

Roads Service Policy & Procedure Guide: RSPPG_E010

Title: Use of Tactile Paving Surfaces

Author : P C Morrison RSHQ
Owner : Director of Engineering
Version : 1
Date Issued : 2nd May 2000

Classification

Procedure Category : Engineering
Business Area : Transportation
Business Function : Traffic Policy
Business Activity : Provision for the Disabled

Notes

Development of this RSPPG was completed before the new format and procedures for the Roads Service Manual were implemented. The policy has, however, been set out in the new format. In the preparation of this RSPPG both Disability Action and Planning Service were consulted.

Certification

This document complies with Roads Service Policy, and is to be implemented with effect from the date of issue.

(Signed) V Crawford Director : Engineering

Certification Date: 3rd May 2000

CONTENTS

1	INTRODUCTION	3
1.1	Purpose	3
1.2	Definitions	3
1.3	Background	3
1.4	Implementation	4
1.5	Costs and Benefits	4
2	ROADS SERVICE POLICY & PROCEDURES	5
2.1	Adoption of “Guidance on the use of Tactile Paving Surfaces”	5
2.2	General	5
2.3	Amendments to the Guidance Document	5
3	REFERENCES	9
3.1	General References	9

1 Introduction

1.1 Purpose

This Roads Service Policy & Procedure Guide (RSPPG): -

- a) Is aimed at those engaged in the design and provision of schemes that necessitate the alteration of road or footway kerb lines or levels.
- b) Is aimed at those engaged in the design and provision of schemes that include the provision of controlled and uncontrolled pedestrian crossing points.
- c) Draws into Roads Service policy the Department of the Environment, Transport & the Regions (DETR)/Scottish Office (SO) publication "Guidance on the use of Tactile Paving Surfaces". Not all of this publication's recommendations are directly appropriate for application in Northern Ireland. This RSPPG also identifies and gives guidance on those areas where variations apply.

1.2 Definitions

1.2.1 All terms referred to in this RSPPG are defined/discussed in the document, "Guidance on the use of Tactile Paving Surfaces".

1.3 Background

1.3.1 Tactile paving surfaces are provided as amenities to increase the safety of and to allow easier access and movement for visually impaired pedestrians. Such surfaces are used to convey important information to visually impaired pedestrians about their environment.

1.3.2 "Guidance on the use of Tactile Paving Surfaces" was published by the Mobility Unit of the DETR in January 1999 (print date November 1998). After consideration by the Traffic Management Standing Advisory Group it was decided to adopt this publication, with appropriate variations, as Roads Service policy.

1.3.3 Section 19 of the Disability Discrimination Act 1995 indicates that it is unlawful for a service provider to discriminate against disabled people by making it "impossible or unreasonably difficult" for them to make use of services offered to members of the public. Section 21 imposes a duty on service providers to take such steps as is reasonable to make their services accessible to disabled people, including the removal or alteration of any physical feature of a service or provision of a reasonable means of avoiding that feature.

Version: 1

1.3.4 The Roads (NI) Order 1993, Article 127, places a requirement on the Department and any other person exercising a statutory power to execute works on a road to have regard to the needs of disabled or blind persons.

1.3.5 This RSPPG supersedes the parts of Circular No. Roads 3/94 "Access for People with a Disability", issued in June 1994, which refers to use of tactile paving surfaces.

1.3.6 Roads Service intends to produce a RSPPG on the provision of dropped kerbs.

1.4 Implementation

1.4.1 This RSPPG is to be implemented with effect from: **2nd May 2000.**

1.5 Costs and Benefits

1.5.1 With a view to making due allowance in their forward estimates, project managers will wish to take account of the cost implications of applying the policy and/or procedures in this RSPPG. They may also wish to be aware of the anticipated benefits deriving from the policy and/or procedures contained in the RSPPG.

1.5.2 The anticipated costs arising from the implementation of this RSPPG are:-

1.5.2.1 Staff direct running costs.

1.5.2.2 Costs associated with the provision and maintenance of tactile paving surfaces.

1.5.3 The anticipated benefits deriving from the implementation of this RSPPG are:-

1.5.3.1 Improved safety and mobility for visually impaired pedestrians by the use of tactile paving to convey important information to them about their environment. For example:

a) The appropriate provision of tactile blister paving, in conjunction with dropped kerbs, at controlled and uncontrolled crossing points.

b) Guidance on the use of other types of tactile surfaces in accordance with the distinct meanings assigned to them.

1.5.3.2 Consistency of approach to the design and provision of tactile paving surfacing throughout Northern Ireland and with the rest of the UK.

1.5.3.3 Clarification of the circumstances in which Roads Service will make such provision.

2 Roads Service Policy & Procedures

2.1 Adoption of “Guidance on the use of Tactile Paving Surfaces”

2.1.1 Insofar as it is appropriate to local circumstances, Roads Service shall adopt the DETR/SO document “Guidance on the use of Tactile Paving Surfaces”, as policy for the installation of tactile paving with the following additions, exceptions and amendments.

2.2 General

2.2.1.1 References to legislation, voluntary organisations, organisational arrangements, etc shall be interpreted as they would apply to their Northern Ireland equivalents. Specifically with regard to legislation:

- a) In Northern Ireland the equivalent legislation to the New Roads and Street works Act 1991 is the Street Works (Northern Ireland) Order 1995.
- b) In Northern Ireland the equivalent legislation to the Traffic Signs Regulations and General Directions (TSRGD), is the current version of the Traffic Signs Regulations (Northern Ireland) (TSR).

2.3 Amendments to the Guidance Document

2.3.1 Introduction.

2.3.1.1 “Using these guidelines”, page 9, after 1st paragraph on right, insert: “Consultation shall take place with Disability Action and local groups representing visually impaired people (see Contacts section).”

2.3.1.2 “Using these guidelines”, page 9, after 2nd paragraph on right, insert: “Dropped kerbs and tactile paving on one side of the carriageway should generally be mirrored with similar provision on the other. Where possible, street furniture should be located so that it does not obstruct pedestrian movement along footways. Such furniture and bollards should generally be not less than 1000mm high (800mm min) with good colour contrast to aid the visually impaired. Where posts are not likely to be readily visible to pedestrians, a yellow or white band not less than 140mm nor more than 160mm may be provided on the post, the lower edge of the band being not less than 1500mm nor more than 1700mm above ground level.”

2.3.1.3 “The role of consultation”, page 10, after last paragraph, insert: “In certain situations consultation with Planning Service may be appropriate where installation of tactile paving surfaces is taking place on an area wide basis. Examples include pedestrianisation schemes, conservation areas, in the vicinity of listed buildings and as part of traffic calming schemes.”

2.3.2 Chapter 1, Blister Surface for Pedestrian Crossing Points.

2.3.2.1 1.1 "Purpose", page 13, 1st paragraph, 1st sentence: Delete: "absence" and replace with "case".

2.3.2.2 1.1 "Purpose", page 13, 4th paragraph, 1st sentence: Delete "all" and replace with "most". Also, after 1st sentence insert: "In exceptional circumstances, a 10mm max kerb show may be retained where the absence of a vertical upstand between the carriageway and the footway would create drainage or water ponding problems."

2.3.2.3 Figure 1 C, page 14: See 2.3.2.2.

2.3.2.4 1.3 "Application", page 18, after paragraph top left starting "Facilities such as..." insert: "Guidance on pedestrian facilities for the visually impaired at signal controlled crossings is contained in RSPPG_E009, issued on 21 April 2000."

2.3.2.5 1.3 "Application", page 18, after paragraph top left starting "Partially sighted people are..." insert: "Provided a good colour contrast is achieved between the carriageway surface, the kerb and the tactile surface, the use of white paint or markings may not be necessary."

2.3.2.6 1.5.1.2 "General Layout", page 19 insert additional paragraphs: "Care should be taken to ensure that all traffic signal poles with push button units are situated not more than 750mm from the kerb and not more than 1000mm from the edge of the blister tactile surface. This is to allow visually impaired pedestrians to access the push button while standing on the tactile surface. Push button units should, where possible, be mounted on the crossing side of the pole.

The edge of the tactile surface should not extend beyond the line of studs at controlled crossings or the foot of dropper kerbs at uncontrolled crossings."

2.3.2.7 Figure 3, page 20: See 2.3.2.6.

2.3.2.8 1.5.1.4 "Private forecourts", page 22. Delete existing paragraph and insert: "In cases where the building line is on a private forecourt that can be accessed by pedestrians, the attention of the private forecourt owner should be drawn to the recommendation that the blister tactile surfacing be extended back to the building line. Records should be kept of these approaches. Divisions should not, generally, become responsible for introduction or maintenance of the facility."

2.3.2.9 1.5.2.5 “Acute angled junctions”, *page 26 after section insert*: “While recognising the benefits of reducing the carriageway crossing distance by the layout shown in Figure 8, circumstances may arise where the crossing must be located parallel to the main road of the junction. Such cases should first be discussed with the local Disability Action officer. The tactile surface shall be arranged so that the texturing indicates crossing direction.”

2.3.2.10 1.5.5.1 “Traffic calming, General layout”, *page 35, after bold text insert*: “Where it is not the intention to create recognised crossing points, such as at road humps, a level difference with the footway of at least 25mm shall be maintained or a continuous physical barrier such as planters or railings provided.”

2.3.2.11 1.5.6.1 “Conservation areas”, *page 37, after “local conservation officer.” insert*: “Consultation shall also take place with the local Planning Service office.”

2.3.3 Chapter 2, Corduroy Hazard Warning Surface.

2.3.3.1 2.3 “Application”, *page 40 after last paragraph, insert*: “Installation should be tied to maintenance or other works. Developers should be required to make similar provision on roads to be adopted by Roads Service. When used in association with level crossings, consultations will be required with Northern Ireland Railways and the Health & Safety Executive.”

2.3.4 Chapter 4, Platform Edge (On-Street) Warning Surface.

2.3.4.1 4.3 “Application”, *page 51, delete second bullet point and insert*: “The lozenge surface shall not be used at bus stops on public roads.”

2.3.5 Chapter 5, Segregated Shared Cycle Track/Footway Surface and Central Delineator Strip.

2.3.5.1 5.3 “Application”, *page 54, after paragraph, insert*: “Installation on new shared cycle track/footway surfaces shall commence with immediate effect. Installation on existing shared use surfaces should be tied to maintenance or other works.”

2.3.6 Chapter 6, Guidance Path Surface.

2.3.6.1 6.3, “Application”, *page 69, at start, insert*: “The use of guidance path surfacing should be considered very much the exception rather than the rule and should be limited to pedestrianised areas. Requests for its provision should, initially, be referred to Disability Action for comment.”

Version: 1

2.3.7 Chapter 7, Information Surface.

2.3.7.1 7.3, "Application", page 76, after last paragraph, insert: "Requests for the provision of information surface should be referred to Disability Action and to the individual amenity provider for comment in the first instance. Roads Service should endeavour to accommodate its provision, with a proportion of the cost being sought from the amenity provider."

2.3.8 Contacts.

2.3.8.1 Page 81, add: "Disability Action Contacts. Reference should be made to the appropriate Access Officer, see below:

Belfast Office
2 Annadale Avenue
Belfast
BT7 3JH
ph 028 9049 1011

Covering all Planning Office areas excluding those shown below.

Derry City Office
58 Strand Road
Londonderry
BT48 7AJ
ph 028 7136 0811

Covering the Coleraine and Londonderry Planning Office areas.

Dungannon Office
11 George's Street
Dungannon
BT70 1BT
ph 028 8775 2372

Covering the Fermanagh, Tyrone and Craigavon Planning Office areas."

3 References

3.1 General References

3.1.1 Guidance on the use of Tactile Paving Surfaces, published by the DETR in January 1999 (print date November 1998). This document can be accessed on the Internet at the following address:

www.mobility-unit.detr.gov.uk/guide/tactile/index.htm

3.1.2 Roads Service Policy and Procedure Guide, RSPPG_E009, "Pedestrian Facilities for the Visually Impaired at Signal Controlled Crossings", issued 21 April 2000.

Control Copy

Version: 1

Roads Service Policy & Procedure Guide: RSPPG_E010

Title: Use of Tactile Paving Surfaces

Document History

Version	Date	Author	Authorised by Document Control Panel Members Name : Signature
1	22.3.00	P Morrison	

Overall Reasons For This Version

Version	Reasons
1	First issue of this RSPPG.

Revision Details

Version	Amendments