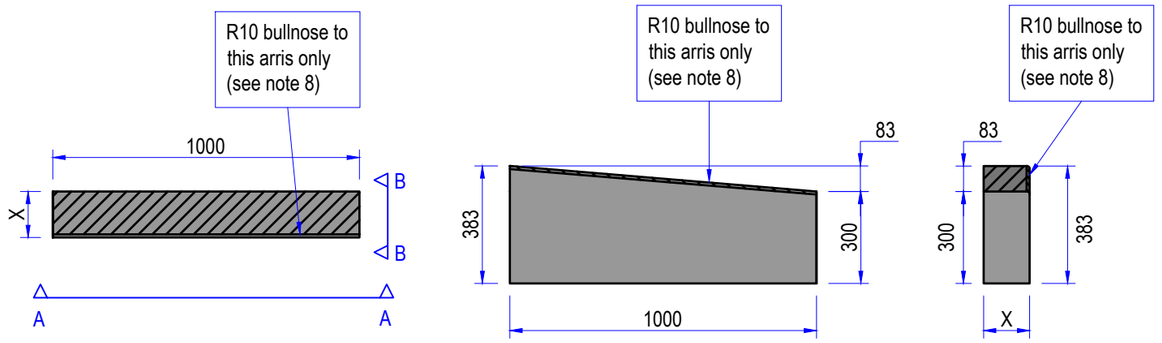
TRANSITION KERBS

Plan

Section A-A

Section B-B

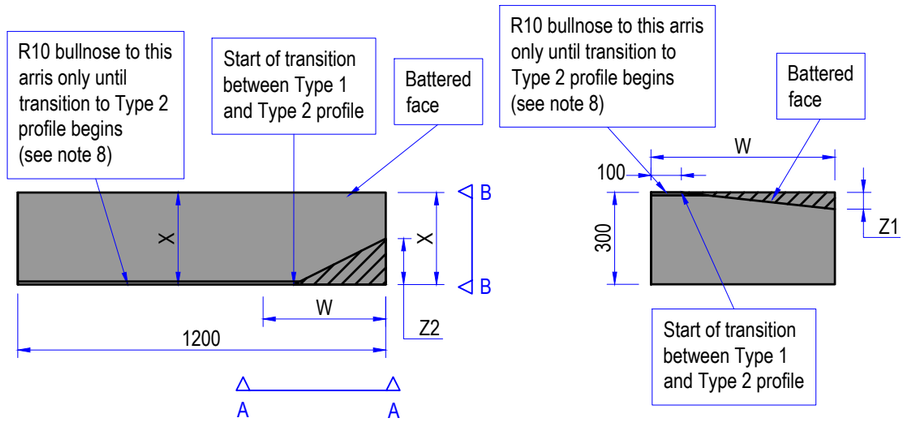
Type 1 into Type 1 profile
(for flared dropped kerb)



STRAIGHT DROPPED TYPE 1 PROFILE TRANSITION KERBS	
Type Designation	X
KT-T1-DRP-150/300	150
KT-T1-DRP-300/300	300

Both the above units shall be available as both left and right mirror image versions

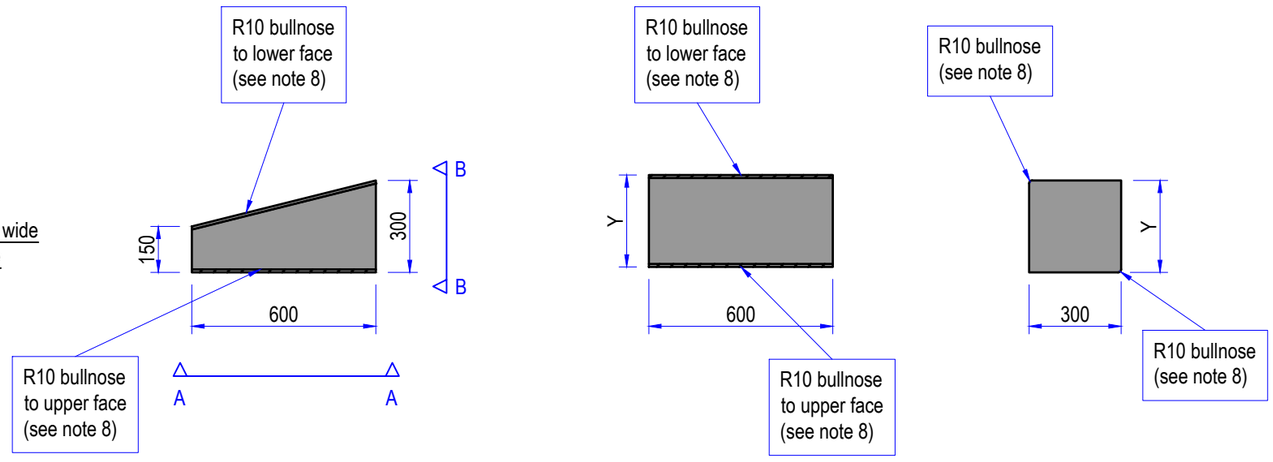
Type 1 into Type 2 profile
(see note 11)



STRAIGHT TYPE 1 INTO 2 PROFILE TRANSITION KERBS				
Type Designation	W	X	Z1	Z2
KT-T1>T2-150/300/50	300	150	50	150
KT-T1>T2-300/300/100	600	300	100	300
KT-T1>T2-300/300/50 Also suitable for Type 1 into Type 5 - see note 12	300	300	50	150

All the above units shall be available as both left and right mirror image versions

150mm wide into 300mm wide
Type 1 into Type 1 profile
(see also notes 13)



STRAIGHT TYPE 1 INTO 2 PROFILE TRANSITION KERBS	
Type Designation	Y
KT-T1-150>300/300	300
KT-T1-150>300/300	150

Both the above units shall be available as both left and right mirror image versions

NOTES

1. All dimensions are in millimeters unless otherwise stated.
2. Do not scale from this drawing. Use only written dimensions.
3. All references to Clauses are to Southwark Highway Specification Clauses unless otherwise stated.
4. 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.
5. Refer to drawing **LBS/1100/10** for standard foundation details.
6. All kerb units shall be natural stone unless otherwise stated.
7. All arrises shall be square (90°) unless otherwise indicated.
8. 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.
9. 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.
10. 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.
11. 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.
12. If laid on its side (so that Z2 is the upstand) this module may also be used to transition between a Type 1 and Type 5 (Bus Border) profile.
13. If laid on flat side this module 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

Southwark Council
southwark.gov.uk
160 TOOLEY STREET LONDON SE1P 5LX

PROJECT:
SOUTHWARK STREETSCAPE DESIGN MANUAL - TYPICAL DETAILS REGISTER

TITLE:
KERB AND EDGE RESTRAINT TYPES LBS STANDARD UNITS

STATUS:	DRAFT	DRAWN	OR
		DESIGNED	OR
SCALE:	1 : 20 @A3	CHECKED	DR
		APPROVED	DR
DRAWING NO:	LBS/1100/03	REV:	-
DATE DRAWN:	JUNE 2017	DATE ISSUED:	25 Feb 2019