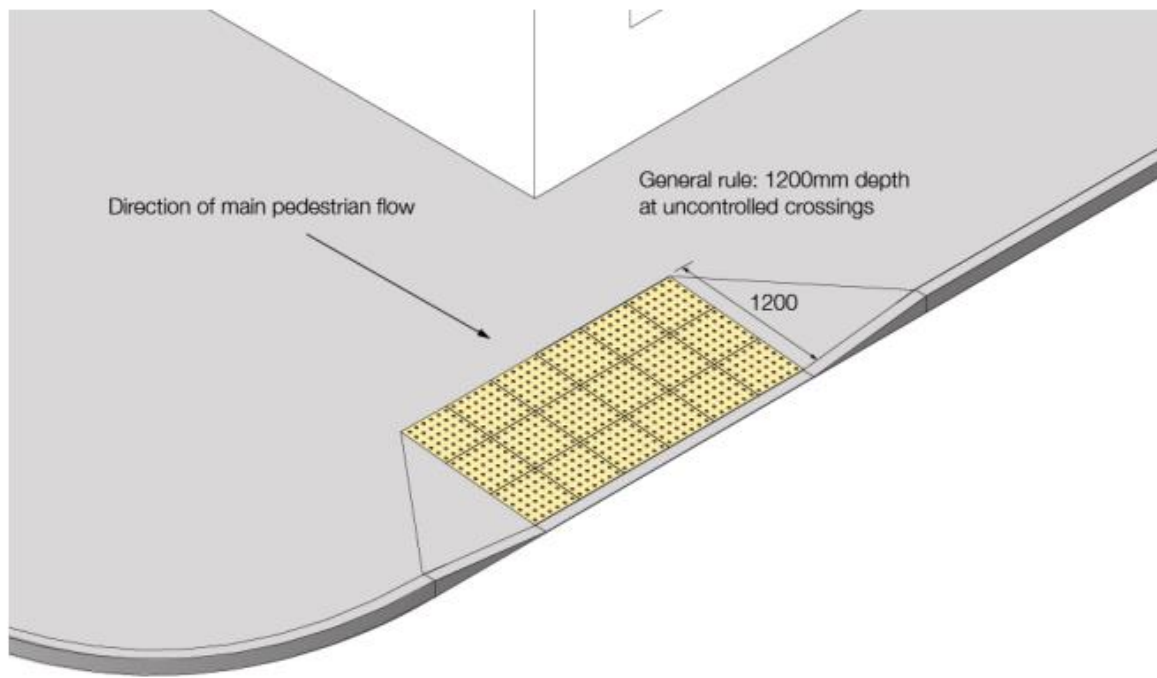


Annex B: Dropped crossing methodology

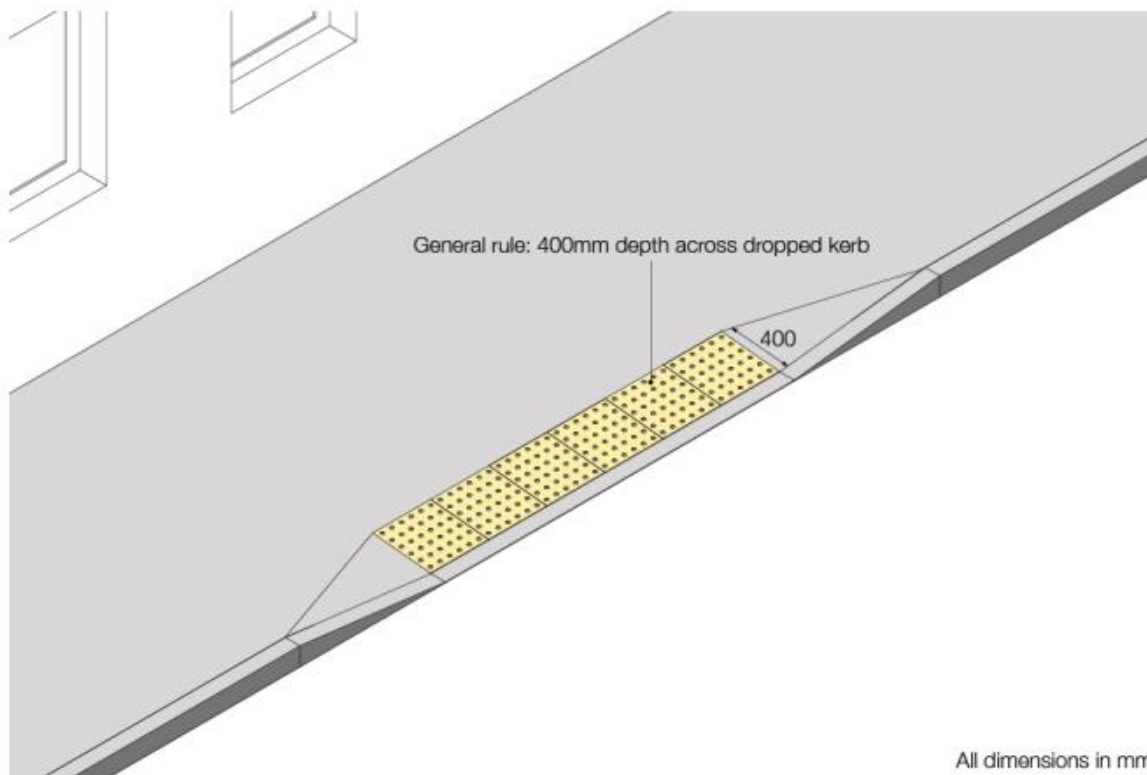
- Approach to design options (See glossary below for definitions):
 - Option 1 – Can an uncontrolled crossing point (pair of dropped kerbs with tactiles, with gradient not exceeding 1:12 as specified in [national guidance](#) and shown in **Figure 5B** below and standard detail at the end of this document) be delivered? If not;
 - Option 2 – Can a reduced depth uncontrolled crossing point be delivered (pair of dropped kerbs with tactiles, with gradient not exceeding 1:12 as specified in [national guidance](#) and shown in **Figure 5A** below and standard detail at the end of this document)? If not;
 - Option 3 – Can an uncontrolled raised crossing point with tactiles be delivered (key considerations include height and gradient, drainage, road marking, signage and lighting – the introduction of a 20 mph zone for the City Centre may be required to enable the delivery of raised crossings)? If not;
 - Option 4 – Can an uncontrolled crossing point with tactiles be provided using build outs (key considerations include height and gradient, carriageway widths, potential parking issues, drainage, required signage and lighting)? If not;
 - Option 5 – Can an uncontrolled crossing point with tactiles be provided by dropping the full width of the footway on both sides (key considerations include height and gradient, potential parking issues, drainage)? If not;
 - Option 6 - Can another location nearby accommodate any of the options listed above? If not;
 - Option 7 – Can a dropped kerb without tactiles be delivered (not compliant with guidance due to gradient and/or lack of matching dropped kerb opposite for example)?

Figure 5B: Layout of the blister surface at an in-line uncontrolled crossing point



All dimensions in mm

Figure 5A: Layout of the blister surface at an inset uncontrolled crossing point



All dimensions in mm

Source: [Guidance on the Use of Tactile Paving Surfaces](#)

CROSSING POINTS GLOSSARY (at grade crossings)

Controlled crossings: A facility provided to help people cross a carriageway but where they have priority over motorised traffic.

Types of controlled crossings include:

- Zebra crossings; and
- Signalled controlled crossings.

Uncontrolled crossings: Uncontrolled crossings do not afford pedestrians any particular priority over motorised traffic, although some layouts may result in some drivers deciding to give way. Some pedestrians may decide to assert priority over drivers, but this cannot be relied on.

Types of uncontrolled crossings include:

- Dropped kerb crossings;
- Flat-topped road hump;
- Refuge/central reservation (allowing crossing in two stages on wider roads, generally not applicable to city centre streets);
- Build-out;
- Side road entry treatment;
- Blended junction or continuous footway (level walking surface where drivers cross the footway, which continues across the junction – applicable to side roads).



Dropped kerb with tactile paving



Kerb build-out



Pedestrian refuge



Side road entry treatment and speed table

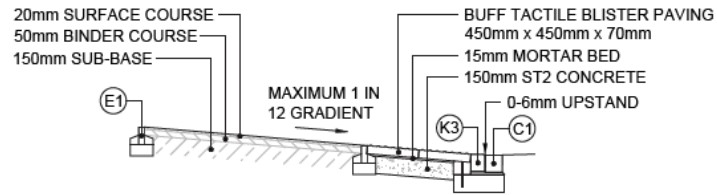


Flat top road hump / raised crossing table

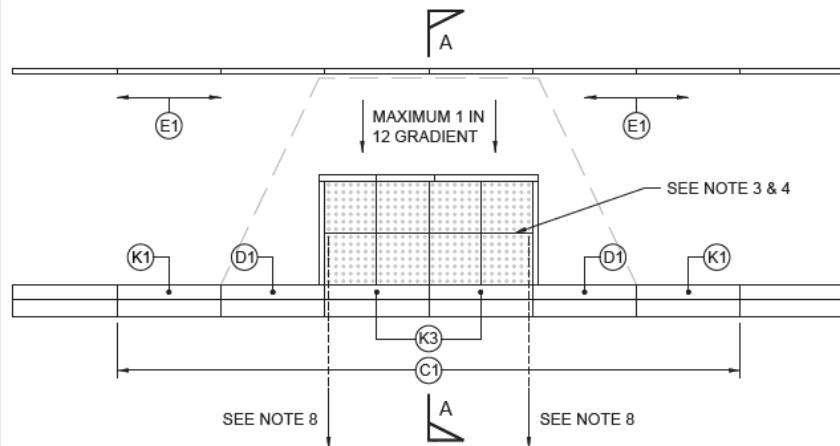


Blended junction/continuous footway (footway continues across side road junction)

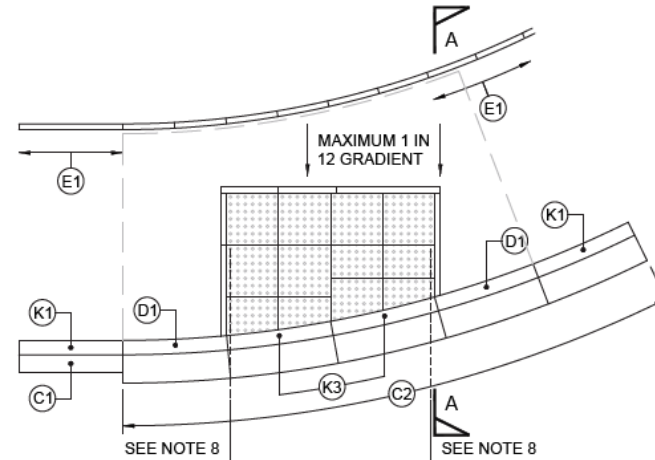
Source: [CIHT Designing for walking](#)



SECTION A-A



TACTILE PAVING ARRANGEMENT ON STRAIGHT SECTION



TACTILE PAVING ARRANGEMENT ON RADIUS

NOTES

1. DRAWING TO BE READ IN CONJUNCTION WITH CYC/1100/002 AND CYC/1100/014.
2. THE CROSSING POINT SHALL BE A MINIMUM OF 4 SLABS WIDE.
3. TACTILE PAVING SLABS SHALL BE A BLISTER SURFACE 450mm x 450mm x 70mm, UNLESS THERE IS A RESTRICTED FOOTPATH WIDTH WHERE 400mm x 400 x 65mm SLABS CAN BE USED WITH AGREEMENT WITH THE CYC ENGINEER.
4. ONE TACTILE SLAB DEPTH CAN BE USED WHEN THERE IS A RESTRICTED FOOTPATH WIDTH WITH AGREEMENT WITH THE CYC ENGINEER.
5. THE PAVERS SHALL BE BUFF COLOUR (OR AN AGREED CONTRASTING COLOUR).
6. THE PAVING SHALL INCLUDE EDGING KERBS WHEN IN BITUMINOUS CONSTRUCTION.
7. NO SLAB SHALL BE CUT LESS THAN A THIRD OF THE TOTAL SLAB SIZE.
8. THE DOMES OF THE BLISTER SURFACE MUST DIRECTLY LINE UP WITH THE DOMES ON THE OPPOSITE SIDE OF THE ROAD.



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DRAWING TITLE
TACTILE PAVING - UNCONTROLLED CROSSINGS

ORIGINATING GROUP
HIGHWAYS

PROJECT TITLE
STANDARD DETAILS

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Drawn by JN	

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CYC/1100/013

