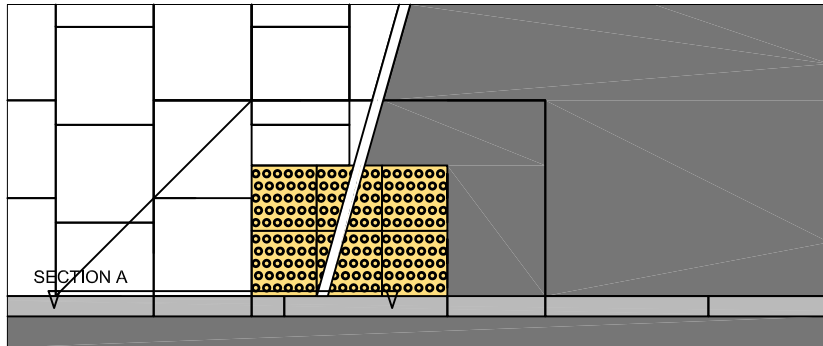


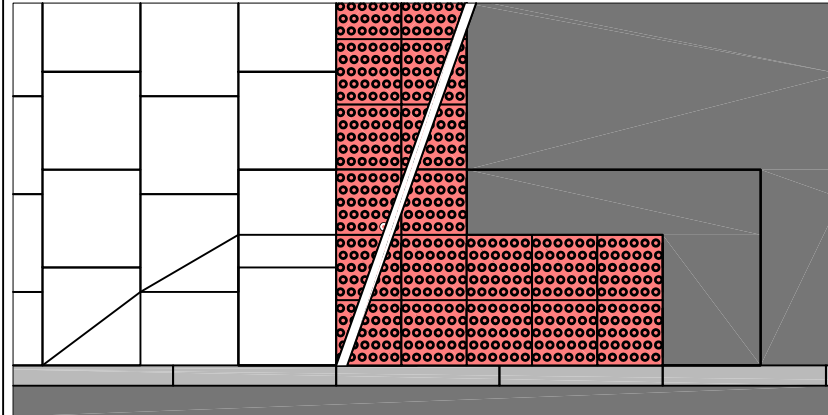
Accessibility Details

Uncontrolled Crossings

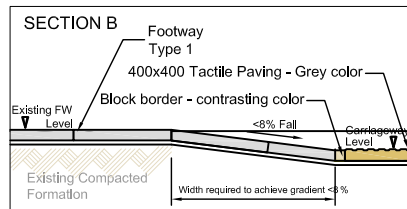
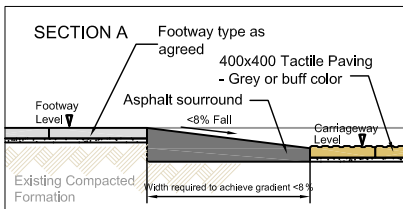
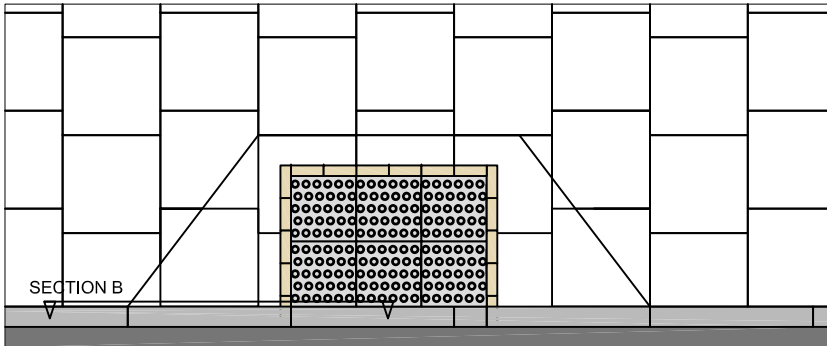
ASP/ Asphalt Footways



Controlled Crossings



Conservation Areas



GEOMETRY AND POSITIONING

- Back of tactiles to be at right angles to the crossing path. This may not be parallel to the kerb line.
- Red blister paving to be used at controlled crossing at all locations.
- At controlled crossings the base of the L shape to be positioned against the kerb line, and to be no narrower than 2 tactile tiles (800mm)
- When possible tactiles to reach back of footway and/or building line. If this is not possible, a minimum depth to allow for a gradient $>8\%$ will be installed.
- Grey tactiles installed in an ASP footway must be surrounded by a contrasting color (such as asphalt or buff colored blocks) to alert partially sighted users
- To minimise the risk of trip hazards, no paving slabs should be cut to a size smaller than 1/3 of its original size.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All footway relay works will be carried out in conformity with H&S regulations, Traffic Management Act 2004, New Roads and Street Works Act 1991, Street Works (Registers, 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, as well as the relevant Bill of Materials and the Operational Network Hierarchy (ONH) Review and Management Plan.
2. Relay depths will vary depending on existing footway and environmental conditions, and will be agreed prior to construction starting.
3. 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.
4. **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 4)
5. **Unit Costs** - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Fees and a 2% allowance for a 2016/17 price fluctuation have been included, but no allowance has been made for restrictive working. Rates may vary in future years of NRP.

BLISTER PAVING COLORS PALETTE	
Red with contrasting surround	Controlled crossings only
Grey with contrasting surround	Uncontrolled Crossings in conservation areas
Buff with contrasting surround	Uncontrolled Crossings

REVISION

Revision	Details	Design/Check	Date	Rev.
Initial Issue		MDM/CC	31.05.16	0
Draft 1		MDM/CC	02.06.16	1
Draft 2		MDM/CC	13.06.16	2
Draft 3		MDM/CC	01.07.16	3

Purpose of issue

CONSULTATION

Client:



PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

ADDITIONAL DETAILS: CONTROLLED AND UNCONTROLLED CROSSINGS

Scale: @ A3 1:1000				
Design	Drawn	Checked	Approved	
MDM	MDM	CC	RC	

Date: 03/06/16 Date: 03/06/16 Date: 03/06/16 Date: 03/06/16

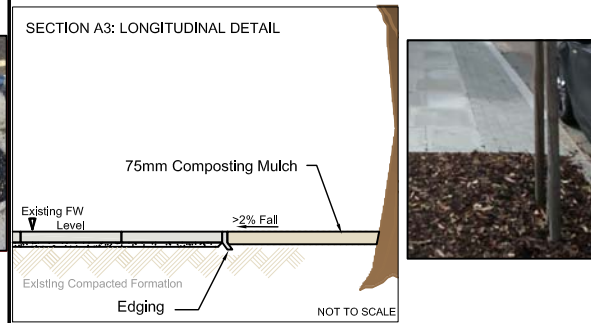
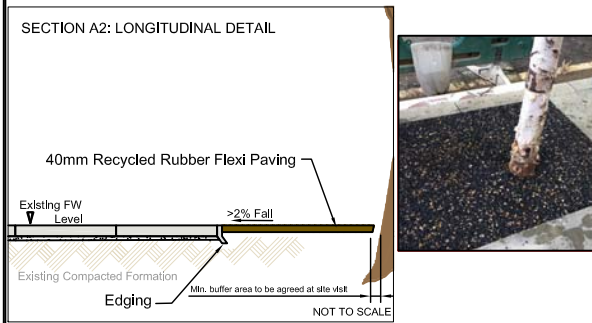
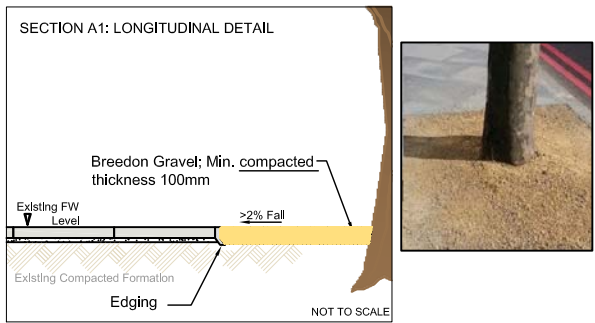
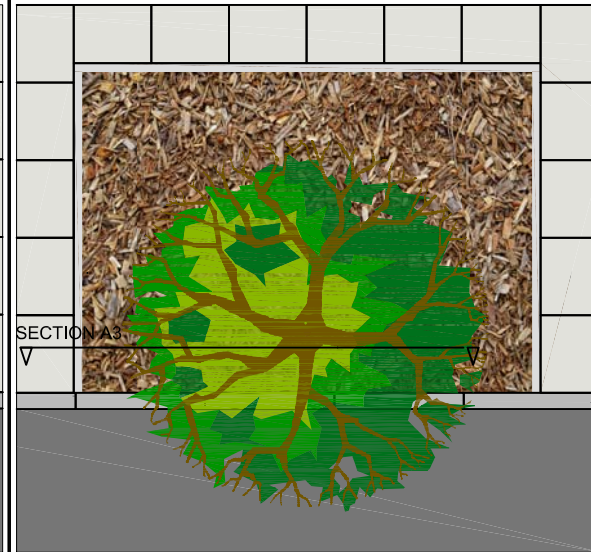
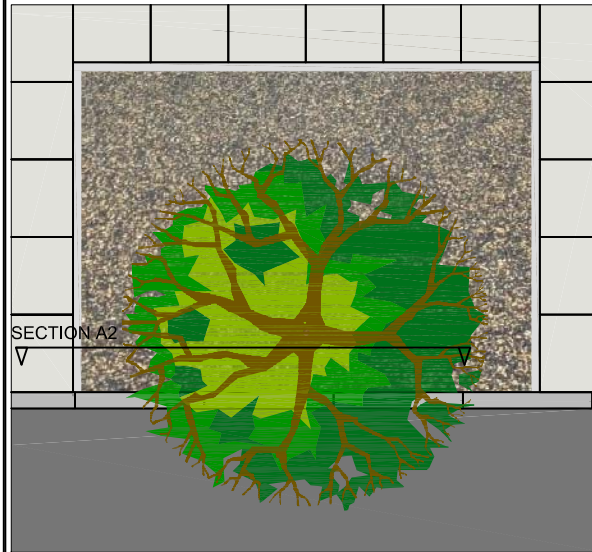
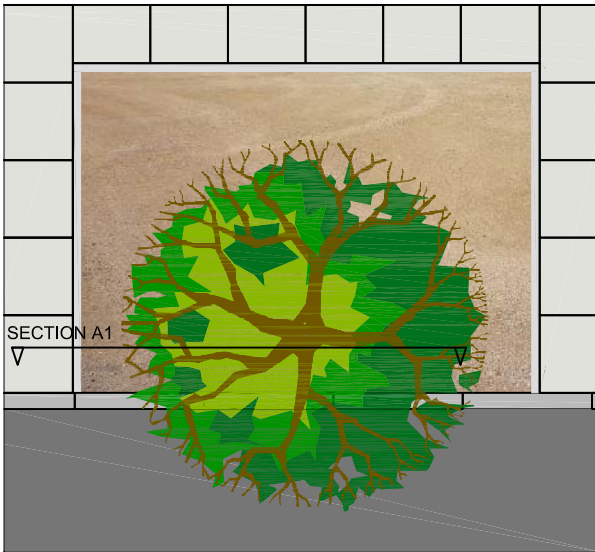


Tree Surround Detail

Breedon Gravel - £38.76/sq.m.

Porous Paving - £117.54/sq.m.

Mulching Compost - £27.86/sq.m.



TREE PITS SIZE

Existing tree pits to be reconstructed to original size, unless otherwise specified by LB Barnet Tree Section. Footway either side to be constructed to agreed Footway Type Specification

EDGING To be agreed with LB Barnet Tree Section on a site by site basis:

- Wood: to be considered in conservation areas
- Metal: to be considered in all sites

Note height difference between edging and existing footway to be <20mm.

MATERIALS

To be agreed with LB Barnet Tree Section on a site by site basis:

- Breedon Gravel: to be considered in conservation areas. Not suitable for town centres or near schools
- Porous Paving: to be considered in all areas
- Composting Mulch: to be considered in all areas

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 (Registers, 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 tree surround construction and are for guidance only. They should be read in conjunction with each scheme's Location and Extents Plan, as well as the relevant Bill of Materials.
- Pavement designed to comply to the Design Manual for Road and bridges, and the DfT's Manual for Inclusive Mobility.
- Tree pits** - Tree pits to be reconstructed to original widths, to comply with guidelines set in this document. 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. (tree details have still to be agreed with Green Spaces)
- 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)
- Unit Costs** - Rates shown are relevant to the contractor and materials used for the 2015/16 programme. Rates may vary in future years of NRP. Costs for tree surround materials relate to material supply and lay, and an adequate base must be in place in advance.

REVISION				
Revision Details	Design/Check	Date	Rev	
Initial Issue	MDM/CC	22.04.16	0	
Draft 1 - Uprl costs added	MDM/CC	23.05.16	1	
Draft 2	MDM/CC	13.06.16	2	
Draft 3	MDM/CC	15.06.16	3	
Draft 4	MDM/CC	17.06.16	4	
Draft 5	MDM/CC	01.07.16	5	

CONSULTATION



PLANNED MAINTENANCE STANDARD FOOTWAY DETAILS

Drawing title: ADDITIONAL DETAILS: HIGHWAY TREES

Design	Drawn	Checked	Approved
MDM	MDM	CC	RC
Date: 22/04/16	Date: 22/04/16	Date: 22/04/16	Date: 22/04/16

