

**DESIGN BEST PRACTICE NOTE**

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| <b>Author:</b>              | Nicola Cheetham | <b>Date of Issue:</b> | 18/12/2012 |
| <b>Authorising Manager:</b> | Dana Skelley    | <b>Issue No:</b>      | 2012 D4 v2 |

For advice on this Note, contact: Nicola Cheetham, Head of Environment (ST) & Chair of Streetscape Review Group, on 020 3054 0211

**Streetscape Guidance: tactile paving****Design Best Practice Note D4, version 2**

This Design Best Practice Note has been revised to ensure that TfL meets the requirements of the national guidance on tactile paving.

**Colour of tactile paving**

The national guidance states that red tactile paving should be used at controlled crossings.

Contrasting grey can, however, be used at controlled crossings in Conservation Areas, unless the relevant borough requests that red tactile paving is appropriate at a specific location to ensure consistency across borough boundaries and to assist national consistency and legibility.

**Minimum width of blister tactile paving**

The national guidance states that the width of tactile paving tails and at the kerb edge where the dropped kerb at the controlled crossing is in the direct line of travel should be 1200mm.

As a result of research undertaken in 2010 by University College London which concluded that 'the Blister profile is readily detectable when it is 800mm wide', TfL has reduced the width to 800mm (reduced from 1200mm), i.e. two rows of 400x400mm flags (reduced from three). This Design Best Practice Note therefore amends the following Streetscape Guidance details in respect of the width of blister tactile paving on the TLRN:

TfL/SG01, SG05, SG06, SG07, SG08, SG09, SG10, SG11, SG12, SG17, SG18, SG22, SG26, SG28.

**Layout of tactile tails**

The national guidance illustrates tactile paving layouts where, in some instances, two tails join.

TfL's approach is to prevent the joining of tactile tails, especially at cross-roads or side roads, by careful design. TfL requires tails to be perpendicular to the main pedestrian flow and the length of the tail should be derived from understanding pedestrian movement at each crossing.

**Recording departures (exceptions) from national guidance on the use of tactile paving surfaces.**

Project and scheme files must record the reason for not following the national guidance. This includes recording that this Design Best Practice Note has been followed in respect of the following:

- use of contrasting grey tactile paving at controlled crossings in Conservation Areas
- reduced width of tactile tails and tactile paving at the kerb edge and
- designing tactile tails so that they do not join

Requests for exceptions to this Design Best Practice Note must be referred to the Streetscape Review Group in line with the procedure for dealing with exceptions from Streetscape Guidance.

## Changes to Streetscape Guidance

Surface Transport plans further research to inform potential changes to the use of tactile paving on the TLRN. In the interim, this Design Best Practice Note supersedes the advice contained within Streetscape Guidance 2009 in respect of the colour of tactile paving, minimum widths of tactile paving and the layout of tactile stems (tails).

Boroughs and other stakeholders were consulted on proposed changes to Streetscape Guidance in 2011 and the feedback has informed the changes contained within this Design Best Practice Note.

### Contact:

Jeanette Baartman, Delivery Planning (Walking, accessibility and urban realm), Surface Planning.

### Notes:

Any changes to the A13 DBFO as a result of this Design Best Practice Note must be secured through negotiation with the DBFO Concession Company, which may result in additional cost to TfL. The TfL DBFO Manager will advise on the process. Contact: Paul Sanders on 81264.

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