

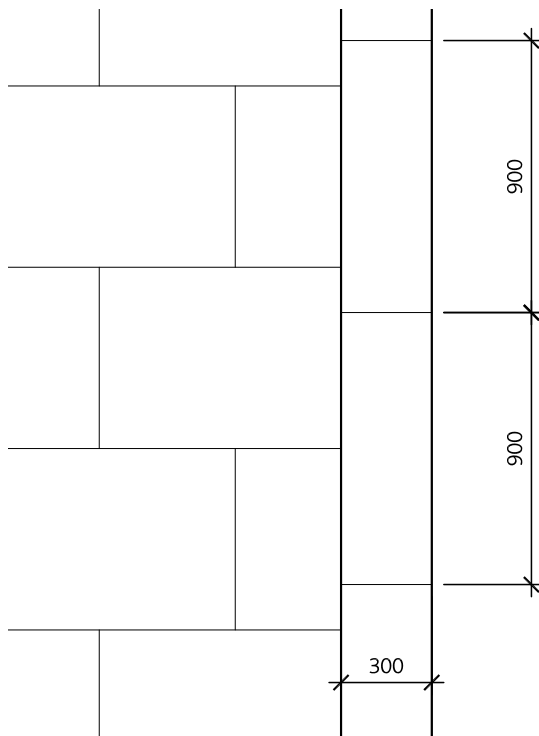
8.6 Kerb

Standard Kerb - 300mm

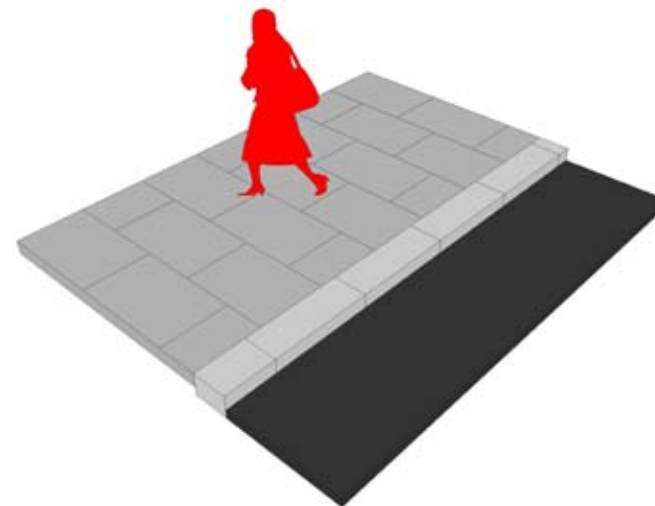
Location	Town centres and connecting routes
Material	Silver-grey granite
Finish	Fine-picked
Height of kerb	125mm
Width	300mm
Considerations	Radial kerbs to be used at corners
	In town centre and connecting route locations where 150mm wide kerbs are existing these should be kept for reuse outside of town centres
	Kerb alignment should be as consistent as possible, following smooth lines and avoiding build-outs where possible



Standard kerb



Standard kerb - plan

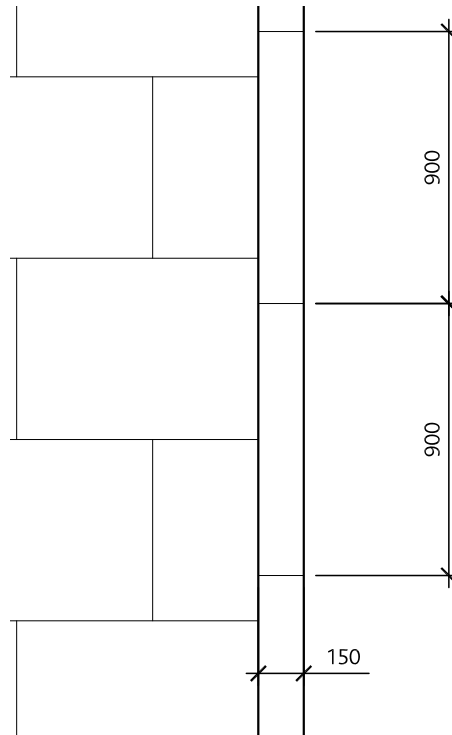


# 8 Surfacing

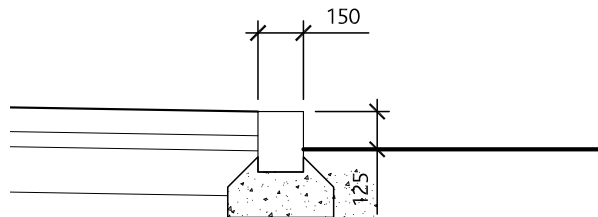
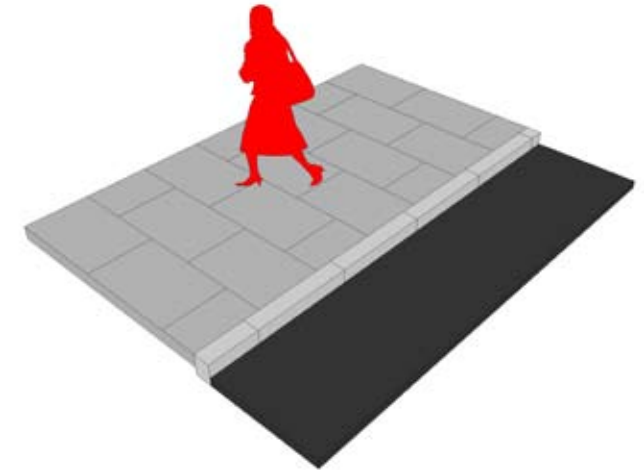
## 8.6 Kerb

### Standard Kerb - 150mm

Location	Local residential streets
Material	Silver-grey granite
Finish	Fine-picked
Height of kerb	125mm
Width	150mm
Considerations	Radial kerbs to be used at corners Kerb alignment should be as consistent as possible, following smooth lines and avoiding build-outs where possible



Standard kerb - plan

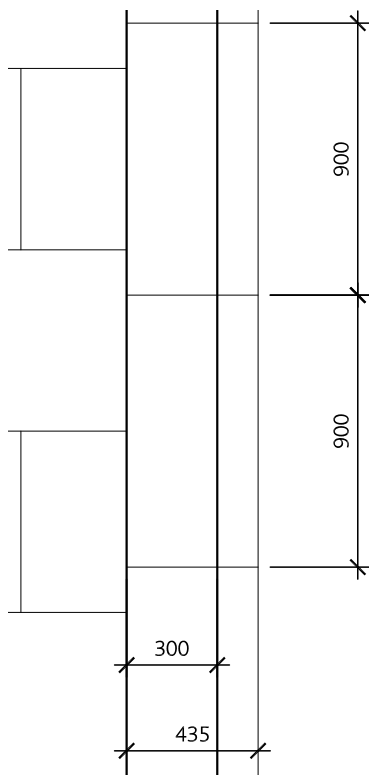


Standard kerb

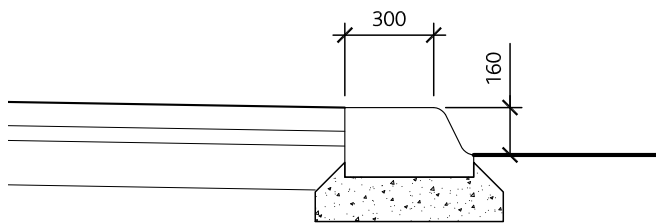
8.6 Kerb

Bus-Stop 'Kassel' Kerb

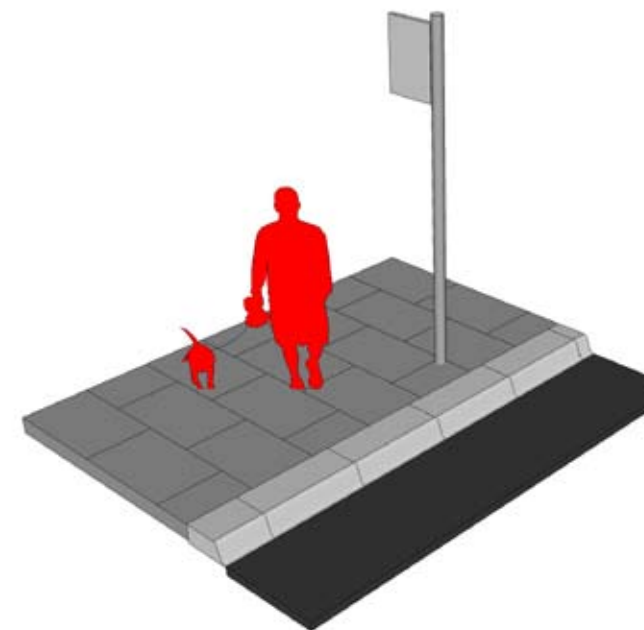
Location	Borough wide
Material	PC concrete
Finish	As manufactured
Height of kerb	160mm
Width	300mm
Considerations	Radial kerbs to be used at corners
	Transition kerb required to join to standard kerb units
	Kerb alignment should be as consistent as possible, following smooth lines and avoiding build-outs where possible



Bus-stop kerb - plan



Bus-stop kerb - section



# 8 Surfacing

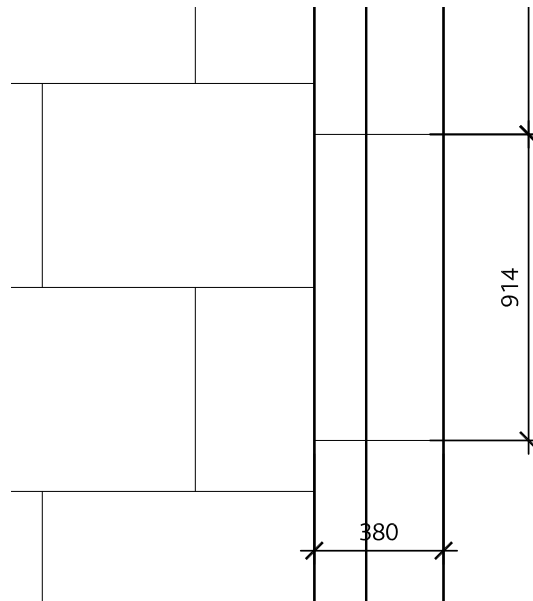
## 8.6 Kerb

### Safety Kerb - 150mm

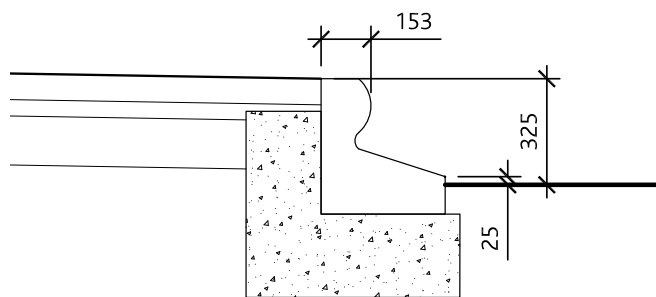
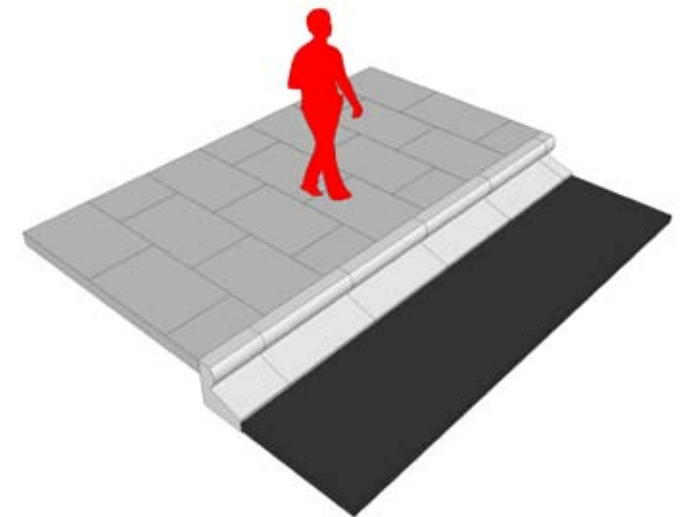
Location	Borough wide to be used in place of guard railing where vehicle overrun is expected but pedestrian containment is not required
Material	Silver-grey granite
Finish	Fine-picked
Height of kerb	325mm
Width	380mm
Considerations	Radial kerbs should be used at corners Kerb alignment should be as consistent as possible, following smooth lines



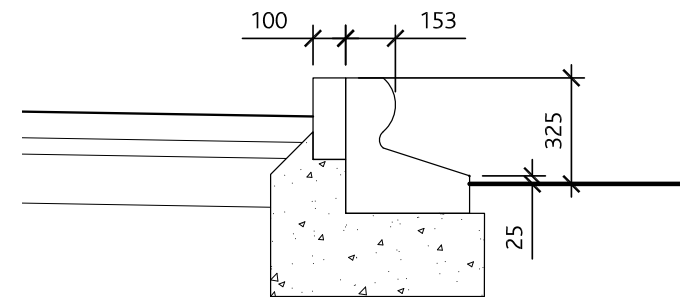
Granite safety kerb



Safety kerb - plan



Safety kerb where levels allow - section



Safety kerb where up-stand is unavoidable due to levels - section

8.6 Kerb

Flush Kerb/Channel Kerb

Location	Raised pedestrian crossings
Material	Silver-grey granite
Finish	Fine-picked
Width	150mm
Considerations	Radial kerbs should be used where required

Exceptions

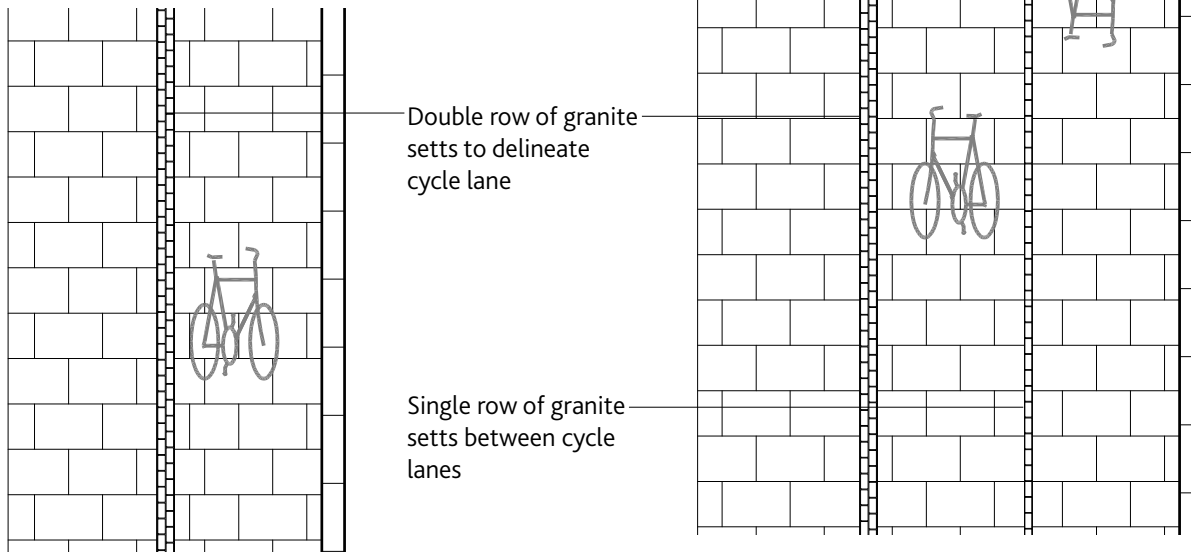
	Existing drainage channel along kerbs formed of granite setts
Location	Borough wide
	Retain and repair where present to create full stretches between junctions
	Where this detail is present on the majority of a street it should be matched on remaining sections to complete



# 8 Surfacing

## 8.7 Cycle Lanes on Footways

Location	Footways
Considerations	Where cycle lanes are part of the footway they should be marked with a double line of granite setts
	The paving material should match the adjacent footway
	A single line of setts should be used between cycle lanes
	Cycle symbol should be marked in thermoplastic paint on paving
	Cycle lanes on footways should be 2m width



White line marked cycle lane- Barcelona



Tactile paving illustrated is required on shared cycle lanes on pavements

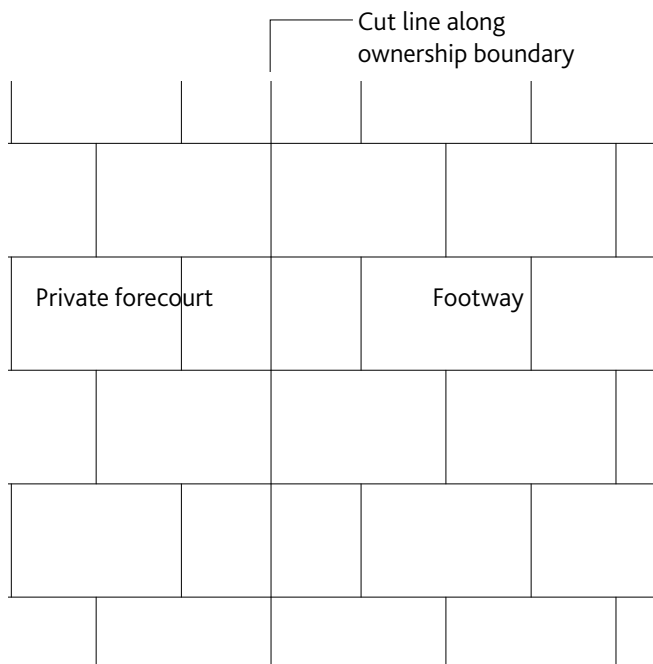
8.8 Cycle Lanes on Roads

Location	Roadways
Considerations	Cycle routes on the roadway should be marked with green surface dressed tarmac for visibility



8.9 Private Forecourts

Location	Private forecourts where the paving build-up exceeds 150mm
Material	To match public footway
	Ownership boundary to be marked with a cut line in the paving
	Bollards should not be used at ownership boundaries
	Permission must be obtained from forecourt owners



Location	Private forecourts where the paving build-up is inadequate
Material	Grey non-permeable bound gravel
	Permission must be obtained from forecourt owners

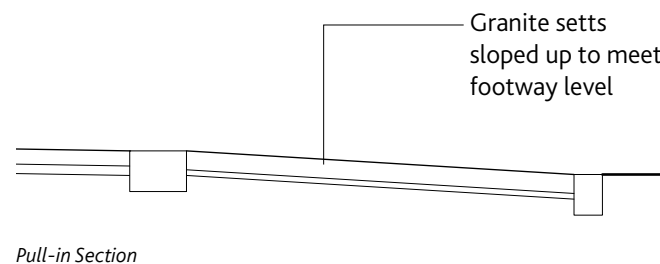
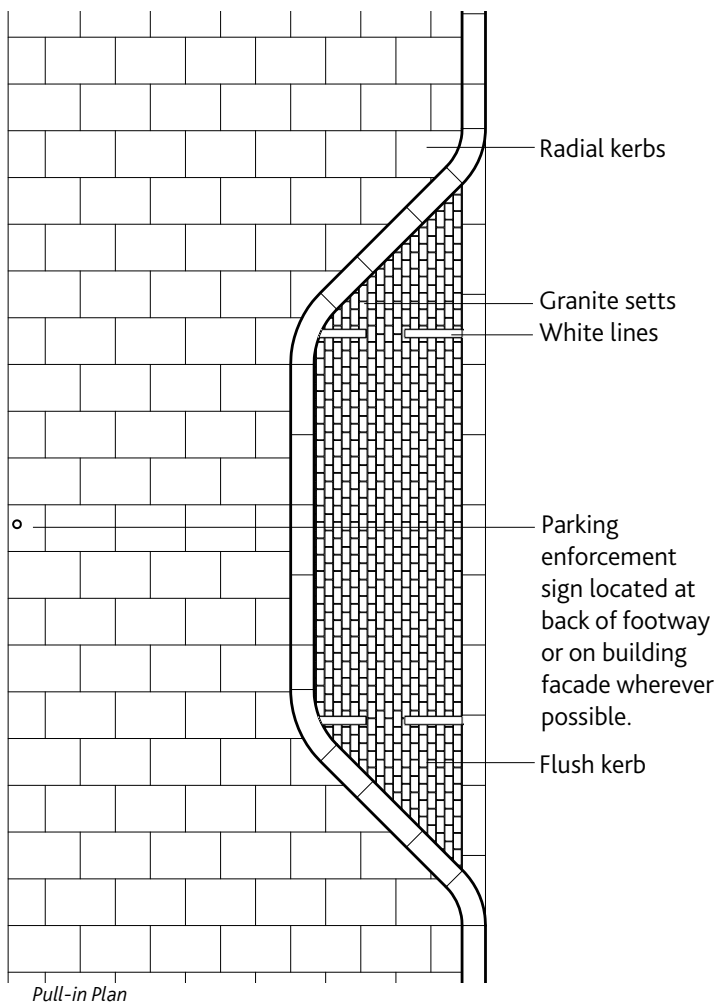


Grey sursert used as for private forecourts, where paving build-up zone is insufficient for paving slabs

# 8 Surfacing

## 8.10 Vehicle pull-ins

Location	Parking spaces and Loading bays in town centres and on connecting routes
Material	Mid-grey granite setts
Considerations	150mm granite flush kerb to road edge
	Radial kerbs to corners
	Parking bays to be marked in white lining
	Parking enforcement sign should be placed at back of footway provided this is not more than 5m away, or is not possible due to shop fronts. If it cannot be placed at the back of the footway it should be centred on the parking pull-in at the kerb. Traffic sign regulations must be observed to ensure adequate enforcement.



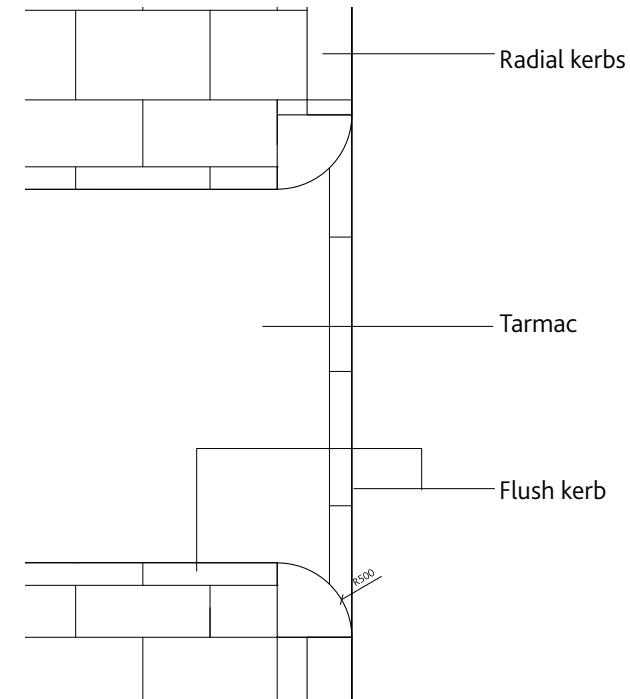
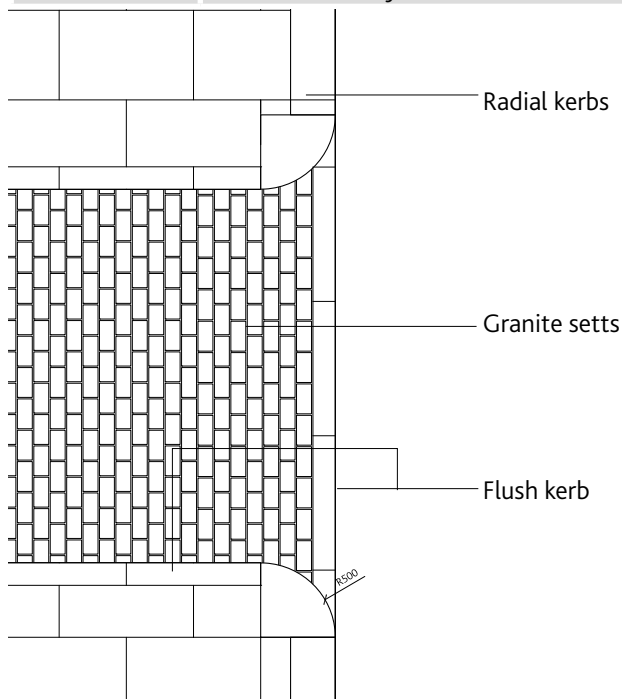
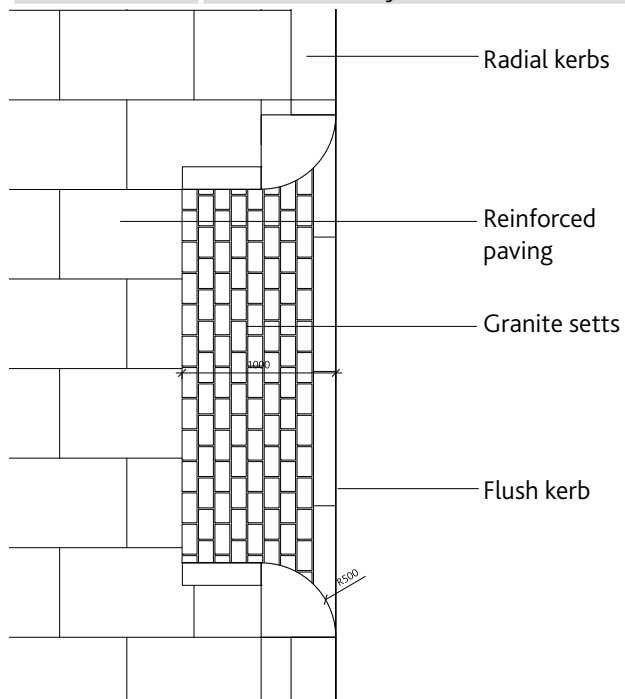


8.11 Private Vehicle Cross-over

Location	Town centres and connecting routes where light traffic is expected over the footway
Material	Granite kerbs, setts and ASP paving
Considerations	Radial kerbs
	Granite setts sloped up to pavement level
	Pavement strengthened where vehicles cross the footway

Location	Town centres and connecting routes where heavy traffic is expected over the footway
Material	Granite kerbs and setts
Considerations	Radial kerbs
	Granite setts sloped up to pavement level
	Pavement strengthened where vehicles cross the footway

Location	Residential streets
Material	Granite kerbs and tarmac
Considerations	Radial kerbs
	Tarmac sloped up to pavement level
	Pavement strengthened where vehicles cross the footway



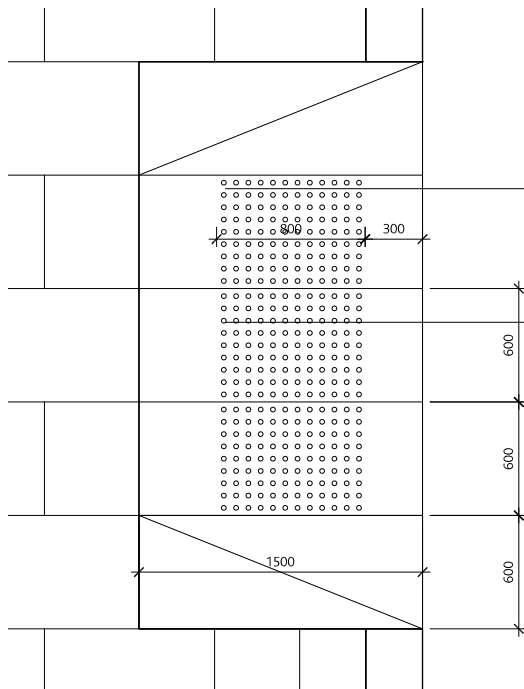
# 8 Surfacing

## 8.12 Crossing Details

### Paving at Crossings - Bespoke Stone Detail

Location	Borough centres, Strategic connecting routes
Material	Silver-grey granite
Considerations	Use of large shaped slabs avoids the need for cutting paving slabs

	Tactile warning blisters cut into the surface of the granite
	1200mm wide extended zone of tactile paving back to the building on controlled crossings. Tactile paving must contrast in colour with surrounding paving at controlled crossings.

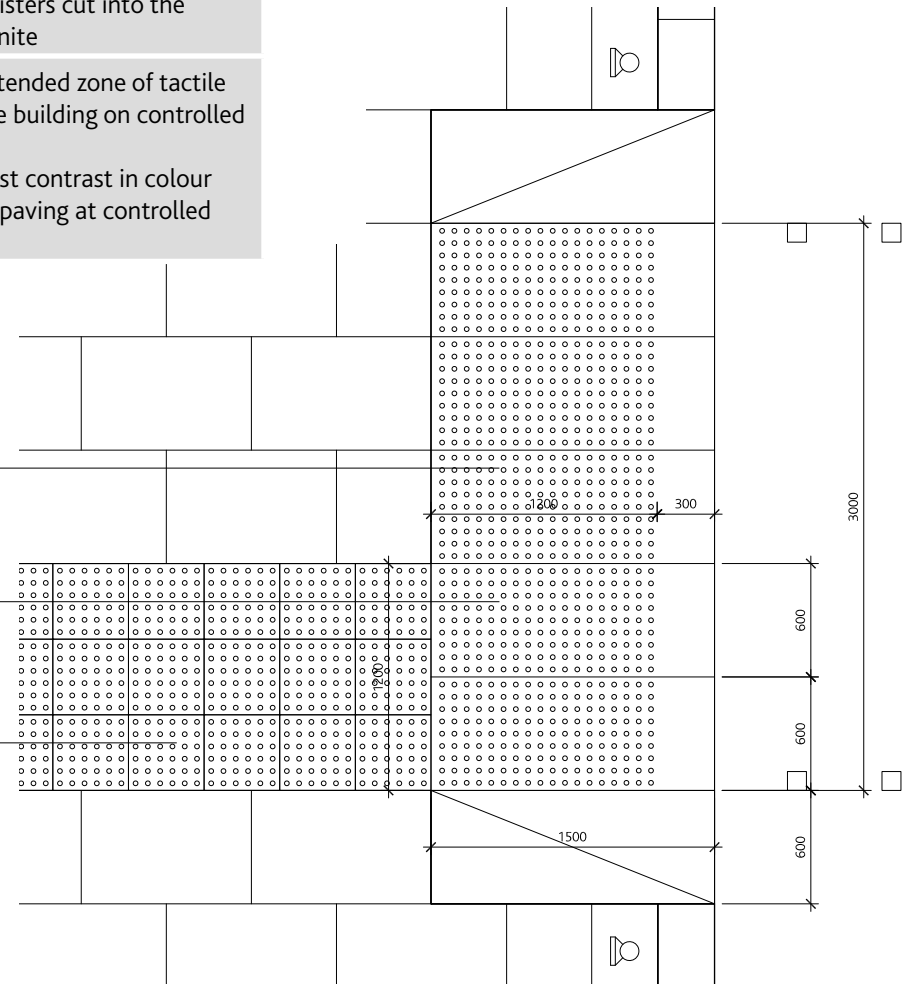


Uncontrolled crossing

Chamfered Granite slab to match kerbs

Blisters cut into surface of sloping granite slab

400x400mm Granite blister paving to match kerbs extending back to the building line



Controlled crossing