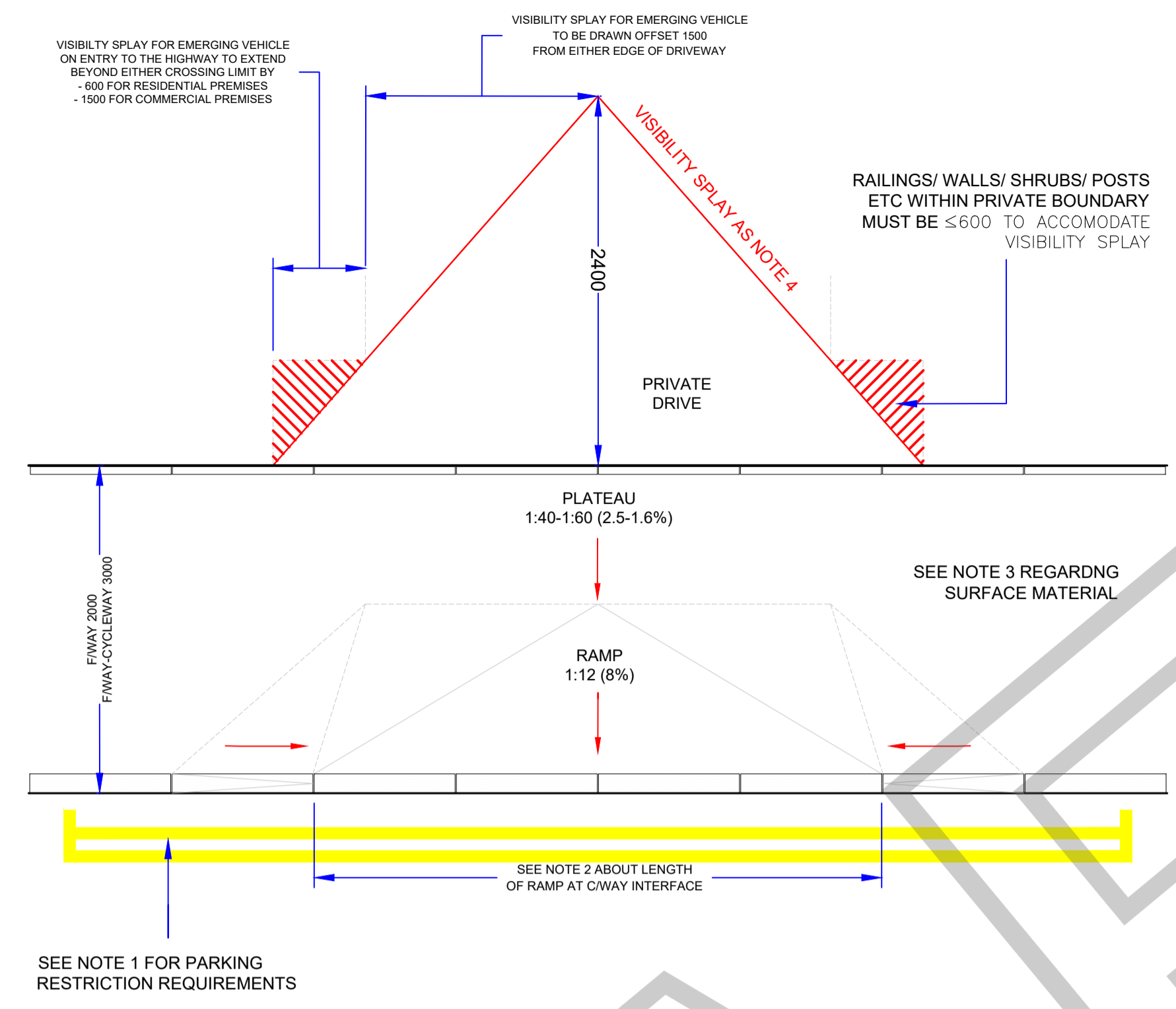
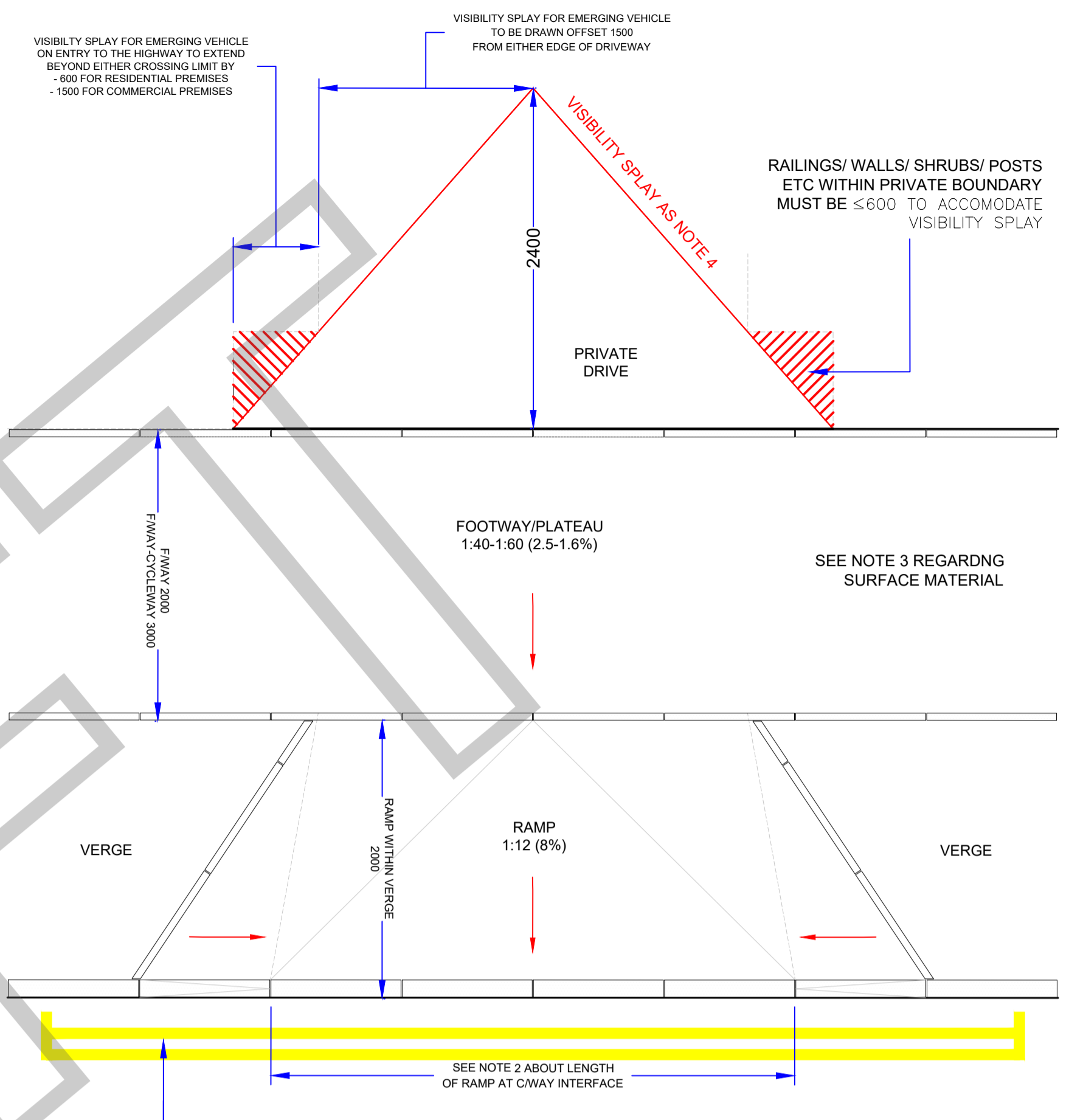


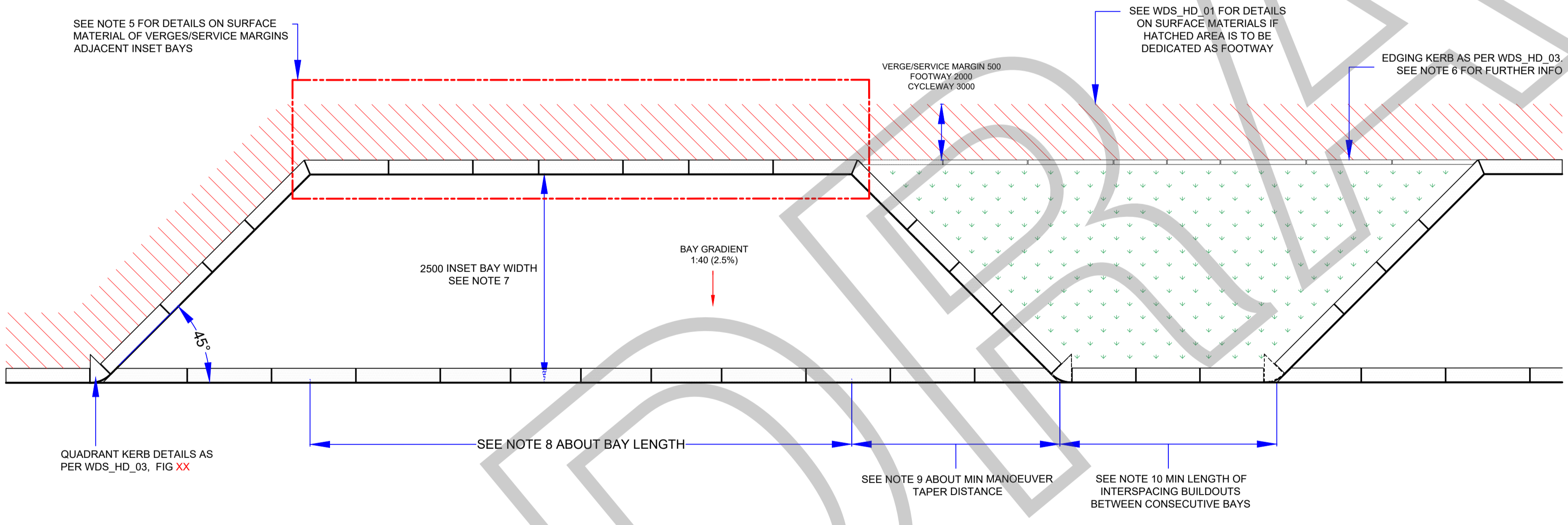
**VEHICULAR CROSSING TYPE 1**



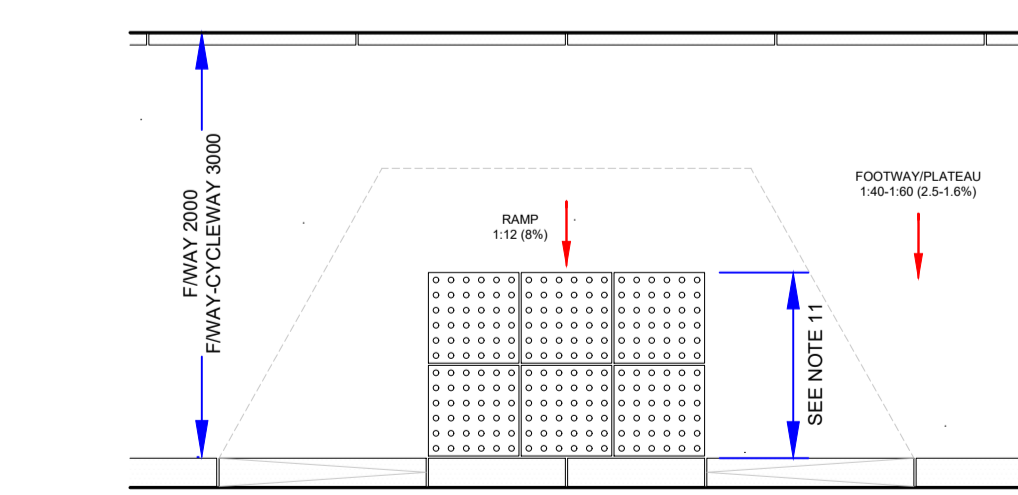
**VEHICULAR CROSSING TYPE 2**



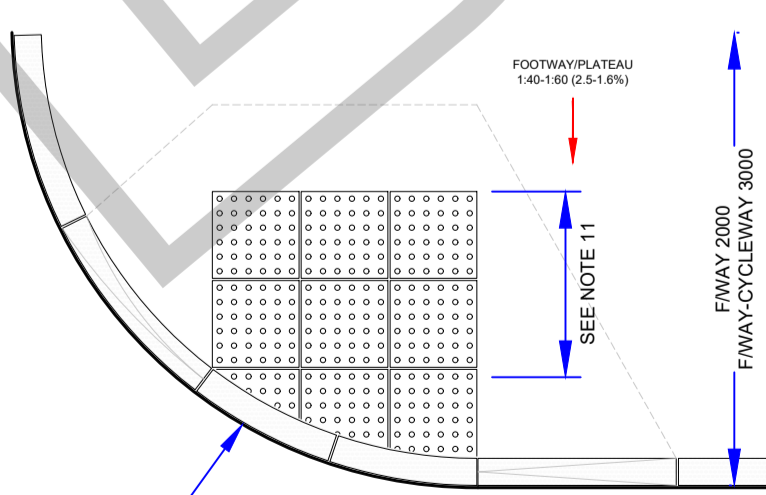
**VEHICULAR CROSSING TYPE 3**



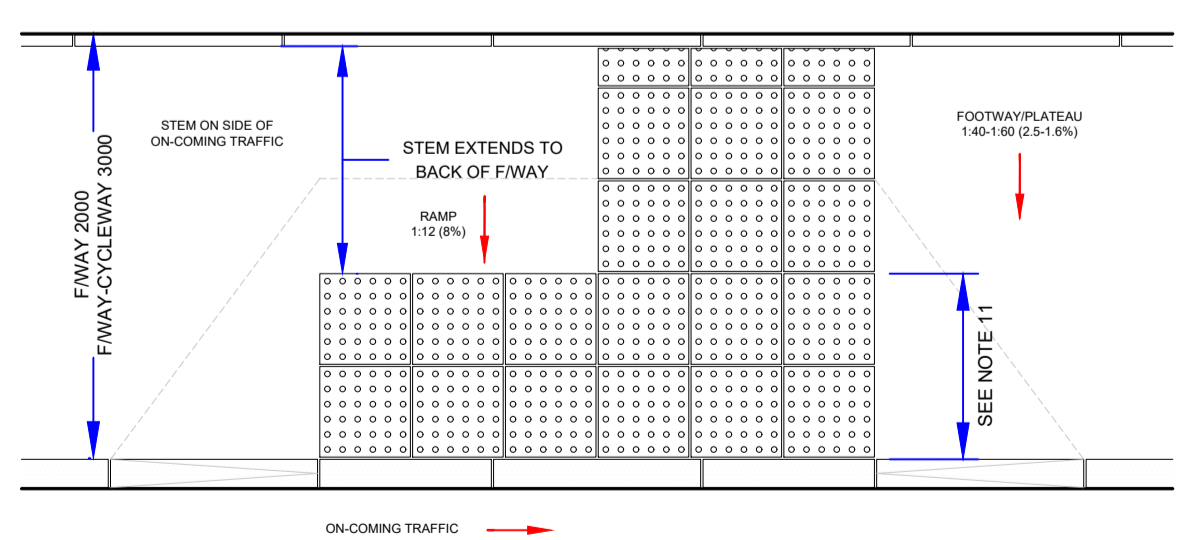
**INSET PARKING BAY AND BUILDOUT**



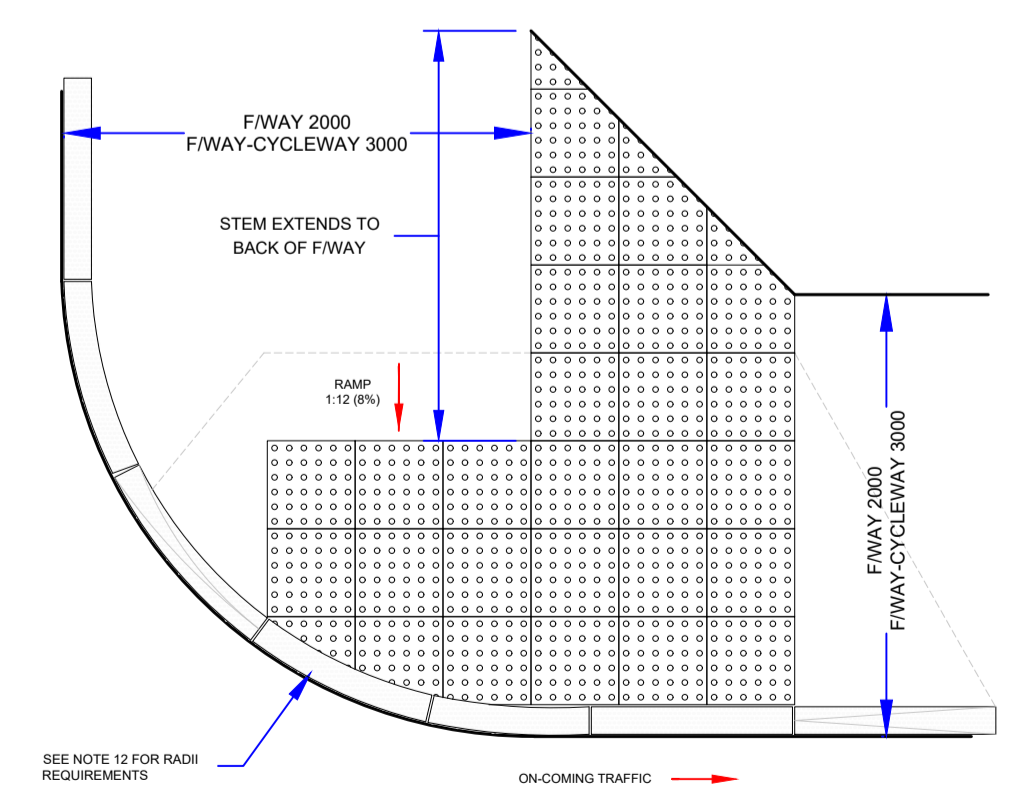
**INSET TACTILE PAVING PEDESTRIAN CROSSING POINT AWAY FROM JUNCTIONS**



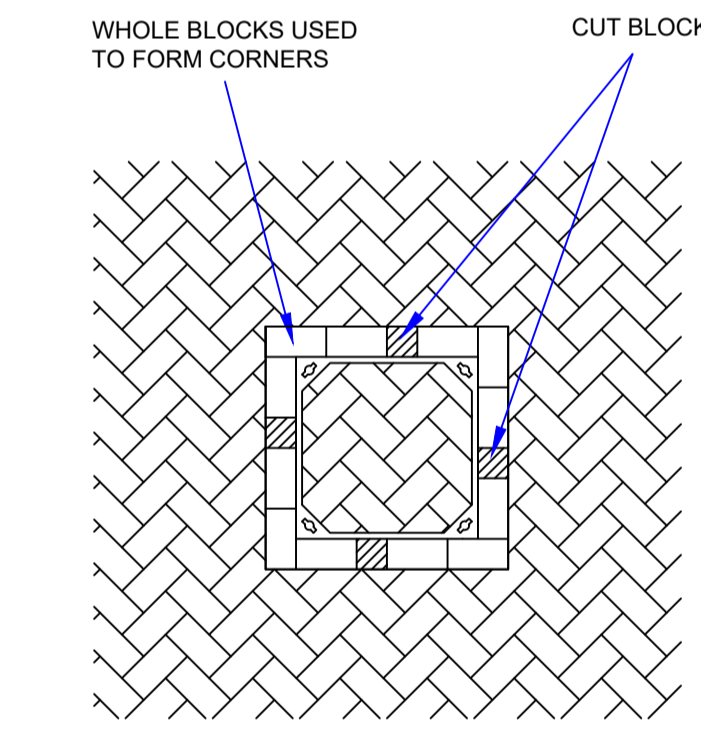
**TACTILE PAVING PEDESTRIAN CROSSING AT JUNCTION**



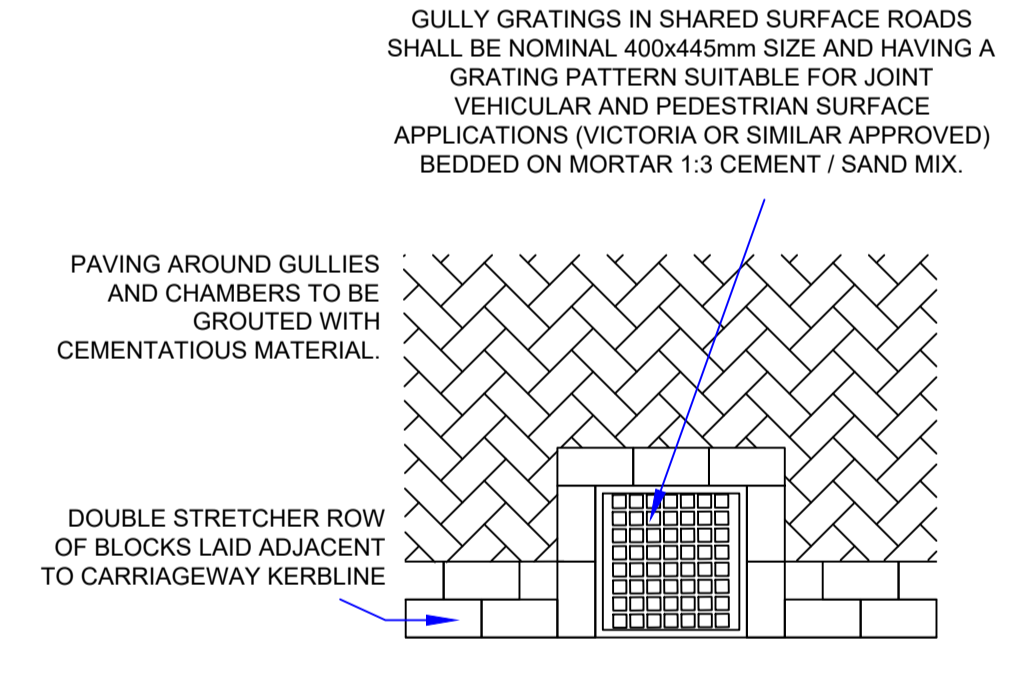
**INSET CONTROLLED TACTILE PAVING PEDESTRIAN CROSSING POINT AWAY FROM JUNCTIONS**



**CONTROLLED TACTILE PAVING PEDESTRIAN CROSSING AT JUNCTION**



**DETAILS AROUND CARRIAGEWAY IRONWORK IN BLOCKWORK**



**TYPICAL ARRANGEMENT OF PAVING AROUND GULLIES**

**NOTES**

- GENERAL NOTES:**
- Do not scale from this drawing. Use only written dimensions.
  - All dimensions are in millimeters unless stated otherwise.
  - This drawing is to be read in conjunction with and checked against all other WBC Standard Detail drawings, Highways Design Guide, British Standards and all other relevant guidance's. In the event of any conflict with said guidance's, the standards shall prevail.
  - Appointed WBC Highway Engineer to be present during inspections/CRB testing.
- CONSTRUCTION NOTES:**
- Double yellow line restrictions will be required along the carriageway edge between parking bays within roads governed by Restricted Parking Zones. They shall run through and for 1000 either side of ramps prior to the kerbs transition. Roads elsewhere can be controlled with optional H-Bar white lines to the same specification.
  - Ramp width to be minimum necessary value of 3600 and a maximum of 4500. Vehicle tracking to be provided to demonstrate appropriateness. This may be increased to 7200 and a maximum of 9000 for crossings leading to double drives. Maximum values subject to if the private hard standing provides space for two vehicles to wait side by side and a sufficient turning area for both vehicles to emerge onto the highway in forward gear. Vehicle tracking simulations will be required to demonstrate both these points.
  - See WDS\_HD\_01 for details on surface materials. Where footway material differs that of the carriageway ramp and transition, the two surfaces shall be delineated using edging kerb.
  - At the interface between a private hard standing and the rear limit of the Highway at a Vehicle Crossing, vehicle users emerging from the latter should be provided with a clear visibility splay in both directions that is unimpeded by any significant obstructions. Obstructions are to be applied to the vertical plane within the splay between 600-2000 above surface level. This is so that they can see pedestrians who may be passing along the footway.
  - Where an inset parking bay is adjacent a verge and/or service margin, the verge construction shall be replaced with a footway as per WDS\_HD\_01 'Tarmacadam Footway' with a width  $\geq 1000$ .
  - If hatched area is to be footway and surface material of build-out is to match that of footway, edging kerb is not required.
  - Min width for residential inset parking bays to be 2500 for Primary and Secondary roads. All other roads to be appropriate to design (min 2000). If inset bay is intended for commercial use, loading bay width shall be 3000.
  - For residential parking bays, length shall be 6000 and 8600 for Disabled Bays. For commercial Loading Bays, length shall be dependent on intended vehicle size and space required for unloading (generally 2000).
  - For residential inset bays, taper shall be 45° from end kerb at rear of bay (2500 if bay width is 2500). For commercial use Loading Bays, the tapers shall be dependent on method of entry/manoeuvre as below:
    - Forwards in: Vehicle length + width
    - Reverse in: Vehicle length + width
 Typically 2500 or 3500 if accommodating trees.
  - Tactiles to be a minimum of 3 blister paving slabs behind rear kerb face if pedestrian crossing point is within path of pedestrian travel. Shall be minimum of 2 behind rear kerb face in other circumstances.
  - See Highways Design Guide Table A1 'Junction Radii' for requirements pending road priority.
  - The Highway Authority reserves the right to require Applicants to relocate any Highway Authority or Statutory Undertaker service covers and chambers (including gullies) within the carriageway should these be located immediately in front of proposed pedestrian and vehicular ramps.
  - Any existing Highway Authority or Statutory Undertaker service covers within the area of the plateau or ramp shall be re-levelled, strengthened and replaced with appropriate load bearing cover. Existing Highway Authority or Statutory Undertaker services within the same areas shall be lowered where necessary.
  - Existing verges adjacent to new kerbing must be regraded and seeded.
  - Manhole covers should not be set until the base is laid.

17/07/2020	A
Date Approved	Revision
 <b>WOKINGHAM BOROUGH COUNCIL</b>	
Project <b>WOKINGHAM BOROUGH COUNCIL HIGHWAYS DEVELOPMENT DESIGN STANDARD PLANS</b>	
Title <b>STANDARD DETAILS SHEET 4 OF 4</b>	
Scale NOT TO SCALE	Drawn SL
Designing WBC	Checked -
Drawing No. WDS_HD_04	Rev. A
Date Drawn 16/07/2020	Date Approved 17/07/2020