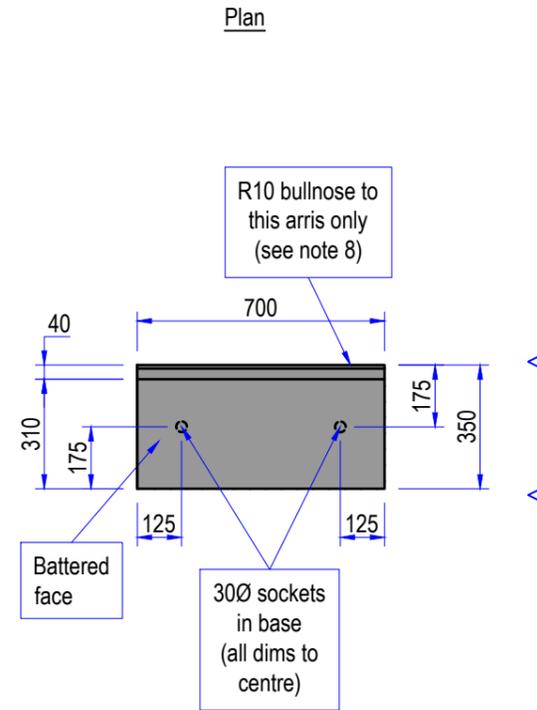
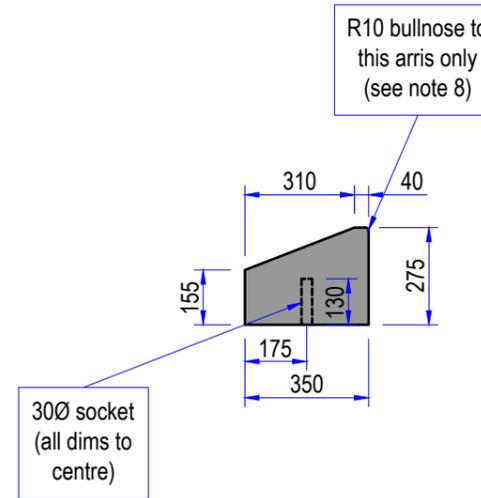


KERBS - MISCELLANEOUS

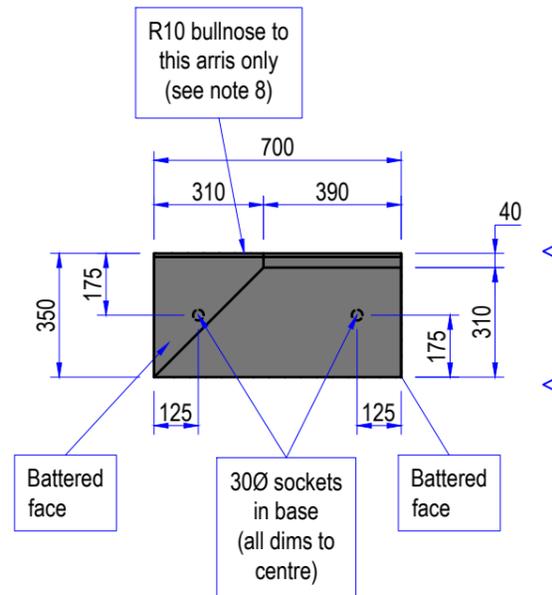
Traffic Island Stagger kerb
Type Designation: KM-TI-1



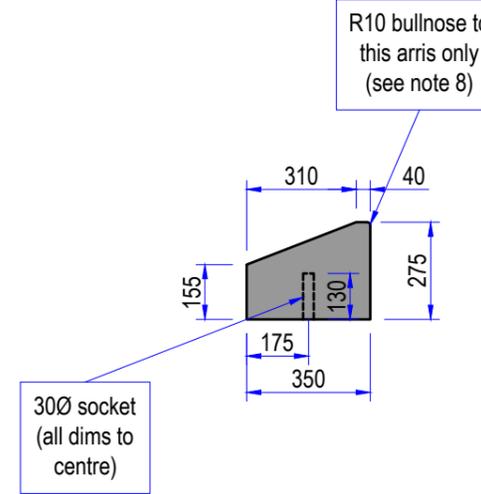
Section



Traffic Island Stagger kerb
Type Designation: KM-TI-2



R10 bullnose to this arris only (see note 8)



NOTES

- All dimensions are in millimeters unless otherwise stated.
- Do not scale from this drawing. Use only written dimensions.
- All references to Clauses are to Southwark Highway Specification Clauses unless otherwise stated.
- This drawing is to be read in conjunction with Clauses 1101SR and 1112AR. Amongst other things, these explain requirements for material, appearance, mechanical, chemical and other properties for kerb and edge restraint units. In the event of any conflict between drawings and specification, the specification prevails.
- Refer to drawing **LBS/1100/10** for standard foundation details.
- All kerb units shall be natural stone unless otherwise stated.
- All arrises shall be square (90°) unless otherwise indicated.
- Where a bullnosed detail is required to an arris then it shall be continued around the corners at the ends of that arris to remove sharp edges and reduce risk of future spalling.
- Unless otherwise instructed or indicated in this drawing, natural stone kerbs shall be fine picked on all sides. A rough punched finish may be used as an alternative where approved or instructed by the Overseeing Organisation in writing in advance.
- If laid on their side these modules may also be used as dropper units to negotiate vertical transitions in kerb lines. However, they should not be used in this way within surfaces that will be trafficked by pedestrians as the resulting gradient will be too steep to meet accessibility requirements.
- These modules may be used to transition into Type 2 profile straight kerbs (as Sheet 1) with lesser Z1 and Z2 dimensions by cutting them shorter.
- This module may also be used to transition between a Type 1 and Type 5 (Bus Border) profile if both the following are done:
 - it is laid on its side so that Z2 is the upstand.
 - it is cut to shorten W2 to 478. This will reduce Z1 to 55.
- If laid on their flat side then these modules may also be used to transition between different kerbs levels where areas will not be trafficked by pavements. Examples include the ends of sections of raised lip kerbs, as may be used to protect certain sides of planting spaces from pedestrian or vehicle overrun.

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



PROJECT:
SOUTHWARK STREETSCAPE DESIGN MANUAL - TYPICAL DETAILS REGISTER

TITLE:
KERB AND EDGE RESTRAINT TYPES
LBS STANDARD UNITS

STATUS:	DRAFT	DRAWN	OM
SCALE:	1:20 @A3	DESIGNED	OM
DRAWING NO:	LBS/1100/04	CHECKED	DR
DATE DRAWN:	JUNE 2017	APPROVED	DR
DATE ISSUED:	25 Feb 2019	REV:	-

S:\HIGHWAYS MAINTENANCE\SSOM\SSOM_CONTENT_ARCH\REVISED\SECTION 100-24 KERBS AND EDGE RESTRAINT TYPES SHEET 4.DWG