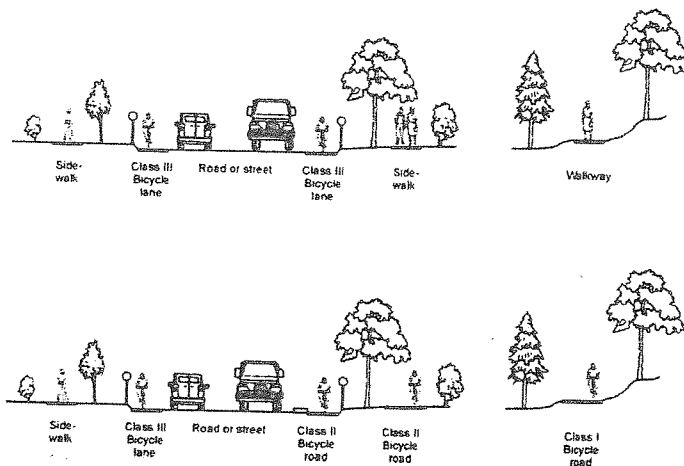


## Classification of pedestrian ways



## Need for sidewalks and walkways

- **The sidewalk and walkway is one of the most important facilities that can be provided for pedestrians** (together with pedestrian crossings, kerb ramps and refuge islands). Sidewalks are often associated with significant reductions in pedestrian accidents and the improvement of mobility for pedestrians (Ogden, 1994). Sidewalks (and walkways) should therefore be part of every street and road, except those on which pedestrians are not allowed or which are not used by pedestrians. In urban areas, particularly, sidewalks should be installed even if pedestrian traffic may be light (Otak, 1997).
- In areas where sidewalks and walkways have not been provided, programmes should be put in place to gradually construct sidewalks and walkways. Priority can be given to streets and roads on which sidewalks are most urgently required, but the intention should be, in urban areas, to provide a sidewalk on every street used by pedestrians. Even in rural areas, sidewalks should be provided on roads used by significant number of pedestrians.

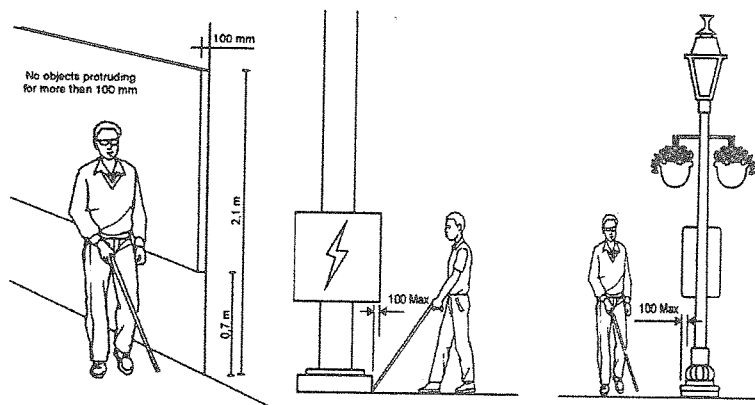


## Design elements for pedestrian ways

- **Minimum width**
  - Sidewalks/walkways with buffer strip
    - Minimum width: 1,5
    - Desirable width: 1,8
    - Buffer strip width: 0,6
  - Sidewalks/walkways without buffer strip: 1,8 m
  - Sidewalks in Business Centres 2,5 – 3,5 m
- **Protruding objects and obstructions**
  - Protruding objects are potentially hazardous, and can cause bodily harm to persons, particularly to persons that have visual impairments. A vertical clearance interval of 2,1 m should be provided below all elements that overhang a sidewalk or walkway, such as awnings, banners, tree branches, and road signs.
  - No object (except handrails) should protrude more than 100mm horizontally into the sidewalk or walkway space if such object is located between 0,7 m and 2,1 m from the pavement surface.



## Design elements for pedestrian ways



# Part 1. Design Controls

## Standards

The Guidelines for Bicycle Facilities have classified 4 types of bicycle paths as indicated below.

	<p><b>CLASS 1</b> Path on independent alignment and reserved for either cyclists, or cyclists and pedestrians, only.</p>
	<p><b>CLASS 2</b> Path which is located within a road reserve and separated from other traffic and for the use of cyclists, or cyclists and pedestrians, only.</p>
	<p><b>CLASS 3</b> Path forming part of a street or carriageway and marked accordingly. This path is also known as a cycle lane.</p>
	<p><b>CLASS 4</b> Path located on a low volume street to serve as a link in a network of bicycle paths. The path is indicated by signs and markings.</p>

2 way Isted = 3m  
Munster = 2,5m.

Cycle lane width  
1,2 absolute min  
1,5m desirable

1,5m | Quiet streets only. 30-40 km/h

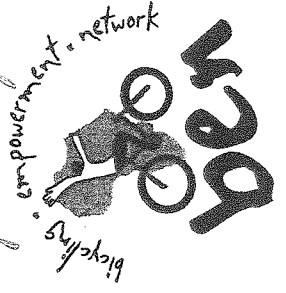


On concrete routes separate cycles of pedestrians

Intersections of access can be a problem - class 2 has to be done very carefully.

Bike symbol + colour differentiation

no lane but put sep cycle signs.



Roadmarkings signs and traffic signals have all been standardised. Route markers are encouraged for continuity and information for cyclists.