

Tactile Paving Guidance B 1988 – Refuges extract

Guidance on the use of Tactile Paving Surfaces 1998

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Guidance on the Use of Tactile Paving Surfaces was first published in 1998 and reprinted in 2000 – the 2007 date on the website refers to when it was first put online. The website version contains the same advice as that published in 1998.
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Extract of some general information and all of the the specific text regarding pedestrian refuges [excluding staggered and triangular pedestrian islands].

WARNING SURFACES

Chapter 1 Blister Surface For Pedestrian Crossing Points

1.1 Purpose

• **The purpose of the blister surface is to provide a warning to visually impaired people who would otherwise, in the absence of a kerb upstand >25mm high, find it difficult to differentiate between where the footway ends and the carriageway begins. The surface is therefore an essential safety feature for this group of road users at pedestrian crossing points, where the footway is flush with the carriageway to enable wheelchair users to cross unimpeded.**

The Disabled Persons Act 1981 requires highway authorities to "have regard to the needs of disabled persons when considering the desirability of providing ramps at appropriate places between the carriageways and footways"

1.5 Layouts

1.5.1 Controlled crossings

1.5.1.5 Pedestrian refuges and other larger pedestrian islands

- Where pedestrian refuges form part of the crossing, the layout on the refuge will vary according to the space available and any other features which are located on it. Advice on this detail is contained in 1.5.3.
- It is important, however, that the blister surface is not installed on splitter islands where it is not generally intended that pedestrians should stop.

1.5.2 Uncontrolled crossings

1.5.2. 7 Pedestrian refuges

- Where pedestrian refuges form part of the crossing, the layout on the refuge will vary according to the width of the refuge and any other features which are located on it. Advice on this detail is contained in 1.5.3.
- If the refuge is not intended as an area for pedestrians to wait, as in the case of splitter islands, then the tactile surface should not be installed.

1.5.3 Pedestrian refuges and other larger pedestrian islands

The layouts described in this section apply equally to controlled and uncontrolled crossings. As previously indicated, however, the colour of the material will depend on whether the crossing is controlled or uncontrolled (see 1.5.1 and 1.5.2 for definitions). Where the refuges/islands are in conservation areas some relaxation of the colour requirements may apply (see 1.5.6).

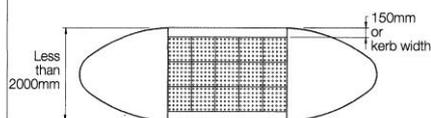
1.5.3.1 Standard pedestrian refuge

- Where the refuge is less than 2m depth - the surface should be laid across the **full** width, set back behind the kerb or 150mm from the edge of the carriageway (where the refuge is at carriageway level) on both sides (Figure 10 page 43).
- Where the refuge is two metres or more in depth, two rows of the tactile surface 800mm deep should be provided. Each row should be set back behind the kerb or 150mm from the edge of the carriageway (where the refuge is at carriageway level) on both sides (Figure 11 page 43).

1.5.3.2 Staggered pedestrian island

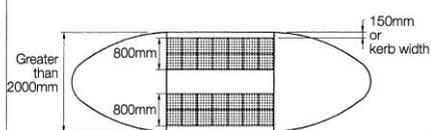
1.5.3.3 Triangular pedestrian islands

Figure 10: Layout of blister surface on standard refuge less than 2m wide



Notes: 1) Not to scale.

Figure 11: Layout of blister surface on standard refuge greater than 2m wide



Notes: 1) Not to scale.

Although it is not explicitly stated in the Guidance that blister/tactile surface must be installed at refuges [either controlled or uncontrolled crossings] it is quite clearly implicit that the surface should be installed at refuges where there is tactile paving on the footways by the wording of the text coupled with the two figures showing the paving options depending upon the width of the refuge.

It should also be noted that pedestrians who rely on tactile paving will inevitably walk at a very slow pace and thus will often not be able to cross the whole road in the time available. Thus they need to be informed that they have reached a refuge where they can stop and wait in safety rather than continuing across the second half of the road when traffic is flowing.

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