

3.17 OCCASIONAL STRIPS

OBJECTIVES

- To allow reduction of carriageway width (see 3.16) while retaining access for buses and lorries
- To improve the optical effect for slow driving
- To provide greater safety for pedestrians crossing the street, for cyclists, and for on-street parking/loading activity

These various objectives are illustrated in Diagram 3.17.1.



27

27: Occasional strips either side of a narrow carriageway have multiple uses. Cars stay on the main carriageway, but lorries must use the full width to pass. People parking gain useful protection, and pedestrians can be seen more easily when waiting to cross. Hennef, Germany.

(Photo: T. Pharoah)

DESIGN FEATURES

Occasional strips are set out adjacent to and at the same level as the main carriageway. They occur either side of the

28: Informal side strips can enhance the appearance of village streets. Here the strips are in sympathy with the informal arrangement of buildings and side accessways.

Borgentreich, Germany.
(Photo: T. Pharoah)



28

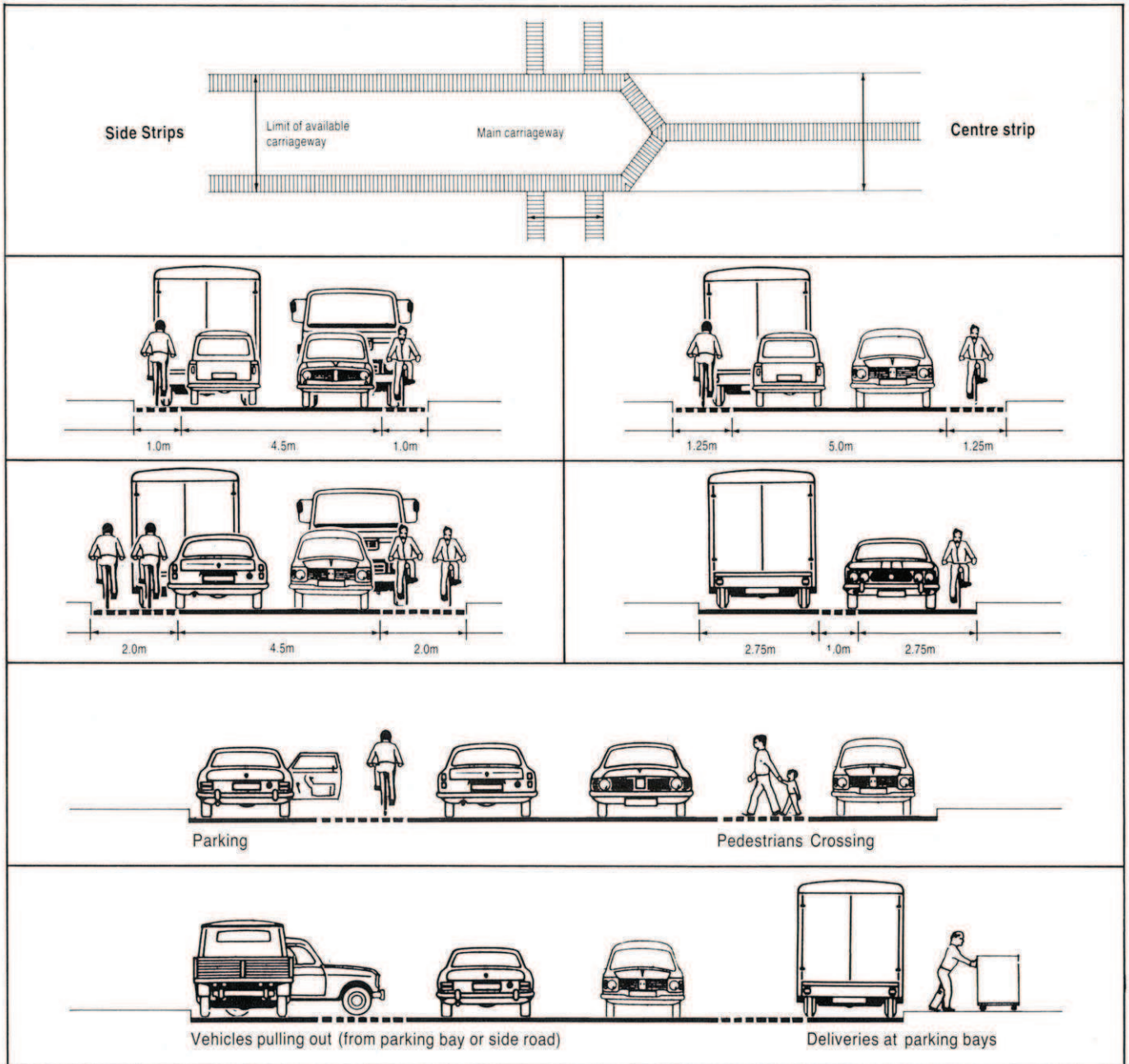


DIAGRAM 3.17.1 OCCASIONAL STRIPS



29



30

29: Occasional strips can also be provided in the centre of a narrow carriageway, to provide safer crossing for pedestrians and safer turning for vehicles. Hennef, Germany. (Photo: T. Pharoah)

30: Side strips help to reduce the "optical width" of the street and allow buses into an otherwise narrow street. Recklinghausen, Germany. (Photo: T. Pharoah)

carriageway, and may also be used to divide the carriageway. They are distinguished from the main carriageway by the use of surfaces with a different texture or colour. Textures should not be so rough as to discourage cyclists, unless separate cycleways are provided.

APPLICATION

Particularly well suited to 20 mph "collector" roads and 20 mph or 30 mph "mixed priority" roads, including village through roads.

DIMENSIONS

The width of occasional strips will depend on their purpose in each location. Side strips of between 0.75m and 1.25m accommodate the difference in width between a car and a lorry, which is the main purpose, but wider strips can be used. Narrow strips of 0.25m to 0.5m may help pedestrians and parking activity but are less likely to benefit cyclists (see Diagram 3.17.1).

SUPPORTING MEASURES

Raised islands or features such as lamp standards may be helpful to pedestrians where central strips of sufficient width are used.

POSITIVE FACTORS

- Can reinforce speed reduction and other traffic calming objectives while retaining access for moderate volumes of larger vehicles
- Provides greater functional and design flexibility especially where street width is limited, as in historic towns and villages for example

NEGATIVE FACTORS

- Probably unsuitable where larger vehicles form a high proportion of traffic
- Textured surfaces may discourage their use by cyclists