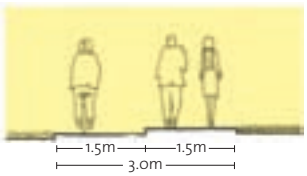
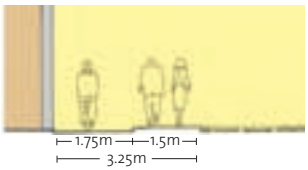
4.1 WALKING

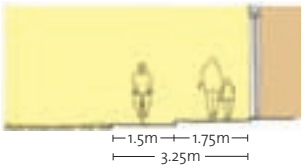
A wide, well lit underpass in Grant Park, USA



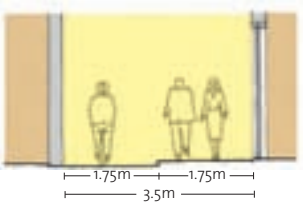
Kerb segregated facility open on both sides



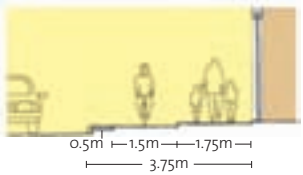
Kerb segregated facility bounded on cycle track side



Kerb segregated facility bounded on footpath side



Kerb segregated facility bounded on both sides



Kerb segregated facility bounded on footpath side with verge between cycle track and adjacent carriageway

Minimum dimensions for shared cyclist / pedestrian routes, segregated by a change in level

The needs of people on foot require careful analysis, and should be paramount in development layouts.

4.1.1 THE PEDESTRIAN ENVIRONMENT

Pedestrians and cycle-friendly streets

It is a useful approach to design the pedestrian environment using the 'Five C' principles:

- **Connections**
  Do good pedestrian routes connect the places where people want to go?
- **Convenience**
  Are routes direct, and are crossings easy to use? Do pedestrians have to wait more than 10 seconds to cross roads?
- **Convivial**
  Are routes attractive, well lit and safe, and is there variety along the street?
- **Comfortable**
  What is the quality and width of the footway, and what obstructions are there?
- **Conspicuousness**
  How easy is it to find and follow a route? Are there surface treatments and signs to guide pedestrians?

If the street is designed for low speeds, pedestrians, cyclists and vehicles can mix safely. Generally speaking conventional streets provide the most convenient, direct routes to places which cyclists and pedestrians, like everyone else, want to get to.

Cyclists, pedestrians and cars can learn to live together. Freiburg, Germany