



# Chapter 4

## Footway & Carriageway Surfaces



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## FOOTWAY SURFACES

The type, quality and consistency of footway materials and the standard of footway maintenance contribute significantly to the visual impact of an area. Poorly laid and



**Bad practice - using different paving materials does not promote visual continuity**



**Bad practice - poorly laid materials can result in puddling.**

maintained footways provide a sub-standard environment for pedestrians, create trip hazards and discourage people from walking, particularly the elderly and mobility impaired.

### Some general polices for footway surfaces are as follows:

- Ensure paving provides uncomplicated and sympathetic context for buildings and other streetscape elements
- Limit the range of materials to promote visual continuity and to minimise maintenance.
- Ensure a high standard of workmanship when cutting and laying paving materials. Poorly laid materials can create trip hazards for pedestrians, such as raised edges and rocking slabs, and can lead to long term maintenance problems.
- Maintain and repair existing paving.

## Materials

When selecting footway materials, consideration will be given to future maintenance requirements and the cost and availability of materials when new stock is required.

Minimising the use of different footway materials creates a cohesive appearance to the streetscape. Wherever possible, a single material type will be used across the entire footway width.

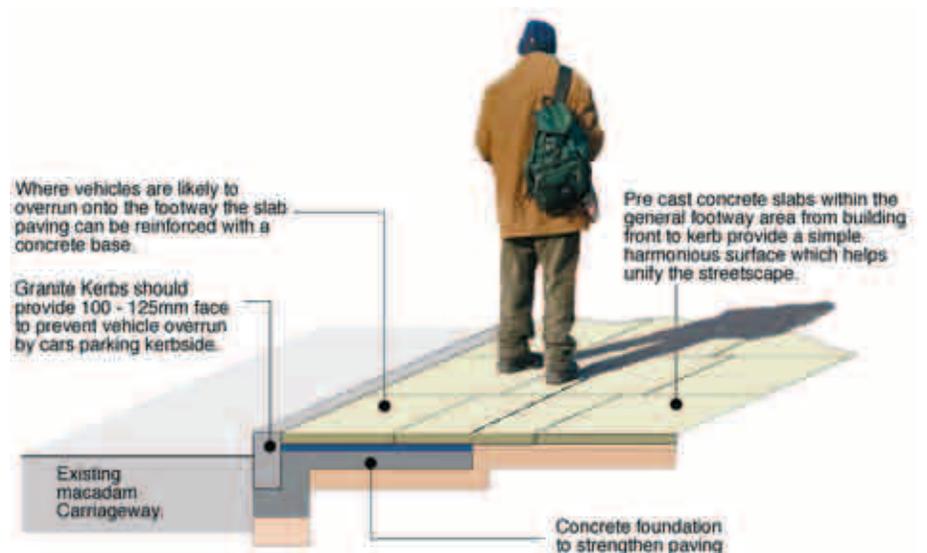
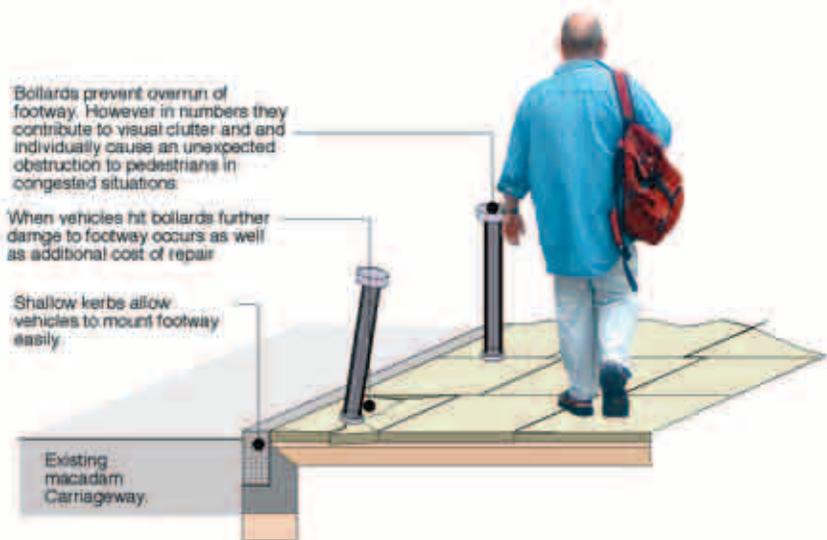
When maintenance work is undertaken it is important to maintain the visual continuity of the footway. This is achieved through the use of replacement materials that match the surrounding, and laid to a high standard.

A number of different materials are currently used to surface footways in the Borough and there is a desire to rationalise this situation. As a general principle, Bitumen macadam (bitmac) is the long term strategy for most areas within Haringey. Exceptions to the use of bitmac are

within town centres, conservation areas and around important landmark or public buildings. The paving materials specified for the different locations within the Borough are presented in the following table and discussed in more detail below.

It should be noted that small modular paving blocks are not recommended for use in the Borough as they can have a disorderly appearance and are more difficult to clean. Furthermore, specifying square edged slabs and minimising the joint size between the slabs is preferable to chamfered edged paving slabs laid with wide joints, which collect dirt and are also difficult to clean.

<b>Material</b>	<b>Location</b>
Bitumen macadam (Bitmac)	Long term strategy for general areas. (e.g. residential)
Concrete paving (600mm x 900mm x 63mm)	Conservation areas. Town centres.
Natural stone aggregate paving (Charwood) (400mm x 400mm)	Long term strategy for retail areas and Town Centres.
Yorkstone paving (550mm – 700mm x 45mm)	Conservation areas. Town centres.
Tactile paving	Pedestrian crossing points.



## Bitumen Macadam

Bitumen macadam (bitmac) provides a continuous, even surface compared to paving slabs where broken, missing or rocking slabs can create trip hazards for pedestrians. In the future bitmac will be used on all residential footways within the Borough except for certain circumstances as detailed in the table.

Please refer to Appendix FCS, references FCS01 for details.

## Concrete paving

Large concrete paving slabs (600mm x 900mm x 63mm) laid on a mortar base will continue to be used within town centres and conservation areas. A concrete base will be used where paving needs to be protected from vehicle over-run.

Please refer to Appendix FCS, reference FCS02 for details.

**Natural stone aggregate paving (400mm x 400mm),  
Wood Green Town Centre**



## Natural stone aggregate paving

Natural stone aggregate paving has a more attractive finish than concrete slabs without the initial expense of natural stone. This type of paving is part of the Councils' long term strategy and is suitable for paving around important public buildings for use in town centres and retail areas. The paving slabs used will be 400mm square.

Please refer to Appendix FCS, references FCS03 for details.

**Riven yorkstone paving**



## Yorkstone paving

Yorkstone paving is a long lasting material, which weathers well and improves in character over time. This type of footway material is specified for use within conservation areas. It will also be used in high status urban spaces, such as around the clock tower in Crouch End.

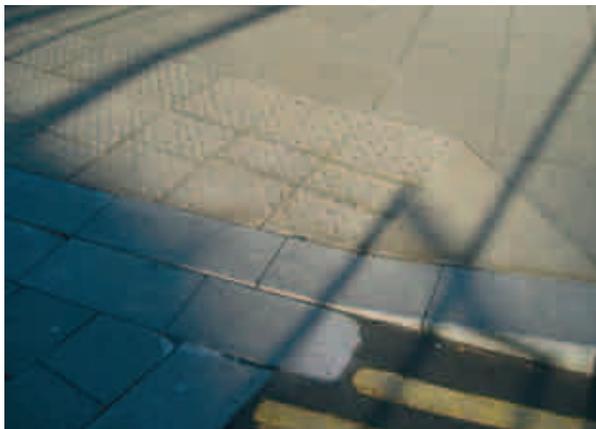
Existing original Yorkstone slabs will be retained wherever feasible and if replacement slabs are required, reclaimed Yorkstone will be used and should match the existing.

Large unit slabs are preferred in pedestrian areas. The traditional dimensions for these slabs is approximately 550mm-700mm long, 450mm wide and 63mm deep. Slabs will be laid on a concrete base where vehicles are likely to over-run the footway.

**Yorkstone paving, Crouch End**



**Tactile paving to match adjacent Yorkstone paving**



## **Tactile paving**

Tactile paving is used at controlled and uncontrolled pedestrian crossing points to alert visually impaired pedestrians to the change between footway and carriageway. Tactile paving is available in different colours and textures; the most commonly used in the Borough is the buff and red blister type paving.

It is recognised that coloured tactile paving can impact on the visual characteristics of the streetscape, often sharply contrasting with other paving materials.

At uncontrolled crossings in conservation areas guidance allows existing tactile paving to be replaced with paving that matches the surrounding footway surface. If the Council considers complementary tactile paving, concrete slabs with a blister profile cast into the slab or yorkstone paving ground to provide a tactile profile, or set with brass or stainless steel studs will be used. Red tactile paving must continue to be used at controlled pedestrian crossings.

The layout of tactile paving should be in accordance with the current Department for Transport (DfT) document “Guidance on the use of Tactile Paving Surfaces” (2002).

## Forecourts

It is not possible for the Council to specify the type of footway materials used in private forecourts but it is desirable that these are paved in the same material as the adjacent public footway. This will provide an uninterrupted footway width between the building and the kerb. However, in some locations the existing forecourt paving may provide an attractive and historic reference and this will be retained where appropriate. A steel strip or a line cut into the paving could be used to denote where the private frontage and the public footway meet.



Steel edge demarcating private forecourt and public footway

Paving materials of varying depths are often used above cellars and care will be taken to ensure that any new footway surfacing is at the same level to reduce the potential for pedestrians to trip.

## Inspection covers

The alignment of inspection covers often conflicts with kerb and paving lines and bonding, which in turn can have a detrimental impact on the visual appearance of footways. When areas are repaved inspection covers will be re-aligned in the direction of the paving line and bond wherever feasible.

In locations where tactile paving or Yorkstone are specified, it is good practice for inspection covers to be inset into the paving. This provides an even, continuous surface and reduces the visual impact of the covers on the streetscape.

Please refer to FCS04 in Appendix FCS for typical details.

## KERBS AND DRAINAGE

### Kerbs

Consideration will be given to the selection of an appropriate height of kerb to suit the locality it is being laid, the needs of all road users, especially the mobility impaired. In particular, dropped kerbs should be provided at all crossing points.

Wherever possible, all kerbs within Haringey will be granite, typically 150mm x 300mm with a 125mm face. Typical kerb details are shown in Appendix FCS, reference FCS05.

Wherever possible, the council will re-align existing kerbs to accommodate parking rather than allow 2-up parking. A minimum footway width of 1.2m will always be provided.



Granite kerb

## Drainage

Typically, drainage channels are located in the carriageway alongside the kerb to carry run-off from the carriageway and footway into the drainage system. Gully pots are located in the channels to enable run-off to flow into the drainage system. Wherever possible, channels will be constructed from the same material as the carriageway, however in some circumstances such as in some conservation areas, granite sett drainage channels are used and these will be retained.

Wherever possible, run-off from footways will drain into channels. Where this is not feasible, such as large areas of footway or where crossovers do not allow, a drainage system within the footway will be provided. The different types of in-footway drainage systems are listed here.

- Conventional footway gullies or smaller 'yard gullies'
- 'U' shaped channels under the footway covered with a metal grating.
- Shallow open channels

## CARRIAGEWAY SURFACES

Bitumen macadam is currently the main material used for carriageway surfacing in the Borough, and this material will continue to be used. Where granite setts are used in some conservation areas, these will be maintained.

## Road Markings

Road markings are essential for promoting road safety and for traffic management purposes. The form and type of markings on the carriageway are regulated by the TSRGD – Section 4 and Schedule 6 (Road Markings) and the Traffic Signs Manual 2003 – Chapter 5 Road Markings. The amount of road markings will be minimised without compromising safety or contravening the various regulations.



Road Markings, Wood Green Town Centre

