



- NOTES:
1. All dimensions are in millimetres unless otherwise stated.
 2. Scheme specific dimensions to be stated on scheme drawing and in design brief.
 3. Colour required to be specified by Designer/Engineer.
 4. See 'D', absolute minimum 0.5m if frequent on-street parking. The nearby kerb upstand should be significant enough to deter vehicle over-riding, if over-riding is likely a bollard in the footway should be considered.
 5. In a set of three cushions road markings to Diagram 1040 or 1040.2 can be used to delineate the central cushion.
 6. See 'F' and 'H', in a set of three cushions it may be feasible to reduce the gap alongside the central cushion to 0.5m, however, if using this smaller gap ensure that drivers are not expected to pass over the central cushion on a regular basis. (eg: frequent on-street parking nearby).
 7. 'I' - Road Markings to be specified by Designer/Engineer if required.

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|---|---|
| A | 65mm min - 75mm max (65mm preferred) |
| B | Not steeper than 1 in 4 |
| C | Not steeper than 1 in 8 |
| D | 0.75m min - 1.4m max (1m preferred) - see Note 4 |
| E | 1.6m - 1.8m |
| F | 0.9m min - 1.2m max (1.1m preferred) - see Note 6 |
| G | 1.9m min - 3m max (2m preferred) |
| H | Road marking to Diagram 1062 (in a set of 3 cushions marking to be laid on both approach ramps of central cushion) - see Note 6 |
| I | Optional road marking 100mm wide - see Note 7 |



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