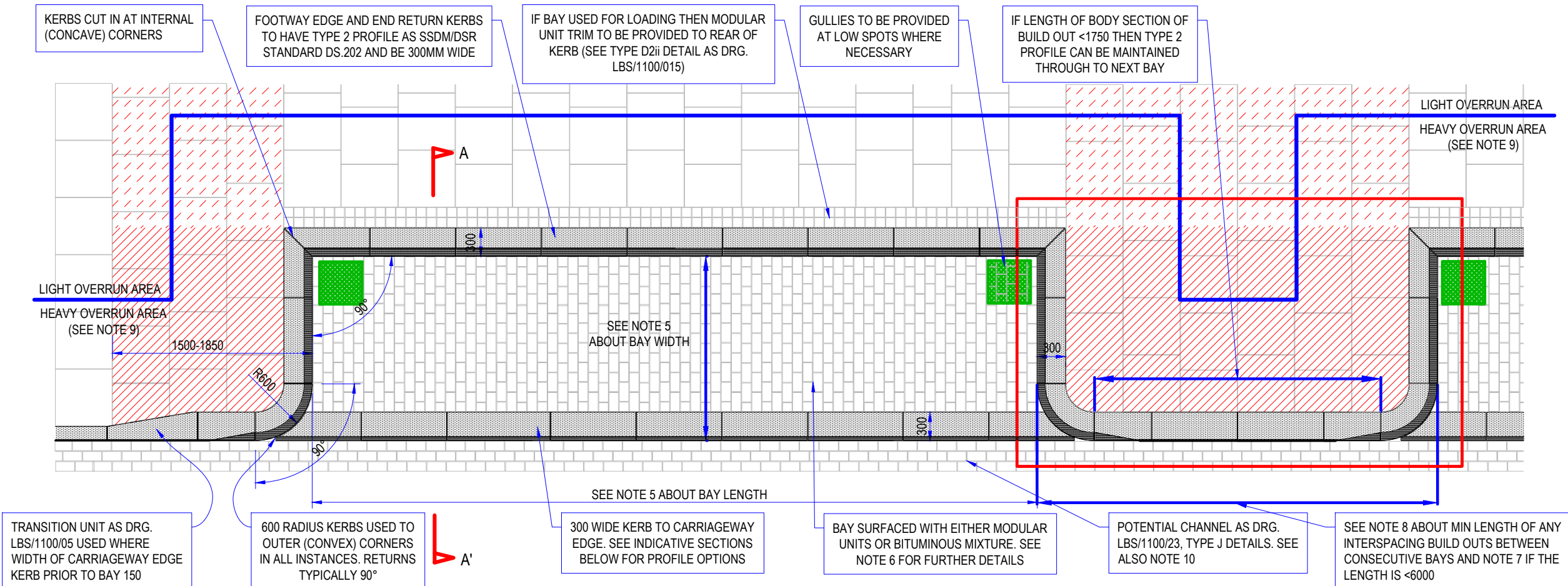


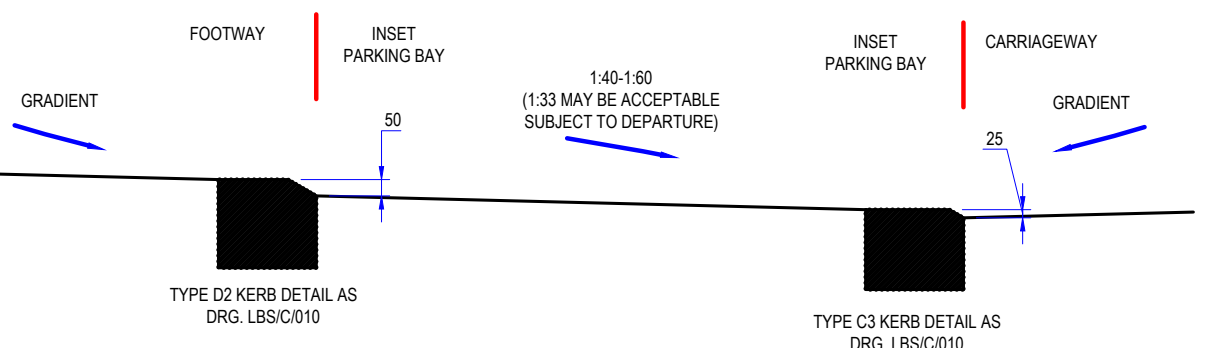
# TYPE A - BAY WITH 50MM HIGH TYPE 2 PROFILE (BATTERED) KERB TO FOOTWAY EDGE



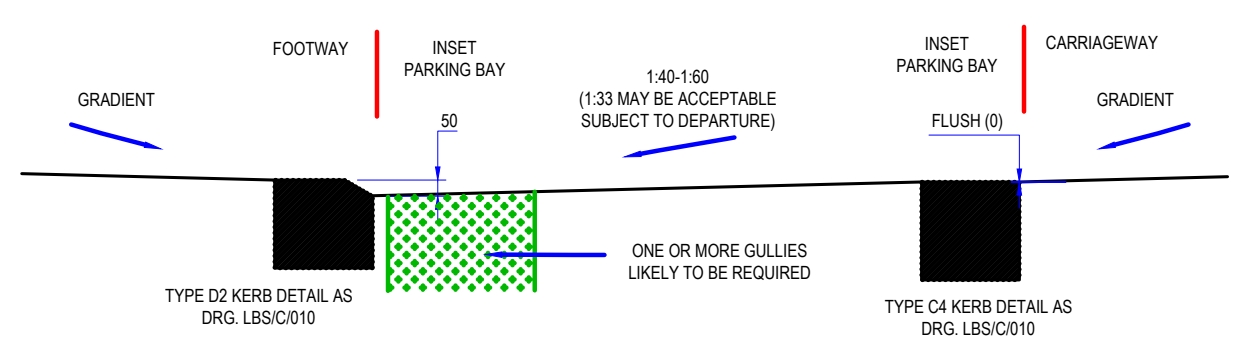
INDICATIVE PLAN

**KEY** AREA OF MANDATORY BOUND CONSTRUCTION AS PER SECTION 4 OF SSDM/DSR STANDARD DS.601 IF FOOTWAY FLAG/SLAB SURFACED POTENTIAL EXTENDED AREA OF BOUND CONSTRUCTION IF FOOTWAY VERY NARROW OR NO LOGICAL CUT LINE CAN BE CREATED - SEE SSDM/DSR STANDARD DS.601 FOR FURTHER INFORMATION

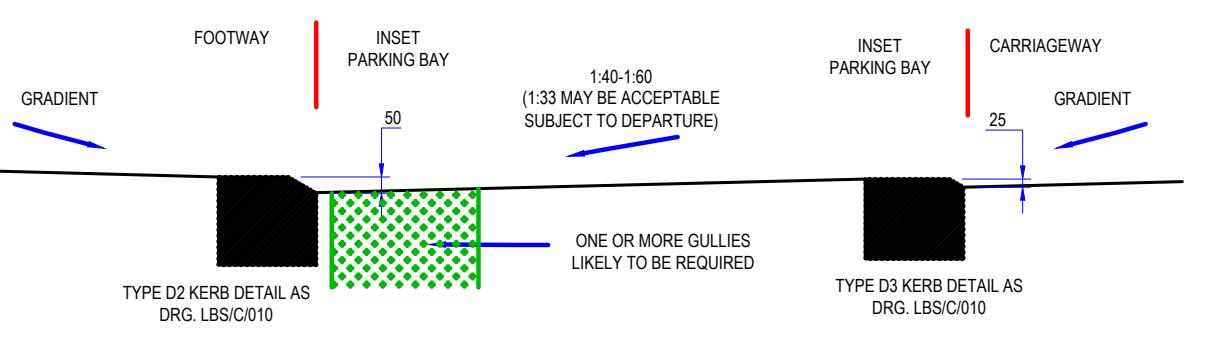
## OPTION 1 - XC PROFILE (PREFERRED)



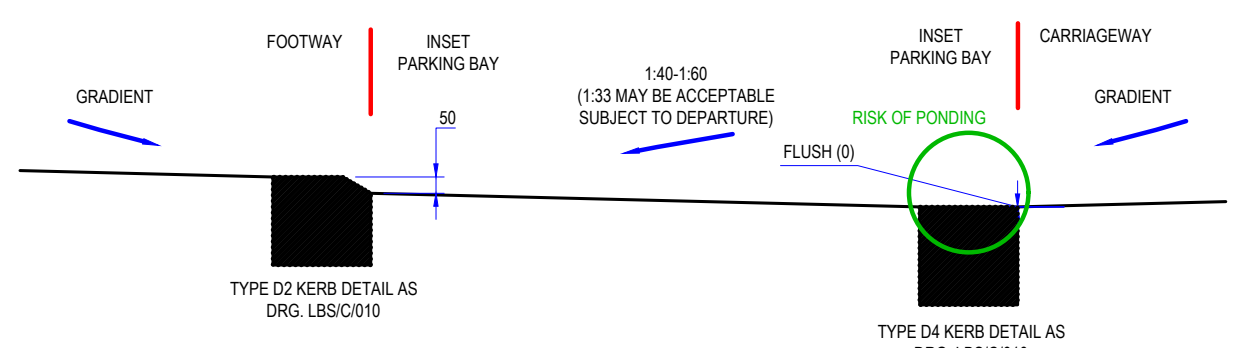
## OPTION 2 - XF PROFILE (NON-PRINCIPLE ROADS ONLY)



## OPTION 3 - XF PROFILE



## NOT PERMITTED - XC PROFILE



INDICATIVE SECTION A-A' OPTIONS

### 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 should be read in conjunction with SSDM/DSR standard DS.128. This states overall requirements for the design of Inset Parking Bays.
- See SSDM/DSR standard DS.005 about requirements for parking spaces of different types, including their dimensions and delineation. These apply equally to spaces that are located within Inset Parking Bays.
- See SSDM/DSR standard DS.128 about when one or other of these bay surfacing options may or must be used. If modular unit surfacing is used then refer to standards DS.601 and DS.130 for laying pattern and material requirements. Refer also to the SSDM/SER/Surfacing Materials palette for the relevant SSDM/RP designation(s) for specifications for acceptable modular unit products.
- If Build Outs are flag or slab surfaced then if their Total Length is
  - <6000 then the entire feature may normally adopt a bound construction
  - >6000 then the area of bound construction shall extend only so far as the length of the Taper/corner plus a further 800-1200 to a convenient break point
 See section 4 of SSDM/DSR standard DS.601 for further information
- See SSDM/DSR standard DS.118 for detailed requirements about the design of Build Outs, including their minimum length under different circumstances. Typically 3500 min if they include street trees and 2500 min in other circumstances.
- See SSDM/DSR standard DS.601 for details about the respective extents of footway pavement Heavy Overrun and Light Overrun Areas and their implications. Except in narrow footways, Heavy Overrun Areas normally apply to the first 1500 back from the edge of carriageway.
- See standard DS.129 for information about when edge channel details may be permitted or required.

| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN BY | CHKD BY | APRVD BY |
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| PROJECT:     |             | SOUTHWARK STREETSCAPE DESIGN MANUAL STANDARD DETAILS |    |
| TITLE:       |             | INSET PARKING BAYS                                   |    |
| STATUS:      | DRAFT       | DRAWN:   | SR |
| SCALE:       | N.T.S.      | DESIGNED:  | -  |
| DRAWING NO.: | LBS/1100/40 | CHECKED:   | -  |
| DATE DRAWN:  | AUGUST 2017 | APPROVED:  | -  |
| DATE ISSUED: | 28 Feb 2019 | REV:   | -  |