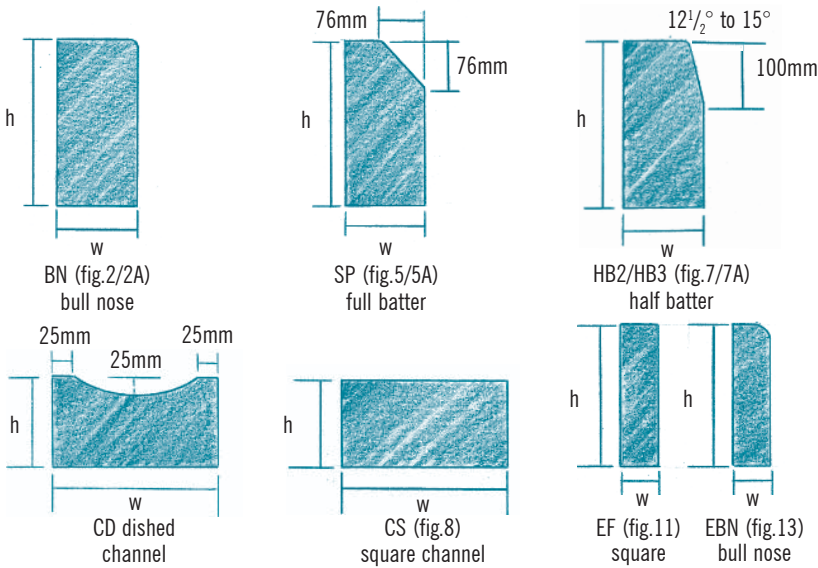
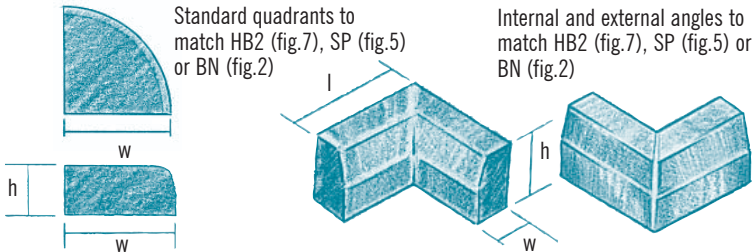


# Kerbs, edgings & channels to BS EN 1340

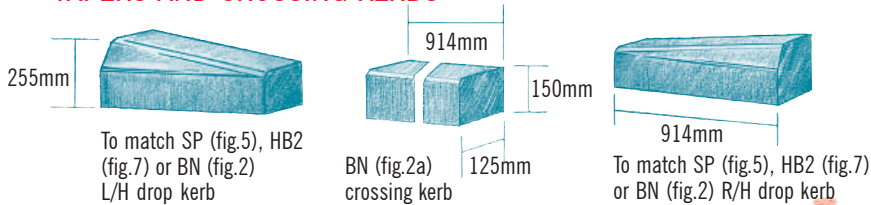
Please refer to the table overleaf for full details of our range, weights and packs...



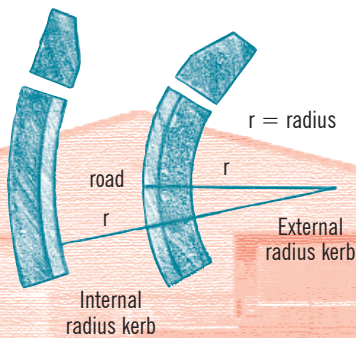
## FITMENTS FOR KERBS



## TAPERS AND CROSSING KERBS



## RADIUS KERBS



| RADIUS (r) |      |                |
|------------|------|----------------|
| metres     | feet | no. per circle |
| 1.0        | 3    | 10             |
| 2.0        | 6    | 16             |
| 3.0        | 10   | 20             |
| 4.5        | 15   | 32             |
| 6.0        | 20   | 44             |
| 7.5        | 25   | 52             |
| 9.0        | 30   | 64             |
| 10.5       | 35   | 72             |
| 12.0       | 40   | 84             |

Stowell produce kerbs, channels and fitments to suit every requirement of the roadbuilder. Our hydraulically-pressed pre-cast concrete units are strong and durable and manufactured to strict tolerances. Standard kerbs have a pimpled finish and come in a standard shade of concrete grey.

There are three basic profiles available –

- Bull-nosed (Fig 2 and 2a)
- Half-battered (Fig 7 and 7a)
- Full-battered (Fig 5 and 5a)

Our straight kerbs are 914mm in length while the radius kerbs, designed to form curves of less than 12m radius, are shorter.

The most commonly used road kerbs are the half-battered profiles which provide a check element sufficient to warn motorists that they are close to the edge of the carriageway. They are normally used where a footpath is provided adjacent to the carriageway. Full-battered profile kerbs are used where a vehicle may need to ride up onto a verge in an emergency, for safety reasons these are not used when a footpath is present. Where a crossing is required for access to a private driveway, access point or pedestrian crossing, the appropriate droppers and crossing kerbs are used.

**STOWELL**  
CONCRETE LIMITED

07/09

www.stowellconcrete.co.uk

