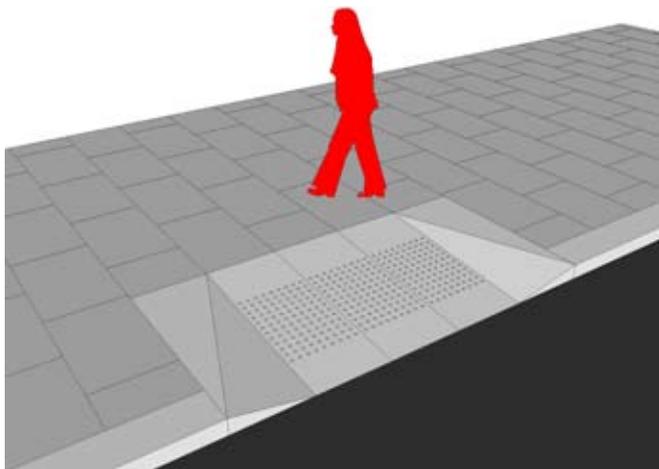
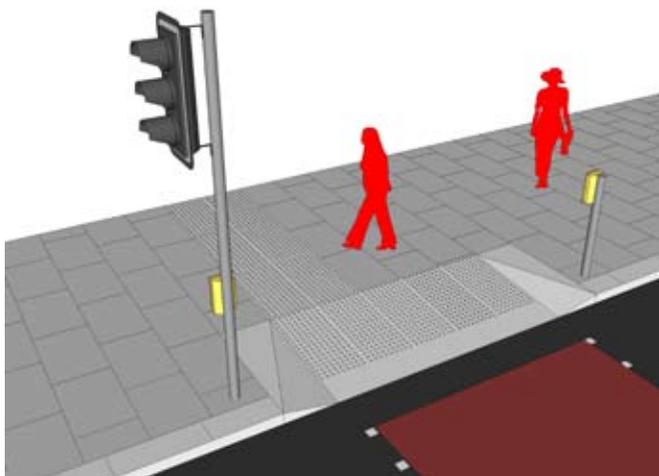


8.12 Crossing Details

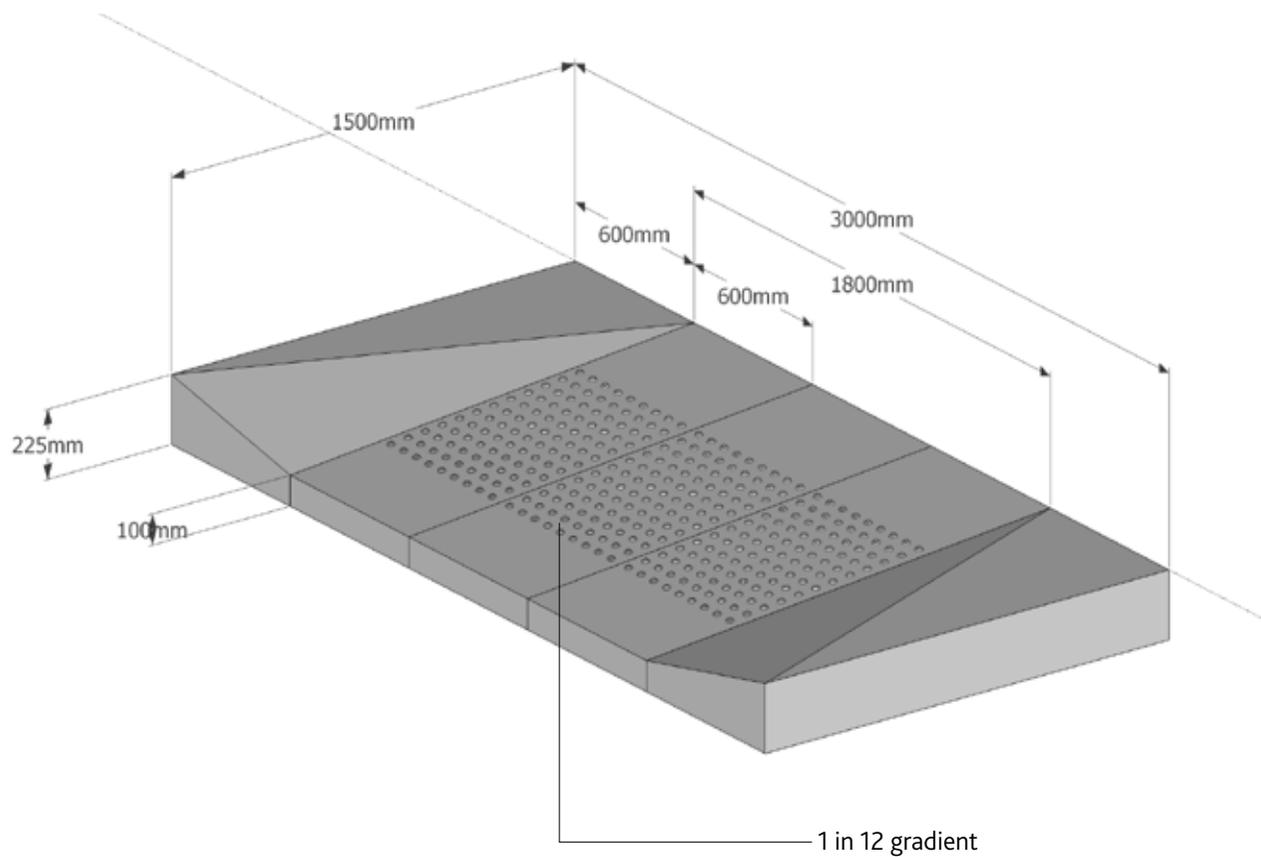
Paving at Crossings - Bespoke Stone Detail



Uncontrolled crossing



Controlled crossing



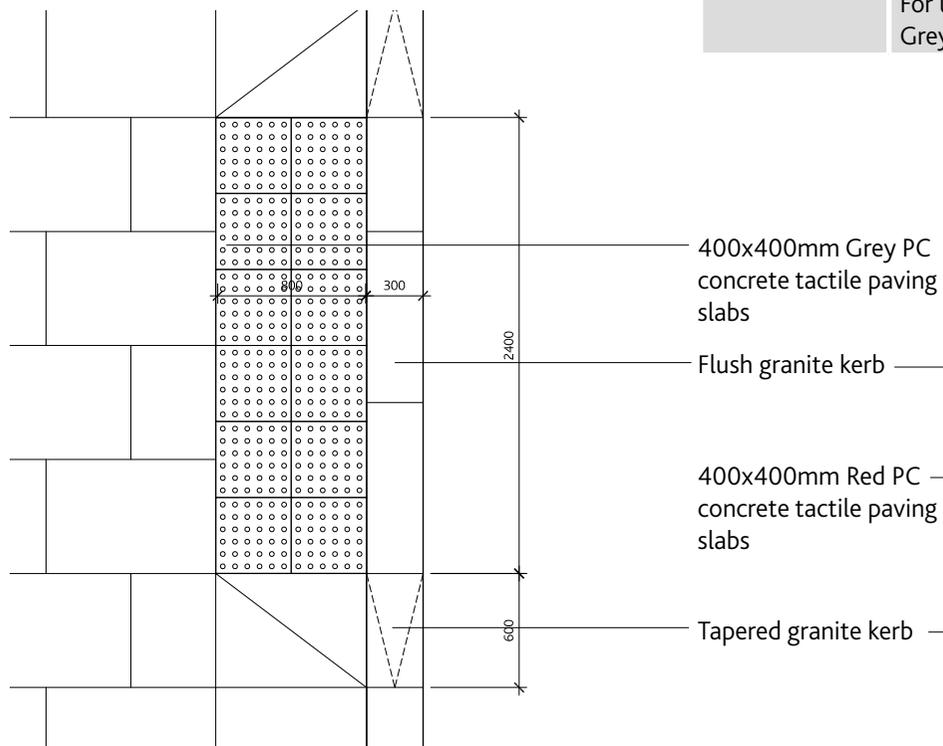
8 Surfacing

8.12 Crossing Details

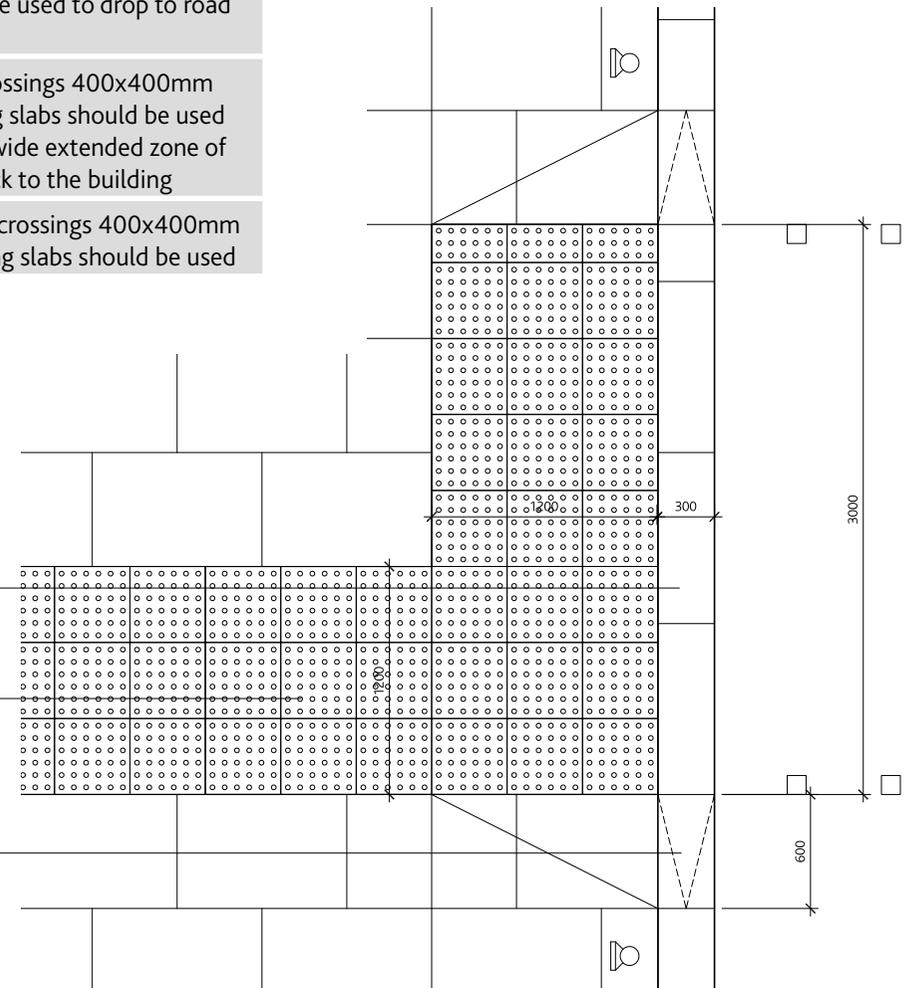
Paving at Crossings - Traditional Drop Kerb

Location	Borough centres, Strategic connecting routes
Material	ASP paving slabs, Silver grey granite kerbs, PC concrete tactile paving slabs
Considerations	Paving slabs to be neatly cut diagonally to allow drop to road level

	Tapered kerb to be used to drop to road level
	For controlled crossings 400x400mm Red tactile paving slabs should be used with a 1200mm wide extended zone of tactile paving back to the building
	For uncontrolled crossings 400x400mm Grey tactile paving slabs should be used



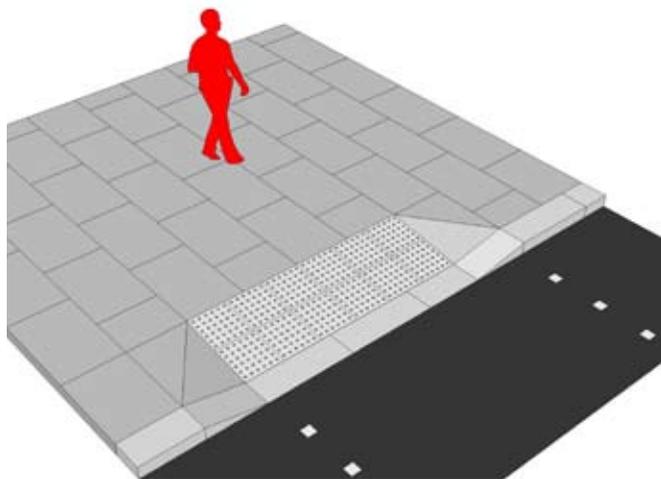
Uncontrolled crossing



Controlled crossing

8.12 Crossing Details

Paving at Crossings - Traditional Drop Kerb



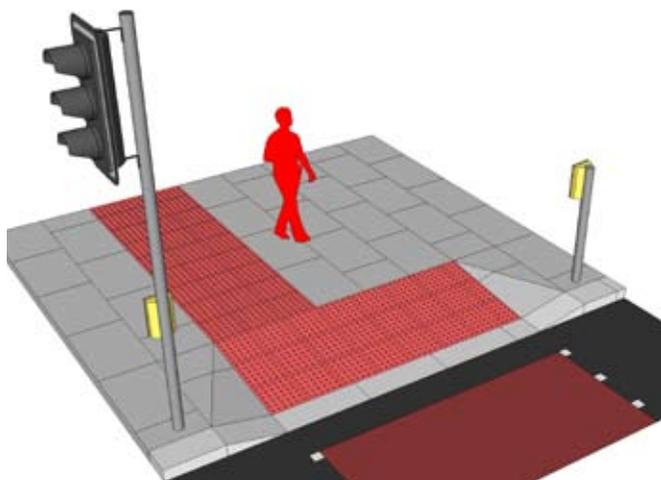
Uncontrolled crossing



Red PC concrete tactile paving at controlled crossings



Grey PC concrete tactile paving at uncontrolled crossings



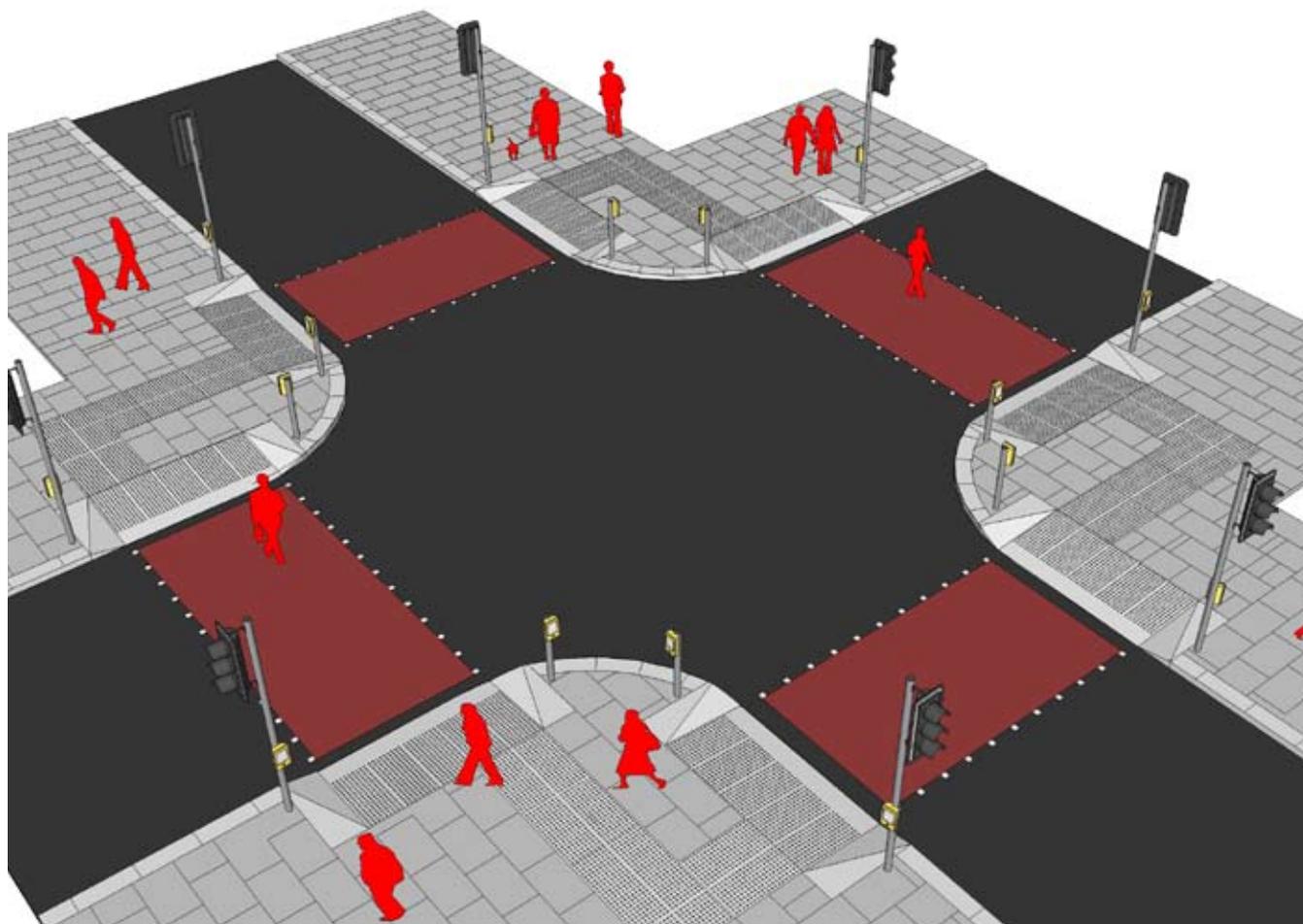
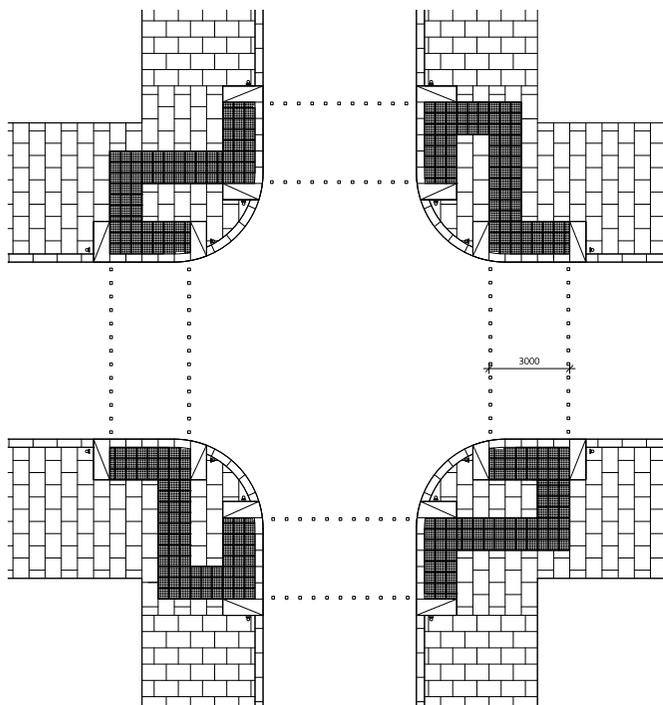
Controlled crossing

8 Surfacing

8.12 Crossing Details

Controlled Crossing Parallel to Direction of Travel Preferred Arrangement

Location	Borough wide
Material	Grey granite crossing detail, tactile and kerb
Finish	Fine-picked
Considerations	1200mm zone of tactile extends back to the building edge. Tactile paving must contrast in colour with surrounding paving at controlled crossings.

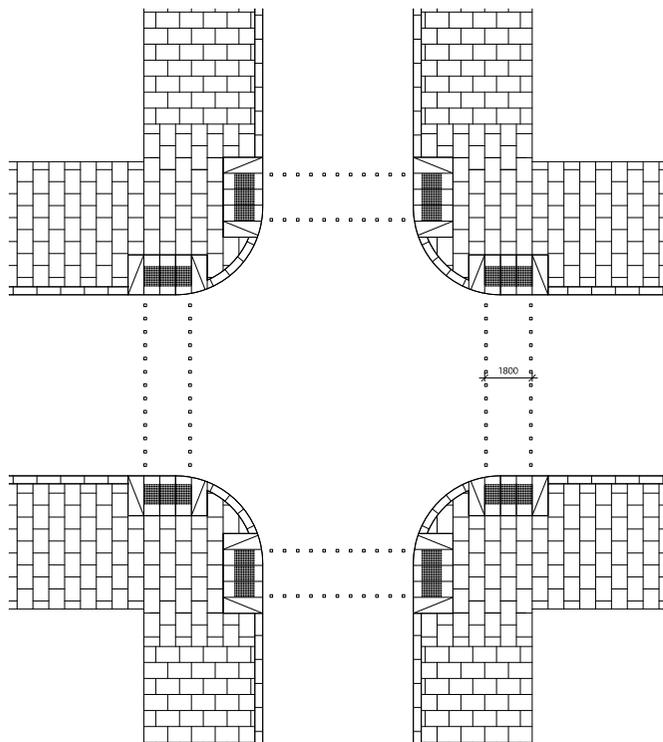
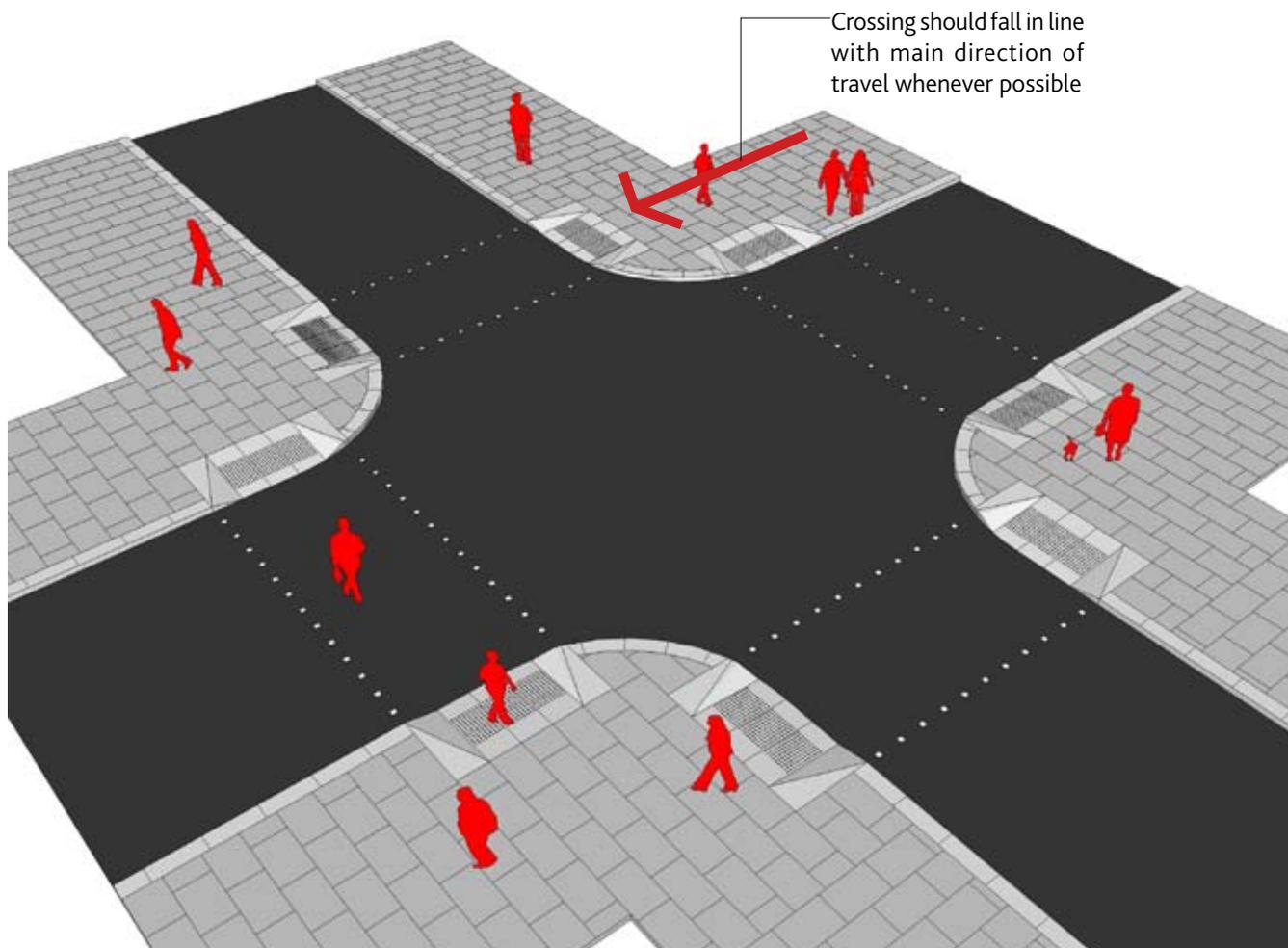


Controlled crossing parallel to direction of travel

8.12 Crossing Details

Uncontrolled Crossing Parallel to Direction of Travel
Preferred Arrangement

Location	Borough wide
Material	Silver-grey granite crossing detail, tactile and kerb
Finish	Fine-picked
Considerations	Crossing should fall in line with the direction of travel



Uncontrolled crossing parallel to direction of travel

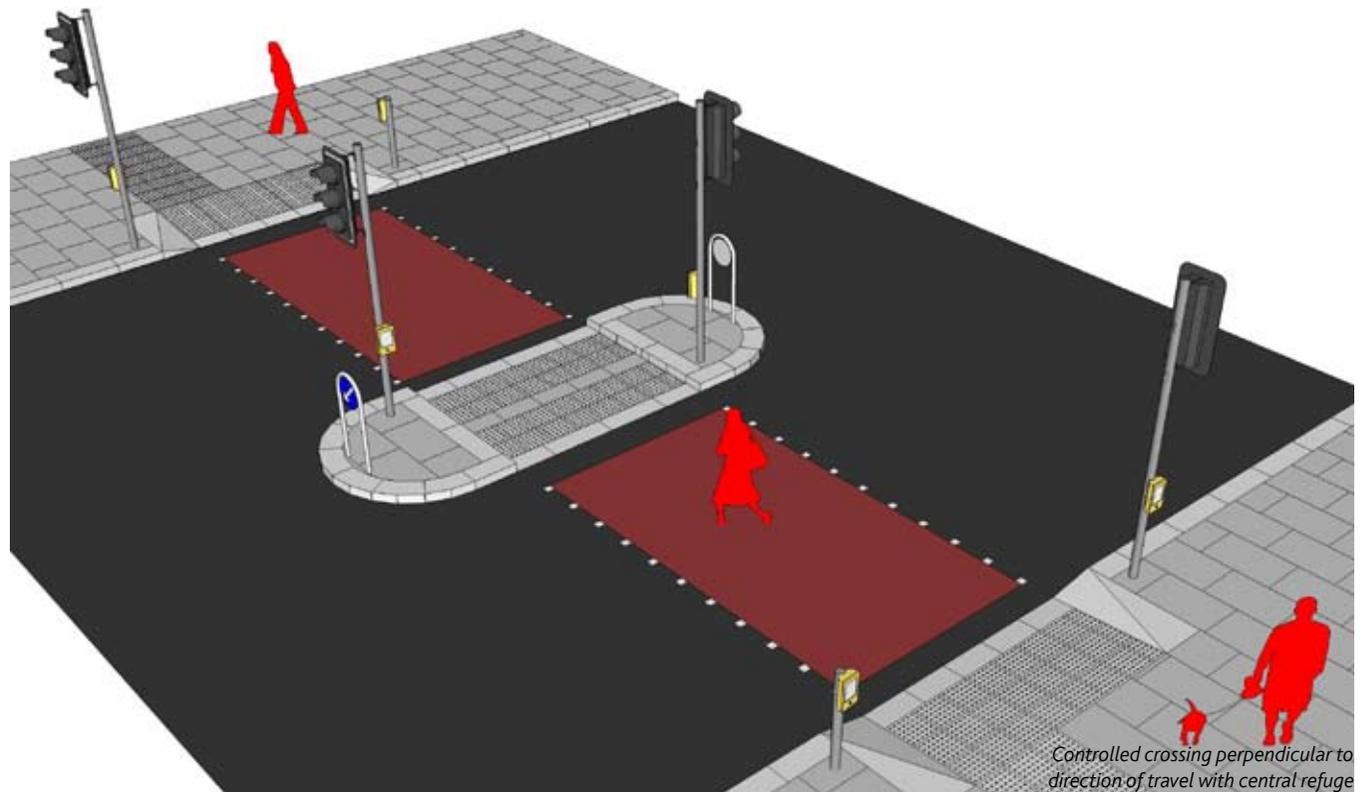
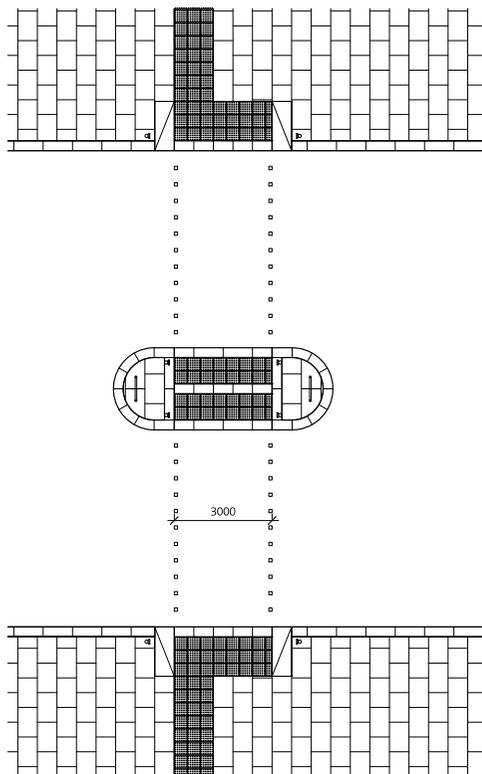
8 Surfacing

8.12 Crossing Details

Controlled Crossing Perpendicular to Direction of Travel With Central Refuge Preferred Arrangement

Location	Borough wide
Material	Silver-grey granite crossing detail, tactile and kerb
Finish	Fine-picked
Considerations	1200mm zone of tactile extends back to the building edge

The use of non-illuminated, hoop style bollards must be agreed with the Department of Transport on a case-by-case basis



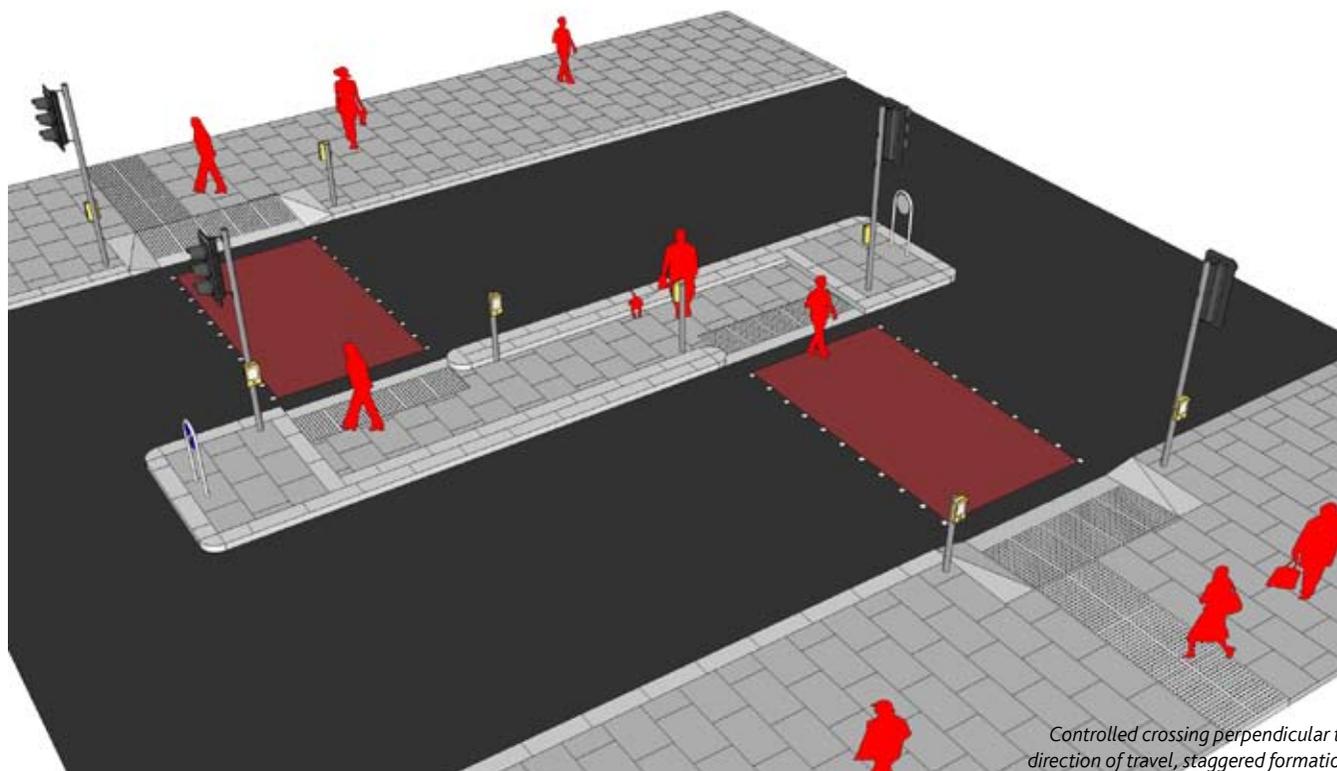
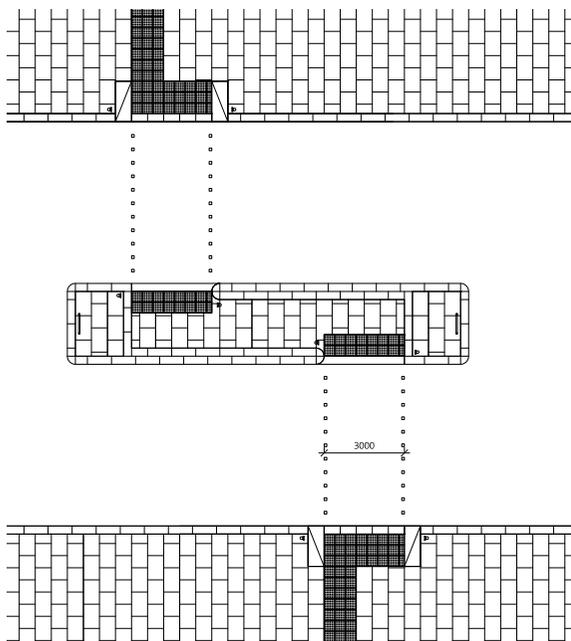
Controlled crossing perpendicular to direction of travel with central refuge

8.12 Crossing Details

Controlled Crossing Perpendicular to Direction of Travel - Staggered Formation

Location	Only to be used where it is proved that a direct crossing would be dangerous
Material	Silver-grey granite crossing detail, tactile and kerb
	Paving in refuge to match footway
	Keep left sign to be formed of steel loop supporting sign

Considerations	Tactile on footways should extend back to the building line
	Guard railing not to be used to control pedestrian movement unless absolutely required by a safety audit



Controlled crossing perpendicular to direction of travel, staggered formation

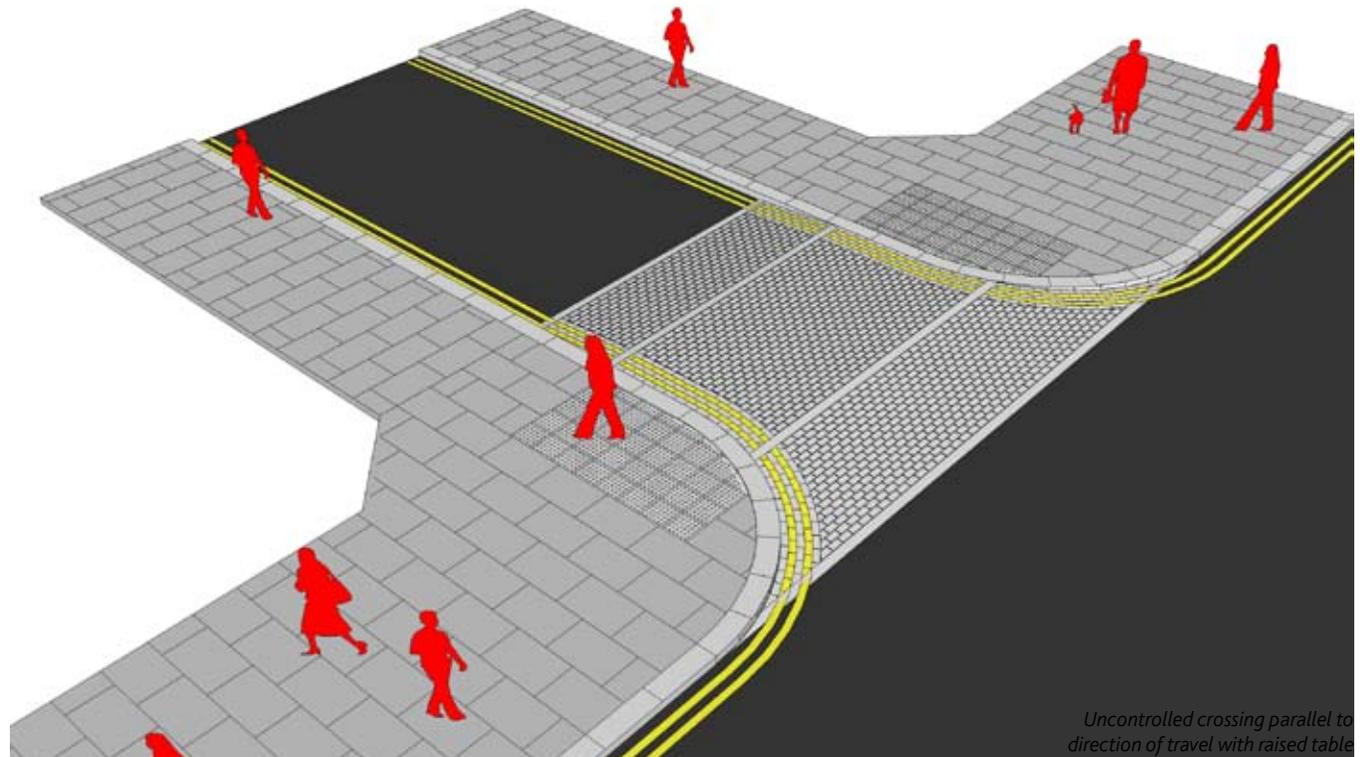
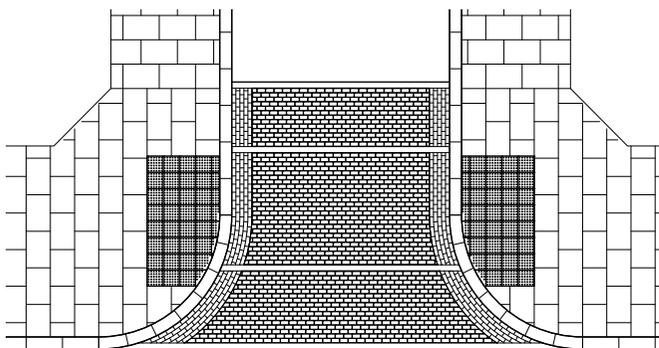
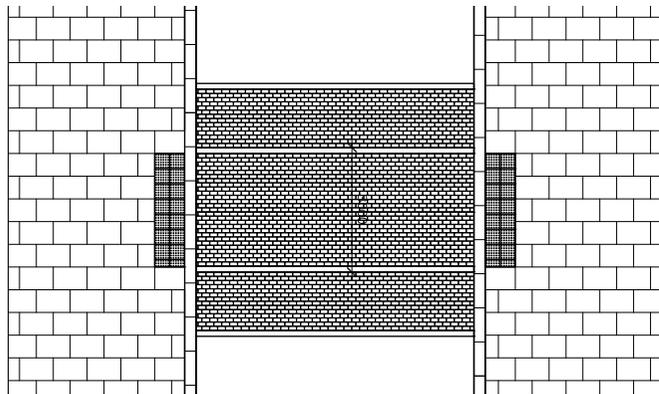
8 Surfacing

8.12 Crossing Details

Raised Pedestrian Crossing - Uncontrolled

Location	Borough wide
Material	Silver-grey granite tactile and kerb
	Mid-grey granite setts to raised table

Considerations	Flush kerbs should be installed at the base and top of the ramp onto the raised table
	Granite setts to be installed in a staggered bond pattern
	Yellow or red paving units should be used as appropriate for parking/red route amrking



Uncontrolled crossing parallel to direction of travel with raised table

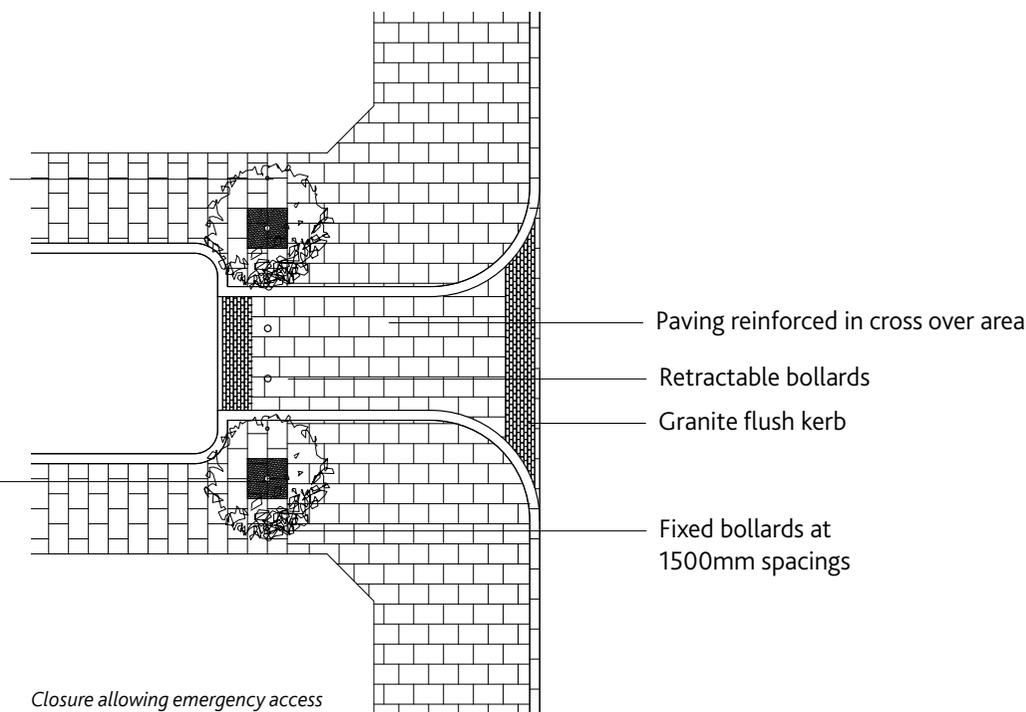
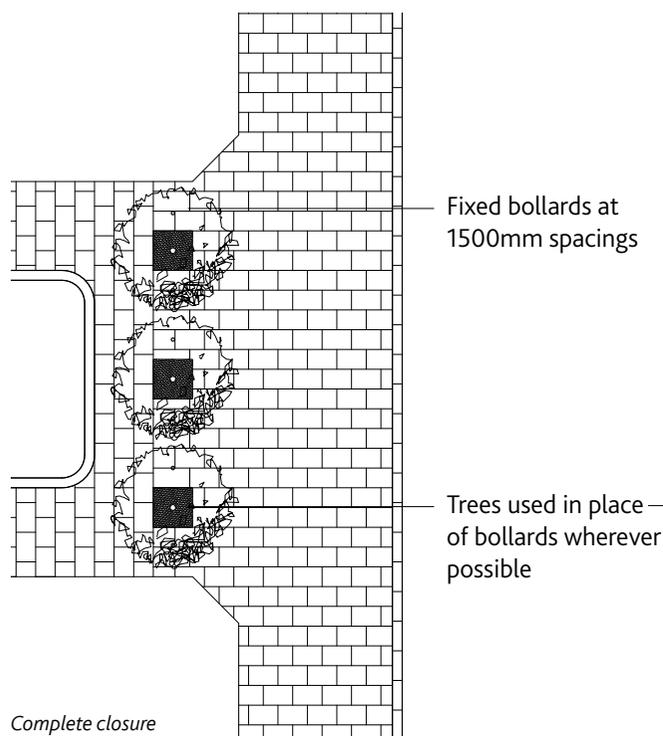
8.13 Crossing Details

Complete Closure

Location	Borough wide
Considerations	The use of bollards should be minimised and trees or seats should be used in their place where possible
	Gaps between vertical elements (trees bollards) should be a maximum of 1500mm

Complete Closure With Emergency Access

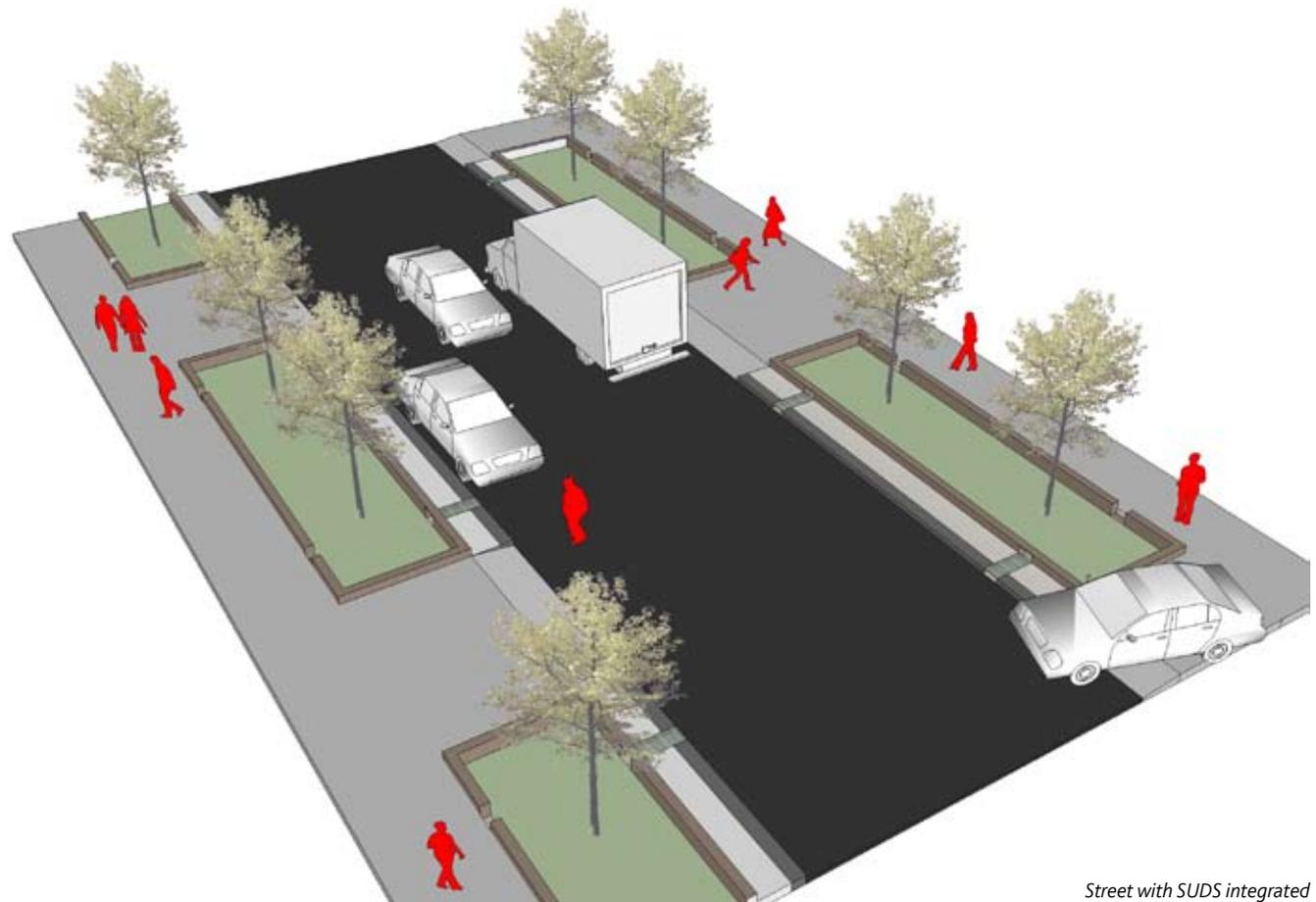
Location	Borough wide
Considerations	Raised table formed of granite setts
	Flush kerbs to be installed along top and base of ramp
	Bollards installed at 1500mm centres
	Retractable bollards to allow emergency vehicle access



8 Surfacing

8.14 Street with SUDS

Location	Streets outside of town centres, where there is greater than 3.8m footway zone and parking is on street only
Material	ASP paving to footway
	Raised PC kerbs to detention basin edge
	Moisture loving planting and tree species planted in detention basin
	Permeable gravel paving to parking access path
	Metal grille to cover inlets to detention basin
Considerations	Falls of roadway and footway should be designed to make run-off flow into the detention basins
	Will require maintenance to clear any build-ups of litter, and ensure clear movement of water
	Overflow system to discharge into the traditional surface water system when detention basins are full
	Detention basins linked by below ground pipe system



Street with SUDS integrated