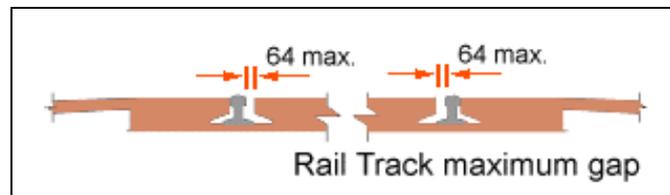


Country Path Railway Crossings

The rules for designing railway and tram crossings for hikers' paths, pedestrian routes, cycle tracks and bridleways are generally similar to those of highways. The crossing must be made with extra care as high speed trains weighing thousands of tonnes cannot stop as quickly as a motor vehicle. The railway company must always be consulted before starting to install a new crossing or modifying an existing crossing. The rail company will probably require that the work is completed by their personnel at the requester's cost.

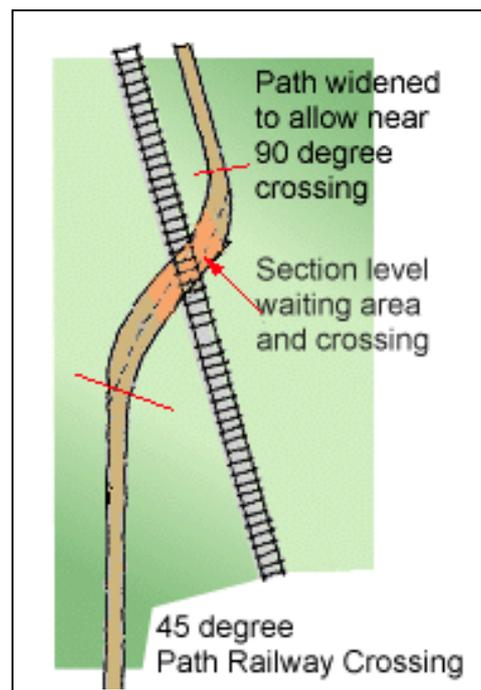
§ As with roads, rail crossings should be made at right angles to the track.

§ Cycles, wheelchairs, mobility vehicles all experience difficulty in crossing railway lines where gaps and levels are improperly maintained. Wide gaps or gaps at an



angle will tend to trap wheels.

§ Uncontrolled crossings (those without lights and automatic barriers) are normally fenced and fitted with gates. Gate selection should follow the country gate guide. As many gates are unsuitable for every user. Railway lines are almost always fenced in UK.

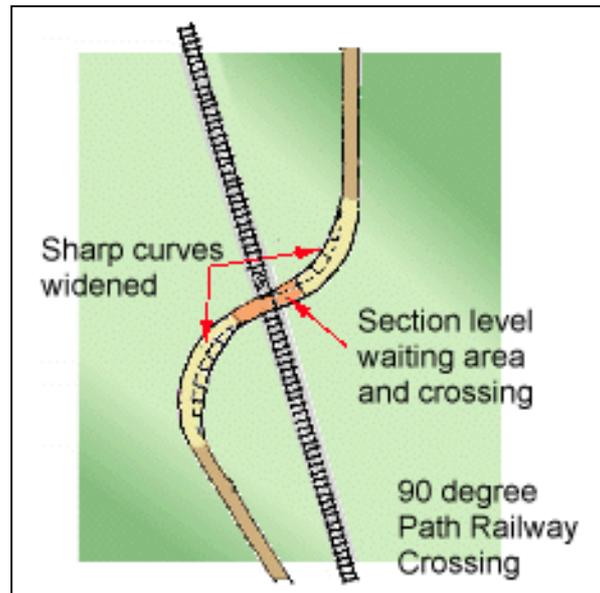


§ For paved trails, the railway track is often set into the surface material. In these situations, the railroad crossings should include a rubberised crossing material, to provide a long-term smooth ride for trail users.

§ For unpaved paths, a ramp leading up to the rail track should be provided with a level landing on either side of the track, the level landing should be suitably sized for the type of user and average party size. A rubberised or concrete crossing material is also recommended for unpaved paths to minimise maintenance of the railway crossing.

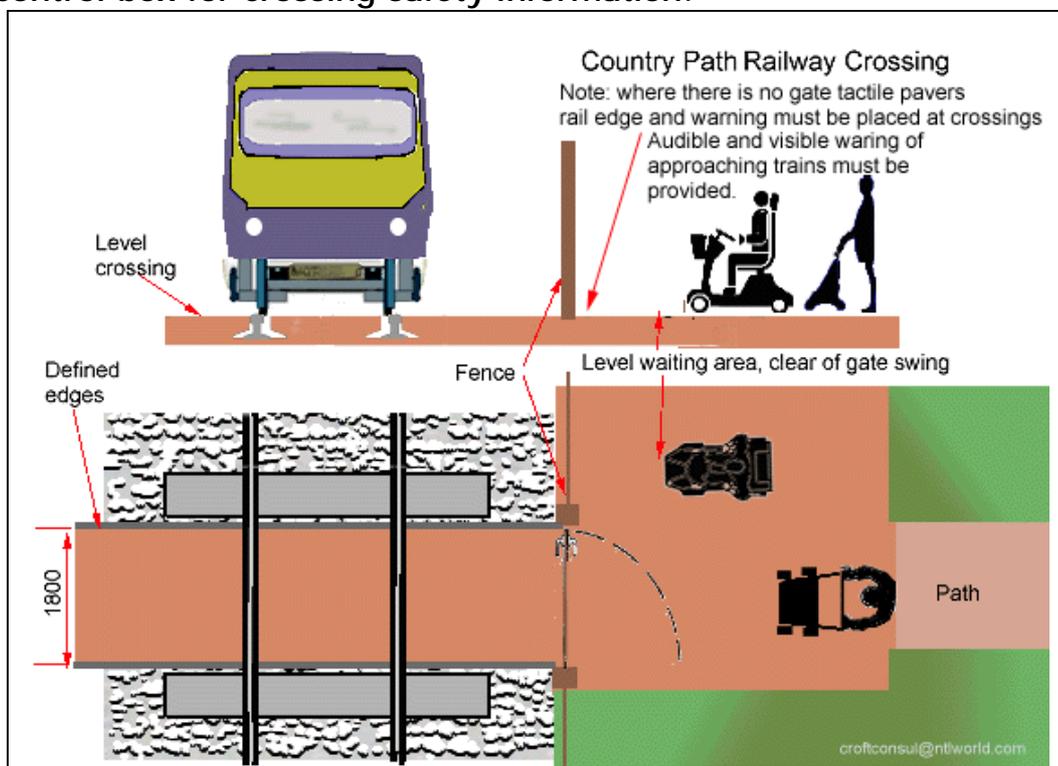
Signage

§ On unmanned/uncontrolled crossings. A tactile, contrasting sign giving directions for using the crossing should be mounted on the fence alongside the gate latch. Height 1200 – 1600 above the level platform. Sufficient space for a mobility vehicle to approach the sign must be available.



§ Provision of audible and flashing light warnings signals at path crossings is desirable to warn of approaching trains. These signals must be provided where there are no gates e.g. at platform ends.

§ Provide a telephone number to allow people to contact the signal control box for crossing safety information.



§ Road crossings controlled and uncontrolled are described in the Highways Design Manual available from the DfT (UK).

- § The entrance to any unprotected railway platform or track level crossing should have an 800 mm deep tactile and colour contrasted warning surface.
- § For barrier protected level track crossings a 400 mm deep tactile surface should be provided across the width of the footway.

Lighting

As a rule lighting is preferred at all crossings. This should light both the crossing and waiting areas.

Light should be 100-200 Lux levels for crossing safety and vehicle driver visibility. Consider using solar powered lighting in locations where power supplies are unavailable.

Railway stations

Railway stations (HSE requirements) these vary slightly from accessible standards laid out by the DfT and SRA.

Platform 1:50 max slope longitudinally and crosswise end ramps max 1:8 slope – NB this is not accessible for many disabled and older people. If the end ramp is used for crossing tracks the ramp should be 1:15 max if possible. (See also SRA note below). Where a ramp is provided a complementary stepped route should be fitted as many people with mobility impairments find ramps to be a barrier. Both stepped and ramped route should have handrails.

SRA minimum station lighting 100 Lux anywhere, 150-200 Lux stairs and escalators,

SRA stairs - 150-170 mm risers, 250-300 mm going (note: a going of 320 mm is preferred for adult use as people are getting taller and have larger feet), max rise to rest platforms 1200 mm, rest platforms 1200 x 1200 min. stairs 1200 to 2400 between handrails, This is wider than the 1800 max for Part M.

SRA ramps - 1:12 for 3000 mm max with landings 2000 x 2000 mm. A stepped route should be available alongside the ramp at the ends of railway platforms where passengers need to cross the tracks.

Ramps and steps must be provided with continuous handrails.

950 mm height, 600 mm height for children and on ramps consider providing rails at 750 mm height to assist manual wheelchair riders.

Note: the wheelchair design provided in the RVAR is smaller than the average minimum size of a manual wheelchair and has too small a footprint to cover powered wheelchairs and mobility scooters.

Lozenge shaped tactile pavers should be used to warn of





platform edges and corduroy pavers at each end of the level surface or top and bottom of steps. While not always used providing colour contrasted tactile pavers gives additional warning of an approach to the platform edge.