

Crossing facilities

Where there is a requirement for pedestrians to cross a road, such as at a junction, or along crossing 'desire lines', crossing facilities will be required. All pedestrian crossing points should be designed appropriately and consider all users, including children, and people with mobility or visual impairments.

No level difference should be felt for pedestrians, with flush dropped kerb and tactile paving as standard, to ensure accessibility. Appropriate drainage will be required to ensure no ponding of surface water occurs within the vicinity of the crossing.

Crossings can be uncontrolled (informal) or controlled (formal).

Uncontrolled crossings

Uncontrolled crossings are more suitable when there are low flows of vehicular traffic and plenty of opportunity to make safe crossings without the need for pedestrian priority.

All uncontrolled crossings must include dropped kerbs and buff (or in some circumstances, grey) coloured tactile paving in accordance with latest [design guidance](#), our Standard Details and Materials Palette.

Where there are higher levels of pedestrian crossing movements, it will be more appropriate to create continuous footway crossovers – these are either raised table features, or continuous footway treatment across junctions (see Fig 1).

These make pedestrian priority clear to all road users. They are also comfortable and particularly easy for the mobility impaired, such as older adults,

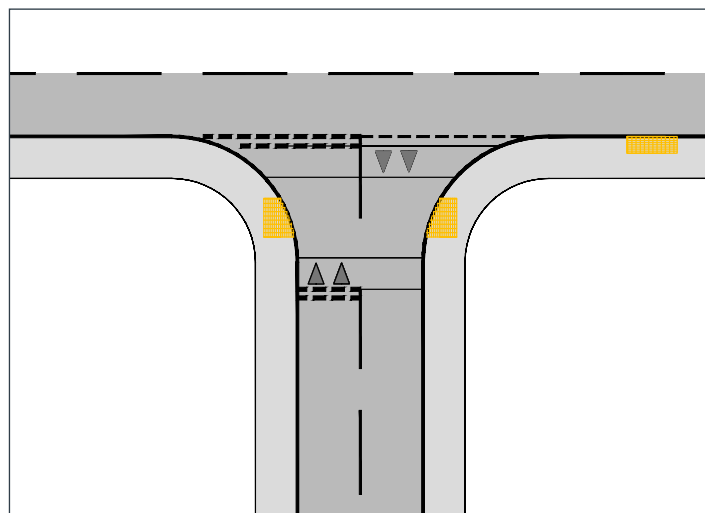


Fig 1: Raised footway crossover

wheelchair and mobility equipment users, parents and carers with pushchairs, and people using shopping caddies.

The suitability of continuous footway provision will be considered on a site by site basis, as it depends on various factors such as volumes of pedestrians, volumes of traffic, visibility, cycling movements and large vehicles.



Fig 2: Raised footway crossover on Whiteladies Rd

Footway build-outs

Build-outs allow direct crossing facilities, create space for pedestrians to wait, provide improved visibility and reduce the distance to cross. They can also provide protection for parking bays, and can house street furniture, such as benches, cycle parking and electric vehicle charging points.

Adequate remaining road widths should be maintained to prevent overrun or intimidation of waiting pedestrians.

Pedestrian refuges (islands)



Fig 3: Typical pedestrian refuge

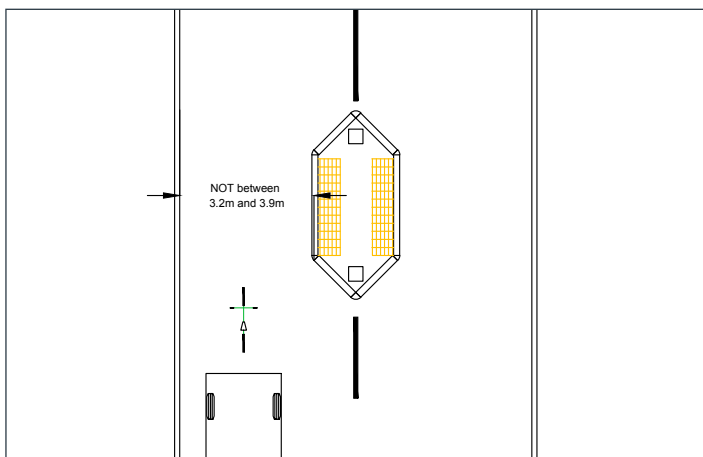


Fig 4: Pedestrian refuges

Pedestrian refuges create a safe area for pedestrians between opposing lanes of traffic.

The pedestrian area within a refuge island should be a minimum size of 2m x 2m. Where cyclists would be using the island, the depth should be

3m min and the width increased to allow for cyclists to pass pedestrians in comfort. This will be established by the proposed number of users.

The minimum remaining carriageway width on either side of the refuge should not be between 3.2m and 3.9m to deter unsafe overtaking of cyclists.

Controlled crossings

Controlled crossing facilities such as Zebra, Puffin or Toucan crossings give an element of control over movement to pedestrians. They may need to be provided at certain locations, where, for example, pedestrian and/ or traffic flows are high.

Controlled crossings should be sited to correspond with established desire lines and should be provided in accordance with [Traffic Signs Manual, Chapter 6 – Traffic Control \(DfT, 2019\)](#).

Zebra crossings are suitable in some circumstances where and they are in regular use. They are generally not suitable where pedestrian traffic volumes are high, as this can lead to driver aggression. In contrast, they are also not suitable where pedestrian volumes are low, or seasonal, as drivers become complacent to them when out of use, and notice them less.

We encourage the use of parallel crossings on segregated cycle routes, where these routes cross side roads.



Fig 5: Zebra crossing

Traffic signals

Pedestrian only crossings should be Puffins.
Signalised crossings where the route is shared by cyclists need to be Toucans.

Where a new signalised junction is proposed as part of a development, then each arm of the junction should include a pedestrian phase.

Pedestrian priority within the signal operations should be maximised as much as possible, including consideration for all-green phasing where practicable.

For all standalone controlled pedestrian crossings, statutory notices are required. We undertake a formal consultation on these notices with all affected parties. This is a similar process to the making of a Traffic Regulation Order (TRO).



Fig 5: Signalised pedestrian crossing (St James Barton Roundabout)