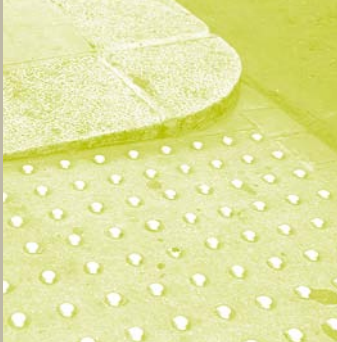
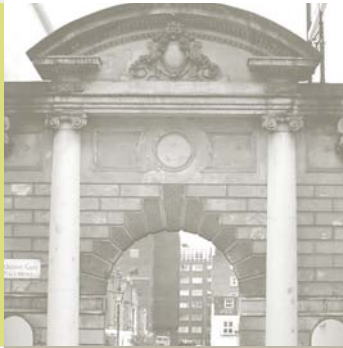


STREETSCAPE



ENTER →

Ground surfaces

A good practice guide



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

GROUND SURFACES

Footways and street surfaces provide the context in which buildings are seen and should be a neutral carpet complementing the adjacent buildings.

GENERAL POLICIES

- Invest in quality, both in materials and workmanship
- Relate ground surfaces to the surrounding streetscape
- Maintain kerb lines aligned parallel to building lines without nibs and build-outs
- Minimise the number of different materials
- Maintain and restore historic paving

MATERIALS

In the Royal Borough we use a limited palette of materials. When selecting materials it is important to consider future maintenance and the need to ensure that future supplies will be available.



Artificial stone paving



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →



High quality workmanship is essential when laying paving

QUALITY OF WORKMANSHIP

A high standard of workmanship is essential in the setting out and laying of all paving. We expect a similar high standard from the utilities when they reinstate footways after their works.

Sometimes it is impractical to prepare design drawings for each individual pavement layout. Straightforward and simple procedures, which can be easily interpreted by a mason on site, can often be more successful.



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

FOOTWAY PAVING

Good streetscape practice demands high quality in both design and construction of paved areas. Paving forms the foreground for almost every street scene and helps to accentuate the visual continuity of a street.

A simple and well-constructed paving pattern visually unifies an area. In the Royal Borough large slabs are used and these are laid in a staggered pattern to produce a smooth uninterrupted surface. Small modules and paving blocks are not used as they result in a cluttered, untidy appearance. The provision of external access ramps will only be permitted in very rare circumstances. Internal level-access is the Council's preferred way of ensuring that buildings are accessible to all users.

In recent years we have repaved a number of our streets in York stone. However, traditional materials such as this are more expensive and therefore our default material for paving our footways is now artificial stone paving (ASP). When laid carefully with attention to detail this can give a similar result.

We will still use York stone in most circumstances when repaving existing York stone footways, to ensure consistency. Natural stone is also a suitable material for major environmental improvement schemes but its use will always need to be justified.

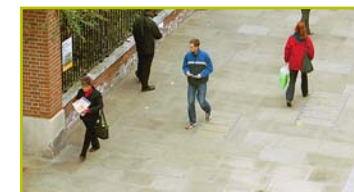
Slabs are laid on a lime mortar base. Where paving needs to be protected from over-running by vehicles, slabs are firmly bedded on a base of concrete. To ensure a clean finish all slabs should be pointed using a template.

In a few locations very shallow cellars beneath the footway prevent paving slabs from being installed. For these locations mastic asphalt is used for surfacing.

At some locations it is appropriate to continue paving into adjacent private forecourts, without a change in either materials or bonding pattern. The boundary between the public and private areas is marked with either a stainless steel strip or a series of widely spaced stainless steel or brass studs.



Steel strip denoting private forecourt
– Kensington High Street



A clean simple pattern for paving



Radial paving detail –
Kensington High Street



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

VEHICLE CROSSOVERS

Conversion of gardens to parking areas leads to a loss of permeable ground and results in a loss of on-street parking space. We therefore resist any new requests for vehicle crossovers.

We review all existing vehicle crossovers in the context of both our footway maintenance work and our streetscape reviews. Where vehicle access to premises is no longer required we remove the crossover and reinstate the original kerb and footway.



A vehicle crossover



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

TACTILE PAVING

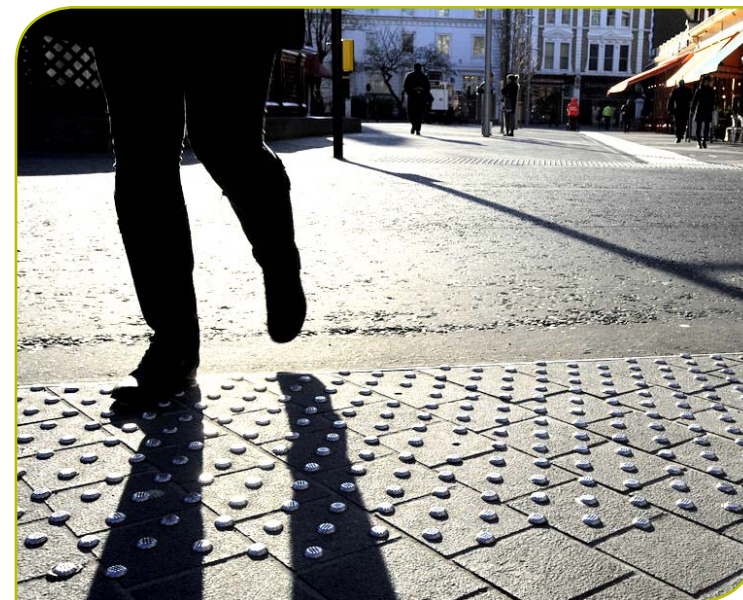
To assist wheelchair users the number of dropped kerbs at crossing points has increased over recent years. Although helpful to many, dropped kerbs have caused considerable problems for blind and partially sighted pedestrians. As a result the use of tactile paving has become widespread at controlled crossings and, at places where there is no noticeable kerb, to give warning of start of the carriageway. However, the benefits this gives to blind and partially sighted people must be balanced against the discomfort it can give to other pedestrians who may have other physical problems.

TACTILE PAVING AT CROSSING POINTS

The Royal Borough has adapted the DfT advice on tactile paving to suit local conditions. Bearing in mind that over 70% of the Borough is a conservation area, we have modified the recommended designs to reflect our streetscape principles. Tactile paving should be laid in a simplified rectangular pattern consisting of two rows behind the kerb, with no tactile tail extending to the back of the footway. (This rectangular shape may be modified to take account of radius locations.)

Tactile paving should be in the same material as the surrounding paving and the following methods are used:

- York stone or other natural stone with brass or stainless steel studs
- York stone with a blister profile ground out of the slab
- Concrete slabs with a blister profile cast into the slab



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →



Testing corduroy paving in Exhibition Road

TACTILE PAVING AS A DELINEATOR

Tactile paving is also used as a delineator in single surface areas where there is no kerb separation between areas designated for pedestrians and areas used by vehicles. Research carried out for the Exhibition Road scheme has shown an 800mm wide strip of corduroy paving can be detected by people with visual impairments without adversely affecting wheelchair users or other people with impaired mobility. We have therefore adopted this method of delineation for the Exhibition Road scheme.



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →



Decorative coalplate

COALPLATES

Many residential streets have original, decorative coalplates and it is important that these are preserved wherever possible. When laying new paving, the old coalplates should be retained and the new paving stones arranged neatly to suit.

If the existing stone surround is badly damaged it is unlikely that the coalplate will be able to be removed without breaking. In these cases, the broken plate should be replaced with a new one and set in a new York stone surround cut to suit.



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

CARRIAGEWAY SURFACES AND KERBING

The Royal Borough is proud of its highways maintenance record. We use superior materials on our roads and realise the importance of good maintenance. Well-cared for roads add to the overall impression of the street environment. Hot rolled asphalt is used on both major roads and side roads in the Borough. Bound gravel is used very sparingly where there are exceptionally low levels of traffic and this material is sympathetic to the character of the road, for example, Earl's Terrace.

All major roads in the Royal Borough are inspected every month and minor roads every six months. All surfacing, including anti-skid, is kept to a uniform colour. Contrasting colours are intrusive and detract from the overall visual appearance of the street. In the Royal Borough bus and cycle lanes are marked by a single white line rather than by a solid colour across the full width of the lane.

Kerb lines are usually aligned parallel to building lines. Any requirement to narrow the carriageway should be considered as an issue for the whole street not restricted to small areas that would result in build-outs or nibs that detract from the building alignment.

All kerbing should be of granite with a width of 300mm (12"). Granite sett drainage channels are retained and re-laid as part of maintenance programmes.

Wherever feasible, quadrant kerbs are used at dropped kerbs to avoid the need to cut slabs or use small blocks to accommodate the slope of the kerb.



GENERAL POLICIES →

QUALITY OF WORKMANSHIP →

FOOTWAY PAVING →

VEHICLE CROSSOVERS →

TACTILE PAVING →

COAL PLATES →

CARRIAGEWAY SURFACES AND KERBING →

MEWS →

MEWS

Mews were originally built for stabling horses, storing carriages and housing grooms and coachmen and as service streets behind the grander houses of the eighteenth and nineteenth century. They began to be converted into garaging for cars from the 1930s and many have now become attractive homes in their own right.

Mews houses are usually positioned at the edge of a narrow granite setted road, without formal footway or front garden. Many mews have retained other original features such as setted crossovers incorporating smooth granite slabs for vehicle wheels. All original surface features together with the granite setts are kept and, wherever possible, original surfaces surviving underneath a layer of bituminous material are recovered and restored.



Kynance Mews



Queen's Gate Place Mews



Stanhope Mews

