**Read the text. Get ready to answer the questions and discuss the topic.**

STREET DESIGN FOR PEDESTRIANS

In designing streets and areas for pedestrians, the proximity of shops and public facilities and the identity of the area should be prioritized. Furthermore, the main concerns of pedestrians should be addressed: safety, quietness and quality of life.

In town centres, pedestrian areas may present disadvantages owing to excessive noise or an increase in property rents that forces out poorer residents. A mixed solution is often preferable to preserve the balance between the centre and other areas of a city. The “**30-zones**” (car speed restricted to 30km/h) and “**15-zones**” ( ~ … to 15km/h) are designed to create a so-called space *to live*, where the pedestrian feels safe and comfortable, car speed is reduced and car parking is restricted. In these areas, enjoyable shortcuts can be designed between the main public places. A major advantage of the “30-zones” is that they can be set up progressively, at a reasonable cost, and developed as new opportunities arise; “15-zones” are more easily installed in newer areas and prove effective and are particularly appreciated in commercial and residential areas, where traffic levels are low. If streets are pedestrianized and access by traffic prohibited, it is important to maintain routes for cyclists. Otherwise, the scheme may be counterproductive by encouraging walking but deterring cycling.

In other areas, enlarging pavements and improving intersections can increase safety and comfort. Urban furniture and greenery can be used to make pedestrian routes more attractive. They also help to identify pedestrian zones. **Bollard**s (тумба) can be erected to prevent car parking on the pavement. They should not be used indiscriminately, but only when their installation causes less of an obstacle to pedestrians than the potential occupation of the space by vehicles.

At crossroads, the continuity of the route can be improved by **short ramps** (схил, похила площина), with a slope no steeper than 8%, ensuring the easy movement of **wheelchairs** (інвалідний візок) and elderly people. Many types of installation and equipment, such as **hump**s (згірок) or priority **lane**s (доріжка), can reduce the risk and seriousness of collisions with cars or cyclists. In very steep streets, escalators or other mechanical devices can be installed to ensure that everyone can use the streets without difficulty.

**Answer the questions to the text:**