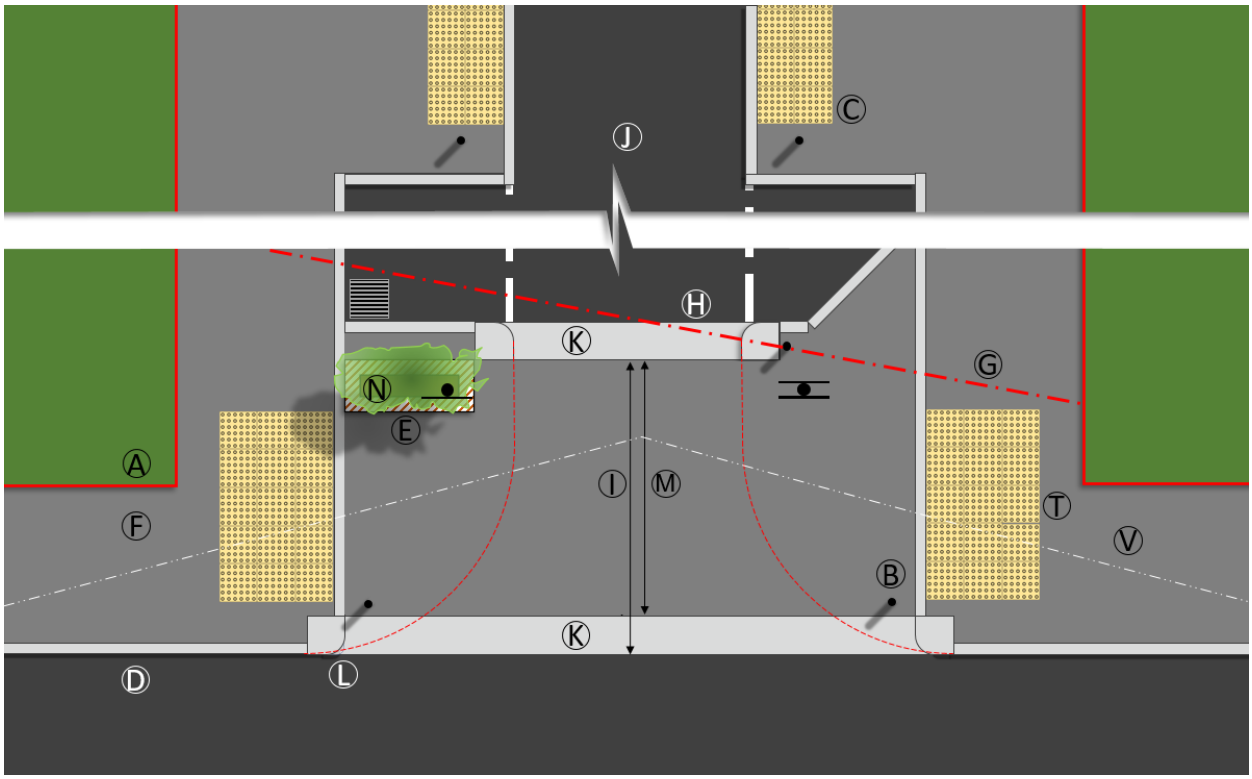
DESIGN SHEET CSRC 01: SIDE ROAD CONTINUOUS FOOTWAY CROSSING, DESIGN PRIORITY



Notes:

This Design Sheet is to be read with Design Sheet CSRC 00.

A. Highway boundary or permanent visibility obstruction within it, e.g. a property boundary or building.

B. Bollard to prevent overrunning of the tactile paving. There should be no other street furniture or features that indicate the presence of the side road.

C. Crossing point, offset from the continuous footway, to assist visually impaired pedestrians. Optional, subject to consultation with representatives of local Visually Impaired pedestrians.

D. Waiting restrictions may be required opposite the side road to ensure space is always available for vehicle swept paths.

E. Edge of planting area or raised planter (where provided) aligned with edge of tactile paving to help guide visually impaired pedestrians.

F. Footway: the footway surface material must continue unbroken across and well beyond the side road crossing, with no significant changes in colour, design, or material compared to the footways on each side of the junction, and no changes in level, materials or structure to indicate the edge of the space to be used by vehicles.

G. Where the junction is angled, the side road edge of the continuous footway should be aligned square to the side road.

H. Give Way lines, if provided, should be positioned at the foot of the continuous footway ramp. Ramp markings are not required for 20mph zones. See also Note 2.

I. 6m maximum.

J. The side road treatment should indicate a different environment separate from the major road, unsuitable for through traffic, low speed, and prioritising people not vehicles. The end of the side road, where it meets the continuous footway, must be obvious to drivers and should typically be narrow. The layout must prevent kerbside parking obscuring the continuous footway. If the junction is one-way for general traffic, it should always provide for contraflow cycling. The side road carriageway width should be

- Min 4.25m one-way, including 1.5m for contraflow cycling
- Min 4.5m (max 6.5m) two-way. Note that narrow widths are likely to be more effective in delivering assumed pedestrian priority.

K. To reduce the speed of vehicles crossing the continuous footway the ramps should be steep (1:3 desirable, 1:6 slackest) from carriageway to footway level – typically 100mm rise, maximum 100mm rise.

Preformed concrete Dutch style entrance kerbs should be used to form the ramp.

Carriageway (or footway) levels may need to be adjusted to suit the ramp height but must not break the impression that the major road footway is completely continuous. However, minor level adjustments may be necessary to transition between footway and continuous crossing levels.

L. Dropped kerb extents are defined by radii, normally 3m but larger only if necessary to suit swept paths of permitted vehicles, including contraflow cycles. It should not be assumed that vehicles must be able to remain within the near lane of the major road when turning left from the side road. For a one way entry only side road only cycles will exit and the exit radius may therefore be reduced.

M. 4.5m minimum.

N. Planting or raised delineator, aligned with tactile paving.

T. Tactile paving.

U. Where there is no other tactile guidance, such as a raised planter, the side road kerb should be extended to the blister tactile paving to assist visually impaired pedestrians.

V. Visibility splay, not obstructed by vehicles, plants, planters or street furniture.

1. Do not use this layout with a cycle track or cycle lane on the major road.
2. The side road should preferably be one-way in or out for general traffic. It should always be two-way for cycles.
3. The junction must be lit at all lighting times, including where adjacent lighting is part-time or on a demand-only basis.
4. Where the side road is one way away from the junction, road signs are provided to suit and road markings only for contraflow cycles.
5. Sign clutter should be minimised: there should normally be no signs other than No entry, One way, Give way, speed limit change and wayfinding signs.
6. Street furniture should not obstruct non-motorised users.
7. The layout and levels must ensure no standing water will accumulate, ensure gritters can salt the carriageway and continuous footway sufficiently, and facilitate street and gully cleansing.

8. The positioning of any deciduous trees or vegetation should be considered carefully regarding potential slip hazards for non-motorised users and vehicle skidding.