

31: Granite setts and bollards are in keeping with the historical nature of the Quay, Exeter. (Photo: Devon County Council)

3.18 SURFACE CHANGES TYPE/COLOUR/LOCATION

OBJECTIVES

- To distinguish between different surface functions (e.g. see 3.17)
- To improve street appearance
- To reinforce speed reduction measures
- To simplify construction of traffic calming measures in the carriageway
- To improve visual impact, particularly in poor light and under street lighting

DESIGN FEATURES

Texture changes which result in a rougher carriageway surface can produce a rumble to alert drivers to their surroundings. Where rough textures are used for the carriageway, smooth surfaces should be provided where footways and cycleways cross. Materials should be chosen according to the existing street character, especially in places of townscape merit. Consideration must be given to changes in skid resistance. Different colours can be used for specific purposes, e.g. a red slurry for cycleways. However, the effects of coloured surfaces may vary under different lighting conditions or when wet. Paved surfaces, including



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32: The use of red slurry seal clearly defines this section of the Exe Cycle Route. (Photo: Devon County Council)

33: Safety margins between carriageway and bollards here become a positive feature with granite banding. Red paving distinguishes a cycle path through the pedestrian area. Cologne, Germany. (Photo: T. Pharoah)

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kerbs and borders, need to be carefully designed and constructed, if possible using large-scale plans (e.g. 1:100 or 1:20).

APPLICATION

Textured surfacing may be useful wherever visual or sensory reinforcement of surface function is required. It is often used to define a ramped entrance into a side road, and may also be used for decorative purposes. It is not recommended where traffic speeds are higher than 30 mph.

DIMENSIONS

Not applicable.

SUPPORTING MEASURES

Should be integrated with other design elements.



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34: Traditional high-quality paving can still be found in many historic areas. Here, iron railings throw a pattern of light across real stone paving, and a cobbled gutter banded with granite. Lichfield. (Photo: T. Pharoah)



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35: Attention to detail can produce attractive results. The bollards here, for example, are specifically positioned in the granite banding to avoid the need to cut paving tiles. Cologne, Germany. (Photo: T. Pharoah)



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POSITIVE FACTORS

- Can create visual interest and improved street appearance
- Some speed reduction effect, especially when combined with vertical shifts
- A clear contrast can be provided for different intended uses of the available space

NEGATIVE FACTORS

- Rough surfaces such as granite setts are noisy at speeds above about 15 mph, and thus may be unsuitable where people live nearby

- Rough surfaces are potentially hazardous for cyclists and pedestrians
- Paving can be less comfortable for cyclists than asphalt