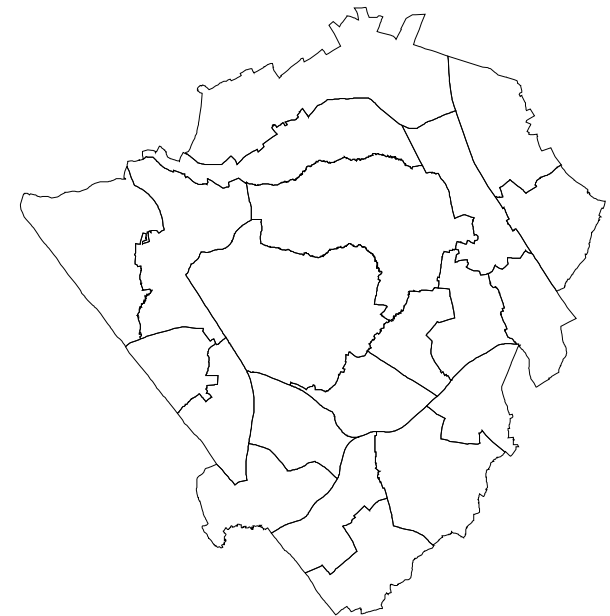


Standard Footway Details

Network Recovery Programme

May 2016



Footway Type 1: All ASP



BEFORE



BEFORE

02/09/2015

Case Study: High Street Edgware, HA8



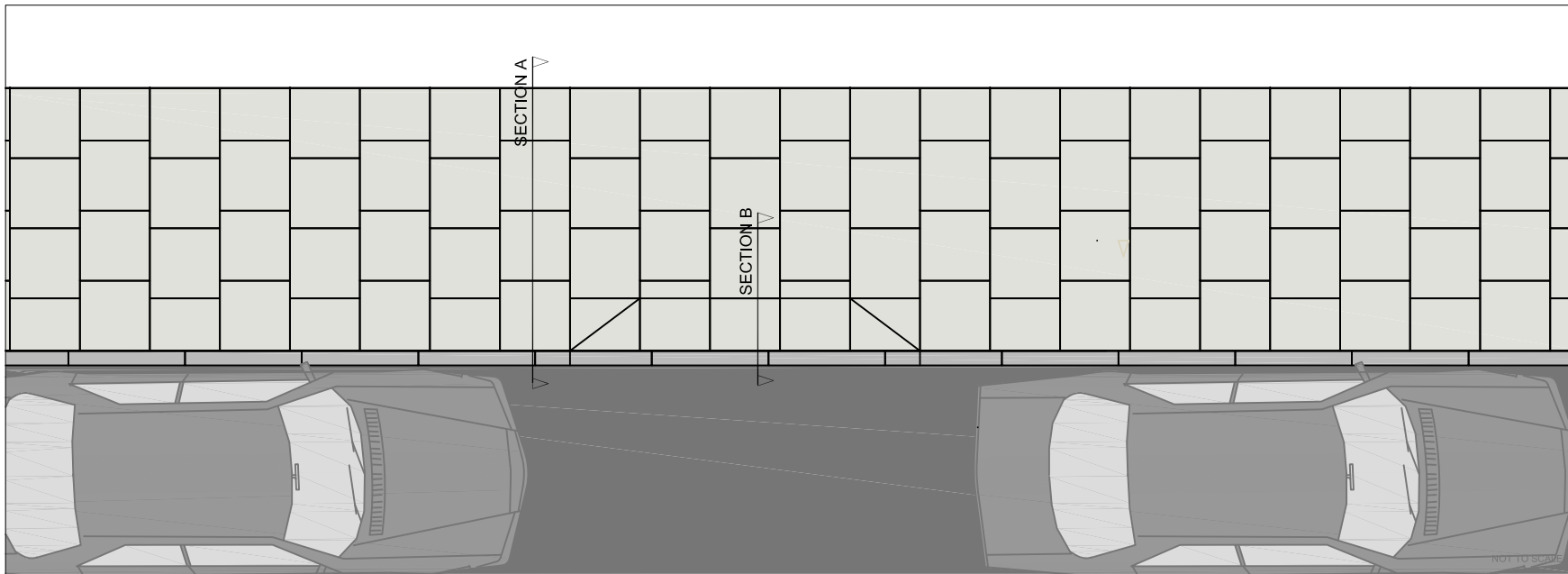
AFTER



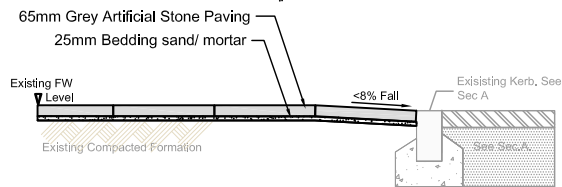
AFTER

Footway Type 1: All ASP

Unit Cost: £68.25/sq.m.



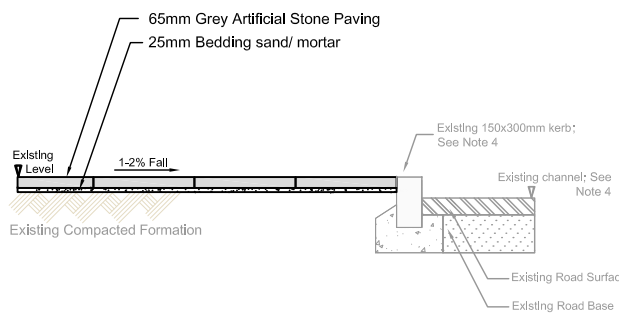
SECTION B: DROP KERB FOR PEDESTRIAN USE TRANSVERSAL DETAIL



NOT TO SCALE

SEE SEPARATE DETAIL FOR ACCESSIBLE PEDESTRIAN CROSSINGS

SECTION A: TYPICAL TRANSVERSAL DETAIL FOR FOOTWAY TYPE 1



NOT TO SCALE



CASE STUDY: NETHERFIELD ROAD, N12

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulations, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme. Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the Contractor in line with the fines associated with the relevant legislation.

NOTES:

- These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Materials and the Operational Network Hierarchy (ONH) Review and Management Plan.
- Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1:82) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).
- Pavement designed to comply with the Design Manual for Road and Bridges, and the DT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.
- Existing kerbs and ASPs to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.
- Footway Verge - Footway widths across the borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.
- Vehicle Crossovers - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.
- Tree pits - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.
- Footway Gradients - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:
 - Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
 - Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)
- Edge Restraints - Where the back of the footway does not meet a wall or building, concrete edging will be installed.
- Unit Costs - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working. Rates may vary in future years of NRP.
- New Developments - Footways constructed as part of new developments shall be built to full depth, adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

CONDITIONS

- Location: ONH 300 to 600 – Town Centres and areas of historic significance
- Footways wider than 1.2m
- NO Footway Parking
- NO Highway Trees
- NO Vehicle Crossovers
- NO Vehicle Overrun

REVISION

Revision Details	Design/Check	Date	Rev
Initial Issue	MDM/CC	11.11.15	0
Draft 1	MDM/CC	07.12.15	1
Draft 2 - Tree Detail Added	MDM/CC	18.02.16	2
Draft 3 - Tactile Details Added	MDM/CC	13.05.16	3
Draft 4 - Unit Cost Amended	MDM/CC	02.06.16	4

CONSULTATION

Client: **BARNET**
LONDON BOROUGH

PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

Drawing title: FOOTWAY TYPE 1: ALL ASP

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15

Author: **ReCAPITA**
1255 High Street, Barnet, London, EN4 8JF
020 8445 1234

2016/17_FW DETAILS- T1 Rev. 4

Footway Type 2: All asphalt

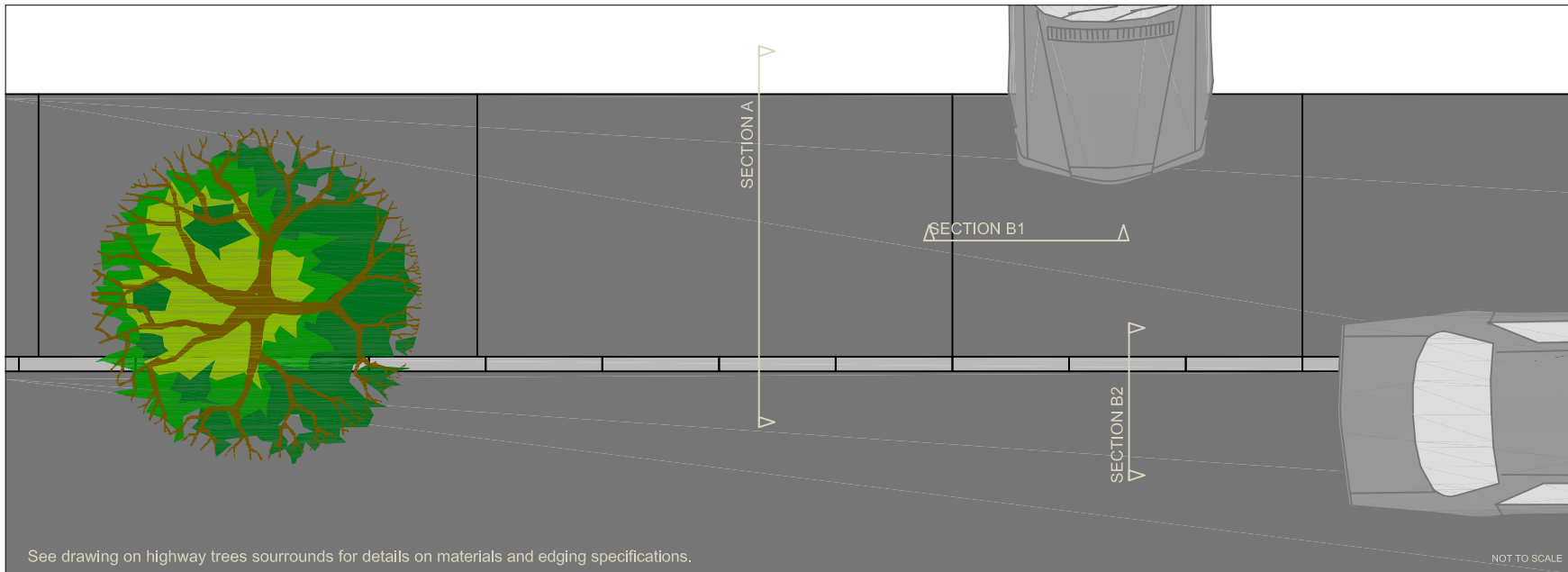


Case Study: Brunswick Park Road, N11

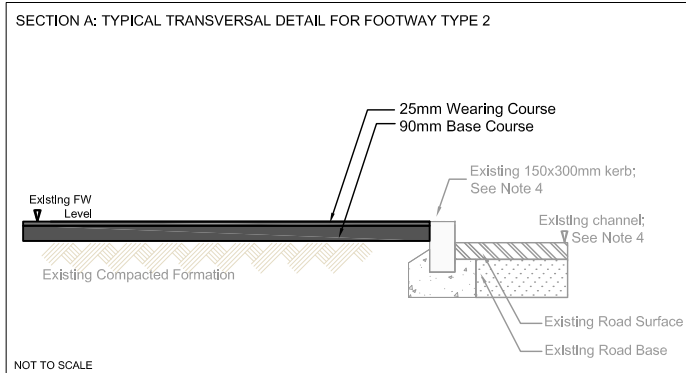
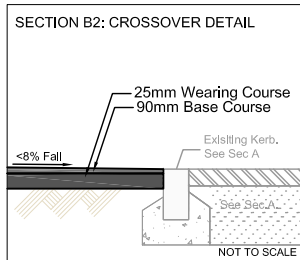
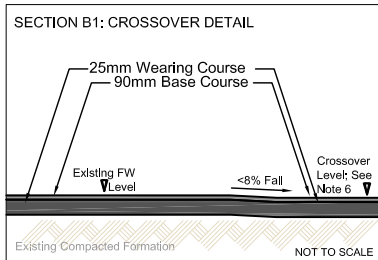


Footway Type 2: All Asphalt

Unit Cost: £62.86/sq.m.



See drawing on highway trees surrounds for details on materials and edging specifications.



CASE STUDY: BRUNSWICK PARK ROAD, N11

CONDITIONS

- Location: ONH 100 to 300 – Residential and/ or Rural Areas
- Footways of any width
- Footway Parking
- Highway Trees
- Vehicle Crossovers
- Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulations, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme. Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the Contractor in line with the fines associated with the relevant legislation.

NOTES:
1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Materials and the Operational Network Hierarchy (ONH) Review and Management Plan.

2. Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1 & 2) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

3. Pavement designed to comply with the Design Manual for Road and Bridges, and the DT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.

4. Existing kerbs to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.

5. Footway Verge - Footway widths across the Borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.

6. Vehicle Crossovers - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.

7. Tree pits - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.

8. Footway Gradients - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:
- Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
- Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

9. Edge Restraints - Where the back of the footway does not meet a wall or building, concrete edging will be installed.

10. Unit Costs - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for restrictive working. Rates may vary in future years of NRP.

11. New Developments - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

REVISION			
Revision Details	Design/Check	Date	Rev
Initial Issue	MDMI/CC	11.11.15	0
Draft 1	MDMI/CC	07.12.15	1
Draft 2 - Tree Detail Added	MDMI/CC	10.02.16	2
Draft 3 - Tactiles Details Added	MDMI/CC	13.05.16	3
Draft 4 - Unit Cost Amended	MDMI/CC	02.06.16	4

CONSULTATION

Client:

PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

Drawing title: FOOTWAY TYPE 2: ASPHALT

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDMI	MDMI	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15



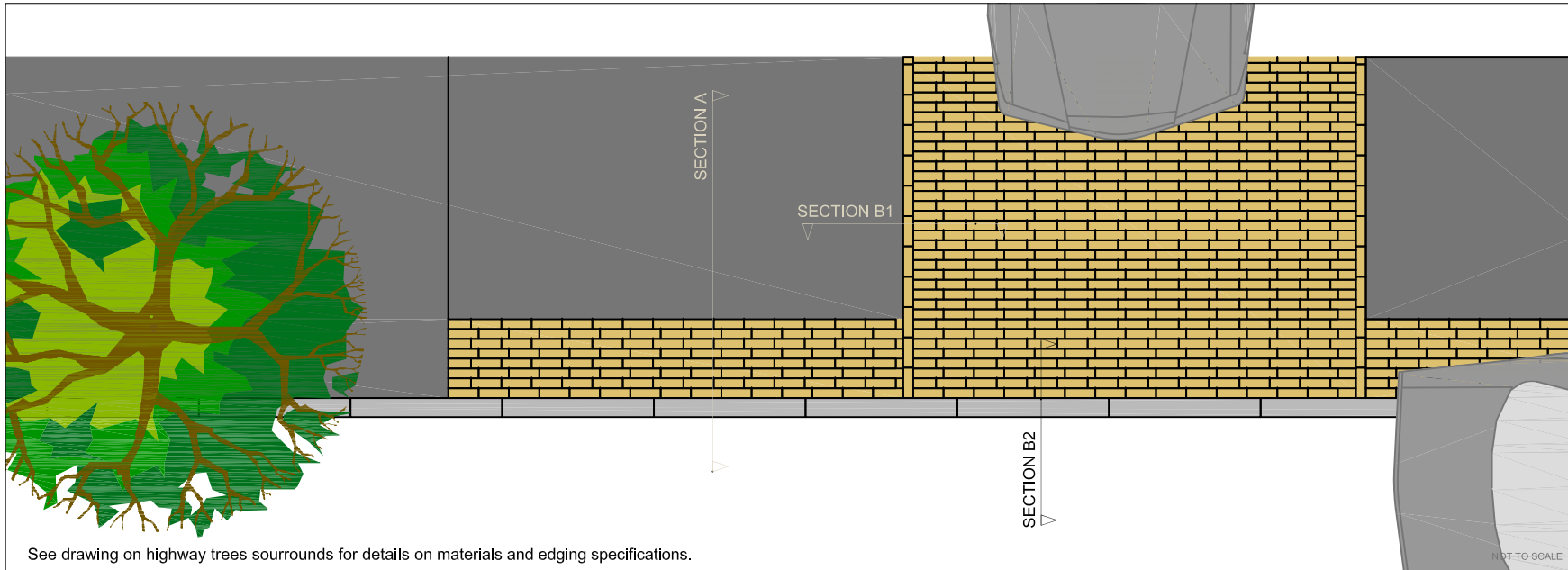
Footway Type 3: Asphalt footway with block margins and crossovers

Case Study: TBC

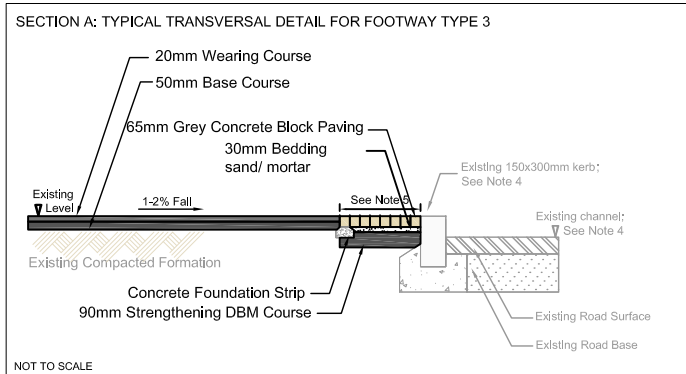
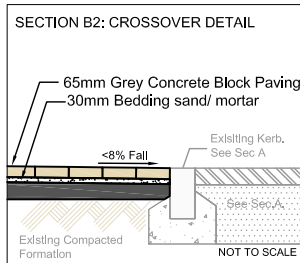
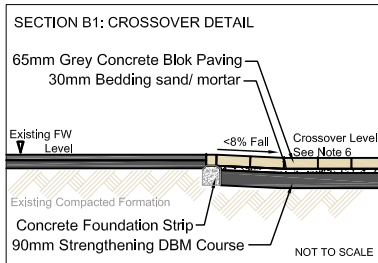
To Be Agreed

Footway Type 3: Asphalt Footway with Block Crossovers and Margins

Unit Cost: £70.62/sq.m.



See drawing on highway trees surrounds for details on materials and edging specifications.



TO BE AGREED

CASE STUDY: SITE TO BE AGREED

- CONDITIONS**
- Location: ONH 200 to 500 – Residential Areas
 - Footways wider than 1.2m
 - Footway Parking
 - Highway Trees
 - Vehicle Crossovers
 - Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulations, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme.

Failure to comply with the Acts or Regulations outlined above will lead to charges being imposed on the Contractor in line with the fines associated with the relevant legislation.

- NOTES:**
- These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Quantities and the Operational Network Hierarchy (ONH) Review and Management Plan.
 - Planned maintenance footway relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1&2) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).
 - Pavement designed to comply to the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Inclusive Mobility.
 - Existing kerbs and blocks to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.
 - Footway Verge** - Footway widths across the Borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.
 - Vehicle Crossovers** - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.
 - Tree pits** - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.
 - Footway Gradients** - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:
 - Footway length of 1m and below: preferable 8% gradient; max. gradient of 10% (1 in 10)
 - Footway lengths over 1m: preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)
 - Edge Restraints** - Where the back of the footway does not meet a wall or building, concrete edging will be installed.
 - Unit Costs** - Rates shown are relevant to the LoHAC tender documents. No allowance has been made for resistive working. Rates may vary in future years of NRP.
 - New Developments** - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial Issue	MDM/CC	11.11.15	0	
Draft 1	MDM/CC	07.12.15	1	
Draft 2 - Tree Detail Added	MDM/CC	18.02.16	2	
Draft 3 - Tactile Details Added	MDM/CC	13.05.16	3	
Draft 4 - Unit Cost Amended	MDM/CC	02.06.16	4	
Draft 5 - Trial site TBA	MDM/CC	24.05.16	5	

CONSULTATION

Client: **BARNET**
LONDON BOROUGH

**PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS**

Drawing title: **FOOTWAY TYPE 3: ASPHALT WITH
BLOCK CROSSOVERS AND MARGINS**

Scale @ A3 1:1000			
Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 11/11/15	Date: 11/11/15	Date: 11/11/15	Date: 11/11/15



Footway Type 4: Asphalt footway with concrete block paving
crossovers

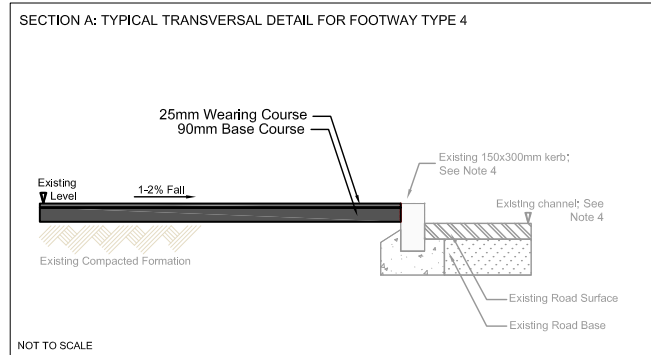
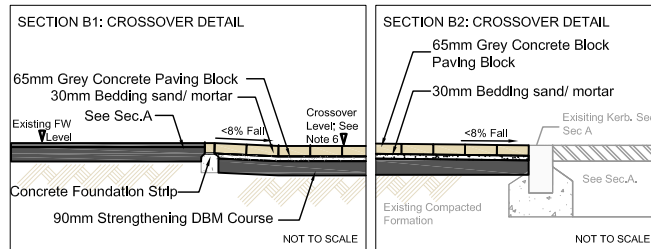
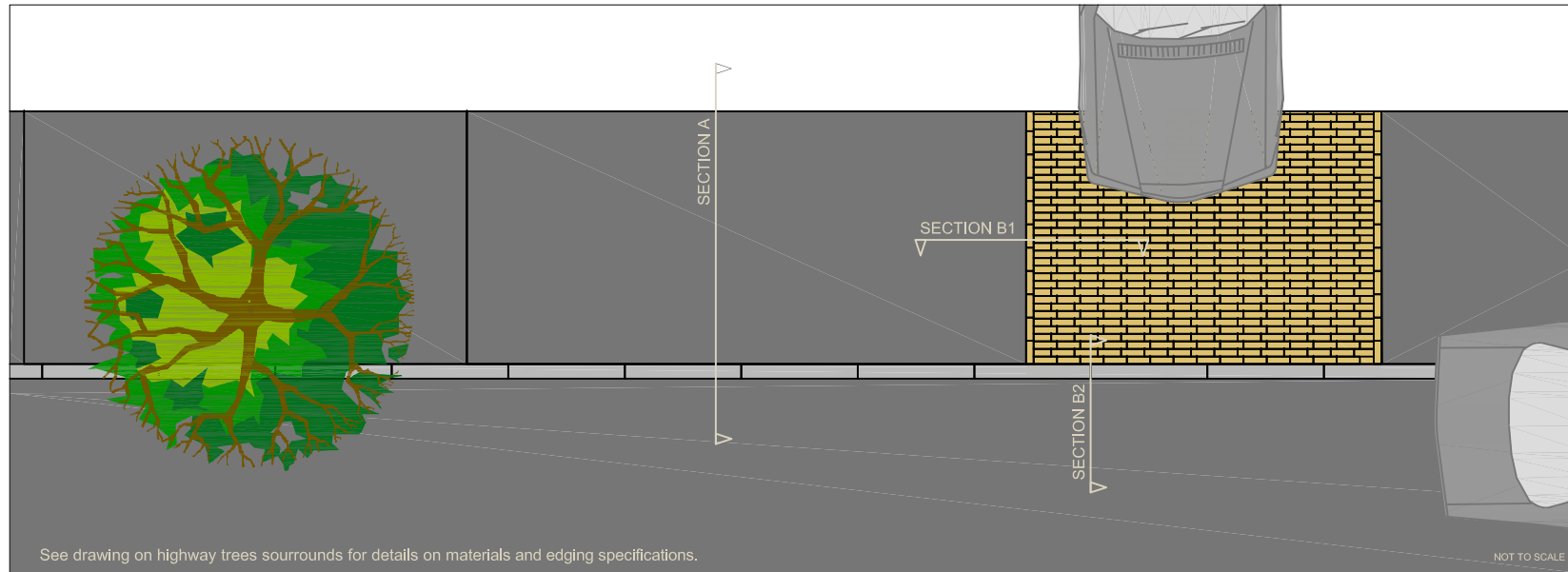


Case Study: Goodyers Gardens, NW4



Footway Type 4: Asphalt Footway with Block Crossovers

Unit Cost: £67.89/sq.m.



CASE STUDY: GOODYERS GARDENS

- CONDITIONS**
- Location: ONH 100 to 400 – Residential Areas
 - Footways of any width.
 - Footway Parking
 - Highway Trees
 - Vehicle Crossovers
 - Vehicle Overrun

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out to comply with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Regulators, Notices, Directions and Designations) (England) Regulations 2007, Street Works (Changes for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009, The Transport for London Lane Rental Scheme. Failure to comply with the Acts or Regulations outlined above will result in charges being imposed on the Contractor in line with the fines associated with the relevant legislation.

NOTES:

1. These details illustrate standard footway construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, the relevant Bills of Quantities and the Operational Network Hierarchy (ONH) Review and Management Plan.

2. Planned Maintenance Footway Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting. Sections A and B (1&2) show typical relay depths, with existing formation (not excavated) shown in lighter grey. New footways will be constructed to full depth in accordance with appropriate design standards (see separate drawing).

3. Pavement designed to comply with the Design Manual for Road and Bridges, and the DfT's Guidance on the use of Tactile Paving Surfaces and Manual for Industry Mobility.

4. Existing kerbs and blocks to be reused in situ whenever possible and when instructed. New materials will only replace existing ones when there is a change to material specifications, or existing material is no longer in a safe, usable condition. This document shows typical kerb arrangement. Kerb details (materials and kerb face) may vary.

5. **Footway Verge** - Footway widths across the borough are varied. Width of all verges will be optimised to minimise the number of flags or pavers that must be cut down from their original size, allowing for a minimum ASP area width of 1.2m and a maximum verge width of 1m.

6. **Vehicle Crossovers** - When new crossovers are instructed to be constructed as part of footway relay works, approved widths and confirmation of payment will be provided by the Crossover Team. All existing crossovers will be reinstated to their original width, unless otherwise specified. New and existing crossovers will comply with the guidelines set in this document, and no gradients greater than 10% (1 in 10) will be constructed.

7. **Tree pits** - Size of tree pit will vary depending on location and site constraints. Tree pits to be reconstructed to original widths, to comply with guidelines set in this document (See Tree Pit Details drawing). Care should be taken to avoid any damage to trees by the contractor as part of the footway relay works and LB Barnet's Green Spaces Team to be contacted prior to any work commencing around any highway tree.

8. **Footway Gradients** - In order to ensure footways remain accessible to all users, the following gradients will not be exceeded:

- Footway length of 1m and below; preferable 8% gradient; max. gradient of 10% (1 in 10)
- Footway lengths over 1m; preferable 1 to 2% gradient; max. gradient of 2.5% (1 in 40)

9. **Edge Restraints** - Where the back of the footway does not meet a wall or building, concrete edging will be installed.

10. **Unit Costs** - Rates shown are relevant to the L04HC tender documents. No allowance has been made for restrictive working. Rates may vary in future years of NRP.

11. **New Developments** - Footways constructed as part of new developments shall be built to full depth adoptable standards to meet relevant design criteria. Highways Development Control Team shall be contacted prior to implementation of any works in and around new developments.

REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial Issue	MDM/CC	11.11.13	0	
Draft 1	MDM/CC	07.12.13	1	
Draft 2 - Tree Detail Added	MDM/CC	19.02.14	2	
Draft 3 - Tactile Details Added	MDM/CC	13.05.14	3	
Draft 4 - Unit Cost Amended	MDM/CC	02.06.14	4	

Purpose of Issue:

CONSULTATION

Client: **BARNET**
LONDON BOROUGH

PLANNED MAINTENANCE
STANDARD FOOTWAY DETAILS

Drawing Title: **FOOTWAY TYPE 2: ASPHALT**

Scale as A3 1:1000			
Design	Drawn	Checked	Approved
MDM	CC	MDM	RC
Date: 11/11/13	Date: 11/11/13	Date: 11/11/13	Date: 11/11/13

