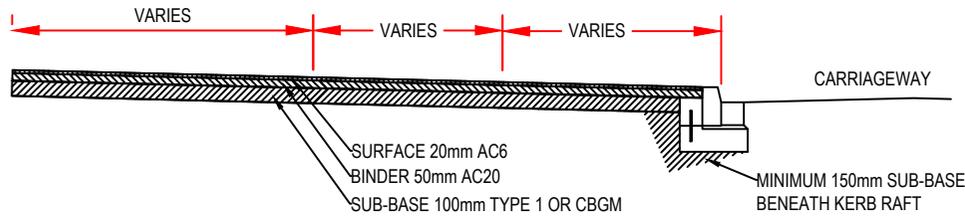
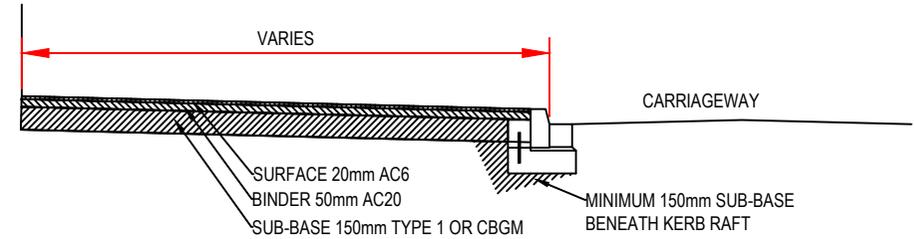


FIGURE 1 - SEGREGATED CONSTRUCTION



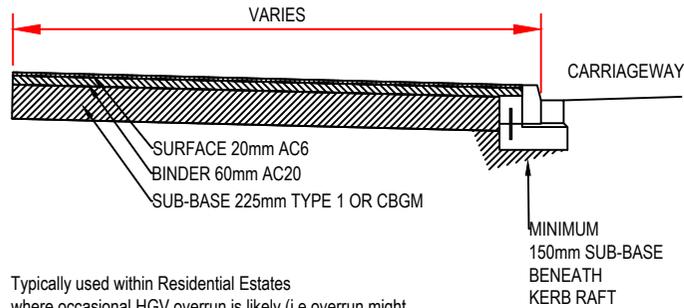
Typically used within Residential Estates and shall only be used where the footway is physically segregated from the carriageway with a physical barrier or other permanent obstruction (eg bollards / walls) where vehicles cannot mount the footway/cycleway. Specification can also be utilised where separation from carriageway is by a verge of width 3m or greater.

FIGURE 2 - STANDARD CONSTRUCTION



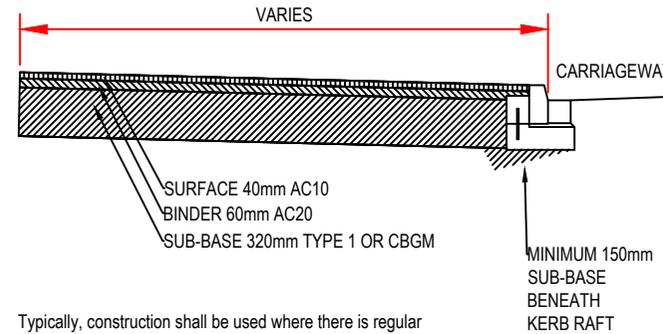
Typically used within Residential Estates where occasional overrun is likely i.e. overrun might occur two or three times a year by delivery vehicles or the occasional 'bumping up' and parking on the pavement.

FIGURE 3 - MEDIUM CONSTRUCTION



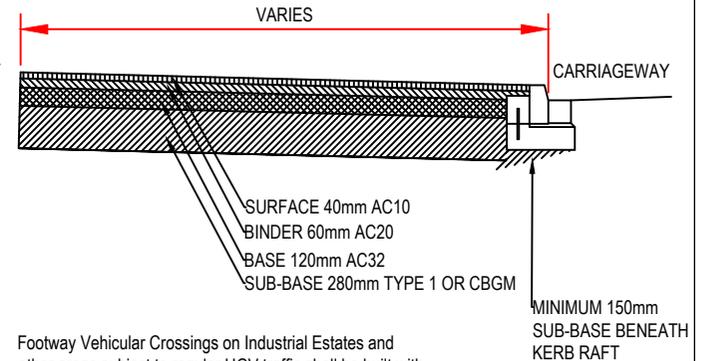
Typically used within Residential Estates where occasional HGV overrun is likely (i.e. overrun might occur two or three times a year by delivery vehicles), where the footway/cycleway gives access to a vehicular private drive crossing.

FIGURE 4 - HEAVY CONSTRUCTION



Typically, construction shall be used where there is regular vehicular overrun and pavement parking, for example commercial High Streets and streets where regular footway parking is known to occur.

FIGURE 5 - INDUSTRIAL CONSTRUCTION



Footway Vehicular Crossings on Industrial Estates and other areas subject to regular HGV traffic shall be built with full road construction to match adjacent carriageway

NOTES

1. See std detail E50 for vehicle crossover construction
2. Only D400 utility covers to be used in adopted highway
3. All active travel infrastructure must be produced in line with the latest government standards at the point of construction

REVISIONS	
VERSION	DETAILS
A	REVISED IN ACCORDANCE WITH NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS, APRIL 2025



PROJECT:

STANDARD DETAILS

DATE: SEPTEMBER 2025

DRAWING TITLE:

A5 - FOOTWAY & CYCLEWAY CONSTRUCTIONS

SCALE: NOT TO SCALE

Revision A