When Planning Streets, decisions must be taken as to which design elements must be taken into consideration and checked as regards persons with disability. At the planning stage, this is a question of both design standard and choice of materials for the elements in the street that affect accessibility and ease of orientation.

**Pavements**
- Width: (1200 mm)
- Height of kerbstone (150mm max above road level)
- Surface evenness and material (nondip, drain-well and no gaps)
- Cross Slope (1:20 max)
- Freedom from obstacles
- Physical guidelines: railings, kerbstones or contrasting materials.

**Pedestrian Crossings**
- Location
- Marking
- Length
- Traffic Island
- Traffic lights should have both light and sound
- Tactile warning
- Pavement edge - ramp or low kerb

**Ramps**
- Slope gradient (according to height)
- Rest areas (every 12 metres)
- Handrails on both sides.
- Handrail height (900-1000mm)
- Beginning and end markings without curb form tactile surface

**Car Parking**
- Number of reserved parking spaces
- Distance to objective (50m uncovered or 100m covered)
- Preferred Location
- Measurements (3.6m by 4m, perpendicular parking or 3.6m by 6.6m parallel parking)
- Accessible from wheelchair (drop kerbs)
- Signs (on ground and signpost)

**Steps**
- The step: form (no nosing), width (300mm), height (150mm)
- Number of steps (11 max in one flight)
- Stair width (1200mm min)
- Rest Area
- Handrails on both sides (max width 1800mm between handrails)
- Marking (tactile curb form and colour contrast both at top and bottom of flights of steps)
- Marking of treads or risers in contrasting colours.

**Information & Signs**
- Location, height and distance to observer to be considered in terms of readability.
- Text size, colour, contrast and lighting of signs.

**Street Furniture**
- Benches, Bus Shelters, Utility Poles, Letter Boxes, Public Telephones, Push Buttons etc
- To be positioned to allow a clear width of 1m.
- Bench height (Seat 0.5m and arm rests 0.7m).
- Benches Location (50m)
- Bus stops (height of timetable etc - 1.5m to 1.7m)
- Knobs, force (5N) and form (lever type where possible, embossed buttons)
- Any item that needs to be reached (e.g., push buttons, letter boxes, telephones and so on) should be fixed at a height between 0.9m to 1.2m

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**Refuge less than 2m wide**

Where the refuge is less than 2m wide - the surface should be laid across the full width, set back behind the kerb or 150 mm from the edge of the carriageway.

**Refuge greater than 2m wide**

Where the area is 2 m or more in depth, two rows of the tactile surface 800 mm deep should be provided. Each row should be set back behind the kerb or 150 mm from the edge of the carriageway.

**Staggered pedestrian island**

Where guard rails are provided on islands at staggered crossings, the tactile surface needs to be installed to a depth of 800 mm behind the kerb or set back 150 mm from carriageway. Signalpocks with push button boxes should be installed in line with guard railing and close to edge of tactile paving.
**Access for All**

- does not mean catering exclusively for wheelchair users. Much can be done to improve Access for ambulant disabled persons, especially elderly people.

**Steps**

- A step is an insurmountable obstacle for many people the step can very often be removed, or replaced by a ramp.

**Inclination**

- Surfaces with steep lateral or longitudinal gradients are a major problem for people with reduced mobility or strength.

**Changes in Level**

- Sudden changes in the level of the surface of pavements, such as dropped kerbs and pavements in front of garages, are dangerous for ambulant disabled persons and the elderly, and should be avoided.

**Benches**

- Walking long distances is tiring. Being able to take rests expands the disabled person’s range of action.

**Handrails**

- A handrail (of approved profile) on either side of steps, ramps or sloping footpath provides crucial support.

**General Considerations**

- Pedestrian crossings should be well illuminated and well defined with well-maintained road markings.

**Tactile Tiles**

- To assist visually disabled people to find pedestrian crossings, tactile surfaces (tactile type) should be used on all crossings.

**Dropped kerbs**

- Dropped kerbs should be provided wherever possible at all pedestrian crossing points and where level access is required between the pavement and carriageway (e.g., in a car park).

**Tactile surface strips** are also an essential safety feature to differentiate between the pedestrian footway and vehicle carriageway where the footway is flush with the carriageway.

**Overlapping uncontrolled crossing**

- The tactile surface to be installed the full width of flush dropped kerbs.

**Back edge not parallel to the kerb**

- Where the back edge is not parallel to the kerb, and as a result the depth of the tactile surface varies, it should be no less than 800 mm at any point.

**Inset uncontrolled crossing**

- Where possible, crossings at side roads should be inset into the side road approach, 3 metres beyond the radius kerb. The raised radius kerb provides positive guidance for drivers.

**In line of travel controlled crossing**

- Where the dropped kerb at the controlled crossing is in direct line of travel. At crossing points (or junctions), the tactile surface should be laid to a depth of 1200 mm (as shown in diagram above). At all other controlled crossings a depth of 800 mm should be provided.