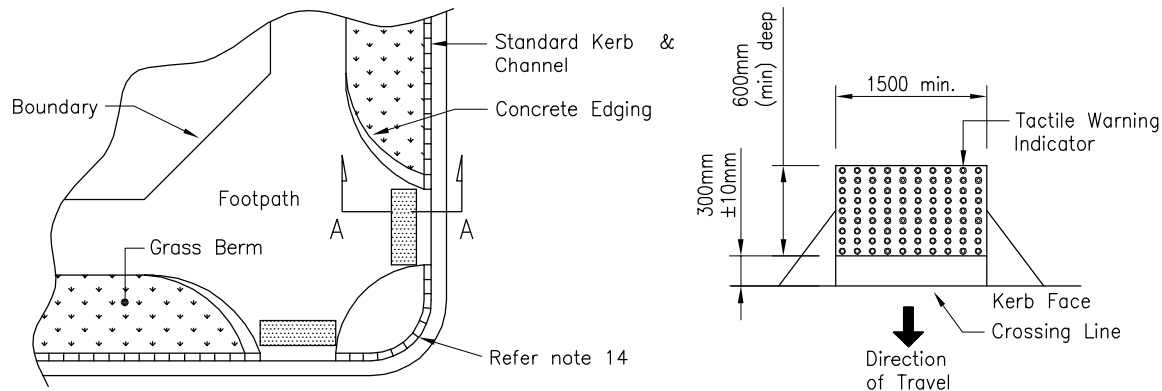
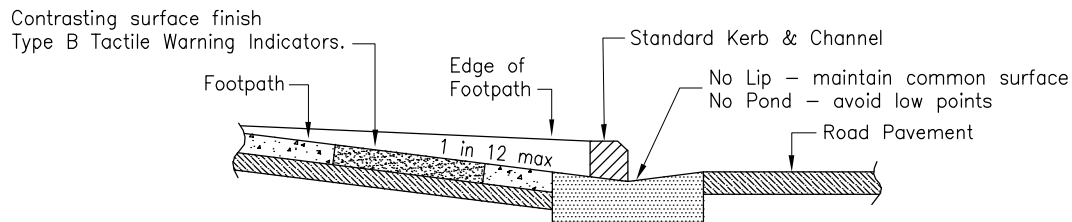


**SURFACE FINISH TO  
KERB RAMPS**



**PLANS**



**SECTION A-A**

**NOTES**

1. This crossing design complies with the requirements of the Disabled Persons Act and the Building Act.
2. Maximum grade is 1 in 12.
3. Edge of crossing to be finished flush with existing channel. (No Lip, maintain common surface).
4. Type B warning indicators should be installed across the path of travel, and at right angle to the hazard or ramp.
5. The crossing point should be oriented such that the leading edge of the crossing is perpendicular to the direction of travel.
6. The edge of the indicators should be set back 300mm from the crossing line or kerb face.
7. Warning tactile indicators should extend the full width of the ramp and be a minimum 600mm deep.
8. The tile colour should be a 70% high contrast to the surrounding surface. It is recommended that the colour should be a standard safety yellow unless otherwise specified.
9. Warning tactile indicators must also be included at median islands and at grade vehicle entrances.
10. Consideration should be given to including tactile directional indicators (Type C) in complex areas and where direction of travel needs to be made clear.
11. Tactile warning indicators shall comprise 300mm x 300mm precast yellow pavers with a mean coefficient of friction of not less than 0.6.
12. Installation of Tactile indicators to be in compliance to:
  - Land Transport Safety Authority RTS 14 Guidelines for installing pedestrian facilities for people with visual impairment.
  - NZS/AS 1428.4:2002 Design for access and mobility.
13. Bluestone kerb blocks shall not extend across a pram crossing.
14. The length of kerb upstand between kerb ramps shall be greater than 1m.
15. The pram crossing shall be constructed in the same material and colour and/or texture to the adjacent footpath.
16. Unless otherwise approved, the pram crossing shall be constructed in accordance with the requirements for a concrete footpath.



PREPARED BY OPUS:

**PRAM CROSSING**

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