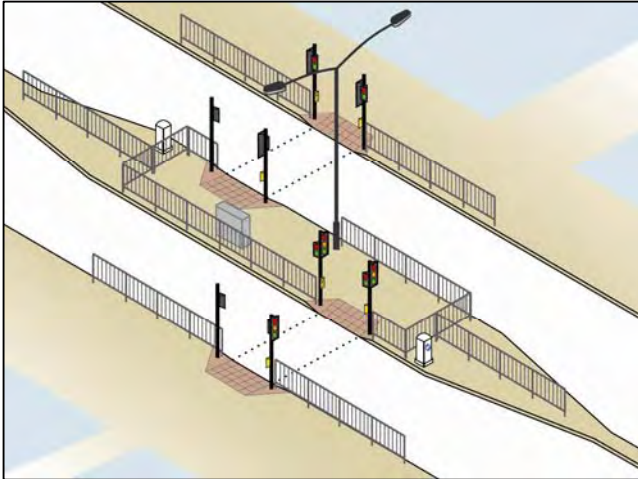
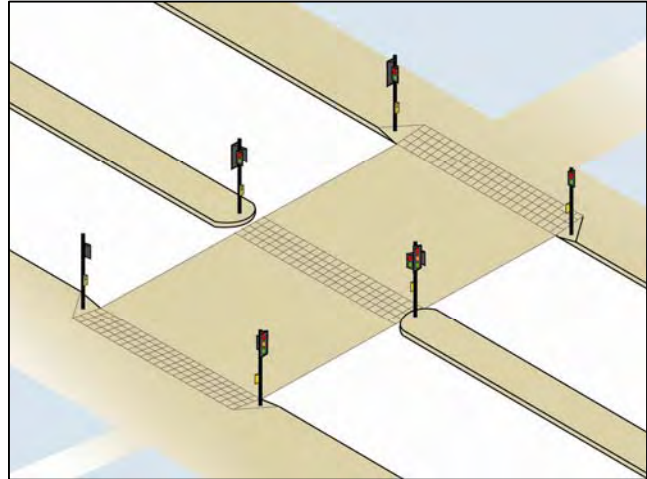




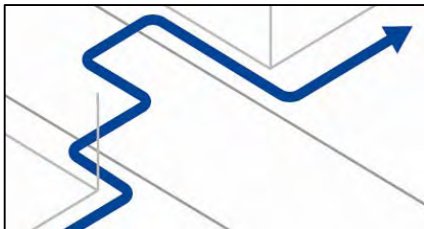
CROSSINGS THAT ARE CONVENIENT, COMFORTABLE AND LESS CLUTTERED



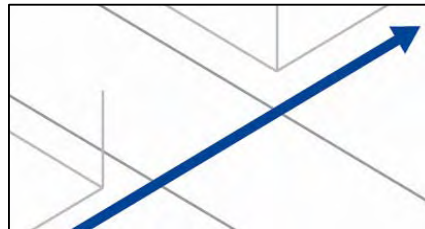
A typical two stage crossing which has a reasonable safety record



The same crossing redesigned to be more convenient and comfortable



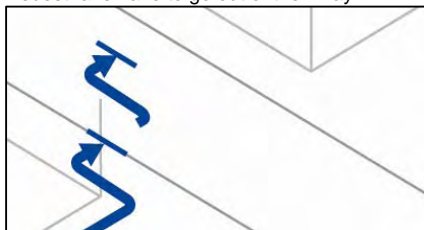
Pedestrians have to go out of their way



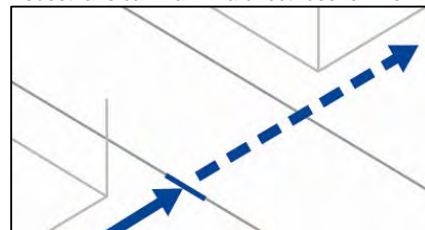
Pedestrians can walk in a direct "desire" line

MORE THAN JUST SAFE

To encourage pedestrians to use a crossing it should be as close to the normally used "desire" line as possible. People look for convenience and tend to take the most direct line that they can. In this case it is between two pedestrian passages.

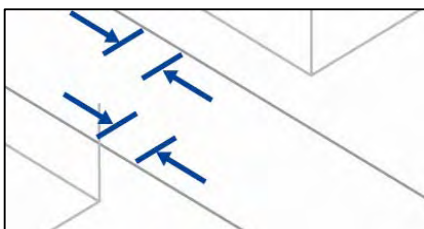


Pedestrians have to wait twice to cross

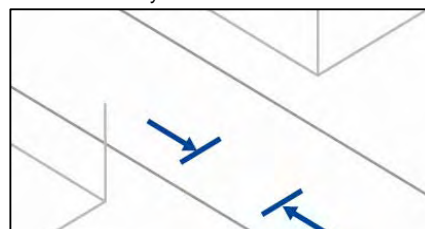


Pedestrians only have to wait once to cross

The more times that pedestrians have to wait and decide when it is safe to cross, the more decisions they have to make. It is far more convenient to be able to go straight across the road rather than in two stages. Convenient crossings will be more used and safer.



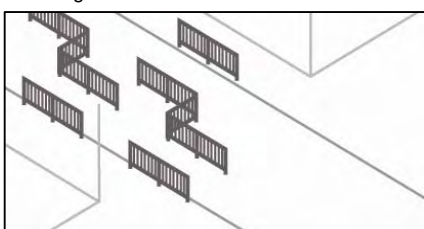
Crossings are the standard 2.800 wide



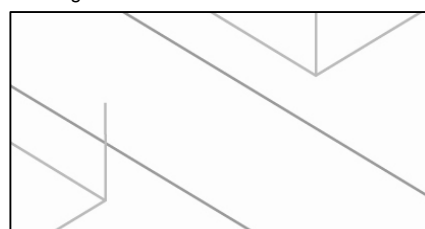
Crossings can be as wide as 10.000

ADDED ATTRACTIONS

Crossings that are wider give people the comfort that they are not being hemmed in or being reluctantly allowed to cross by drivers. A wide crossing gives people space and the feeling that they are entitled to cross in their own time.



Guardrailing has no statistical effect on safety and so is not needed



Complicated crossings seem to need long lengths of guardrailing. But there is no evidence that it has an effect on safety. A less cluttered crossing makes a positive contribution to the streetscape and so adds to the overall quality of the street.