

6

Road Types in Detail: Structures; Adoption Procedures

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Road Types in Detail : Structures; Adoption Procedures





Local Distributor Road

6.0.1. A through-road which is required when 300 or more dwellings are being served. Likely to be a bus route and will require bus laybys 3.25 metres wide. Limited access to shared driveways may be allowed under certain circumstances.

Target Maximum Speed (TMS) - 30mph

Width - 6.7 - 7.3 metres. If 6.7 is considered satisfactory, widening on bends will be required where the centre line radius is less than 100 metres.

Minimum centreline radius - 60m.

Maximum length of straight between bends - 30m

Maximum gradient - 1 in 15 but 1 in 40 for the first 15m.

Minimum gradient - 1 in 125

Minimum forward visibility - 70m

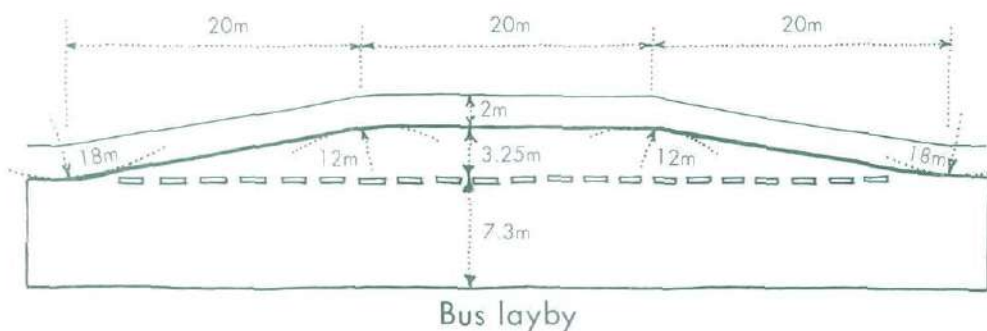
Minimum spacing between junctions - 100m

Minimum junction stagger - 40m

Junction visibility - See 6.4.1.

Footway Width - 2m.

Verge width - min 2m - ground cover and suitable tree planting should be used.





Footways and verges will normally be required on both sides of the carriageway.

Kerb Radius (junction of major road and Local Distributor Road)
- 10.67m

Kerb Upstand - 125mm or for vehicular accesses 12mm, flush for pedestrian/cycle crossings in conjunction with tactile paving.

Access taken from Classified County Road.

Gives access to Major Access Road and Minor Access Road.

Vertical curves - At changes of gradient vertical curves will be required and the length of the curve shall be 10 x the algebraic difference in the gradients (minimum length of 40m).

Gully spacings - To be designed.

Road Lighting - in accordance with BS 5489 (formerly CP1004). Part 3 or on large estates, Part 2. Columns to be mounted at the rear of the verge.

Lighting level will be:-

No of Houses	BS5489
Up to 450	Part 3 CAT 3/1
450+	Part 2 CAT 2/3

Note: With a minimum carriageway width of 6.7m it may be possible to use 6m mounting height columns, especially if the development is on the outskirts of villages and small towns. Developments on the outskirts of large towns will require 8m mounting height columns.





Major Access Road

6.1.1. Residential Road with footways that would not normally serve more than 300 dwellings and may give shared direct access to dwellings.

TMS - Less than 30mph. Minimum Width - 5.5 metres. (Widening will be required on bends of 5.5m roads which have a centre line radius less than 100m).

Minimum centreline radius - 30m.

Distance between speed restraints - 80 to 120m.

Maximum gradient - 1 in 15 but 1 in 25 for the first 20m.

Minimum gradient - 1 in 125

Minimum forward visibility - 50m

Minimum spacing between junctions - 50m

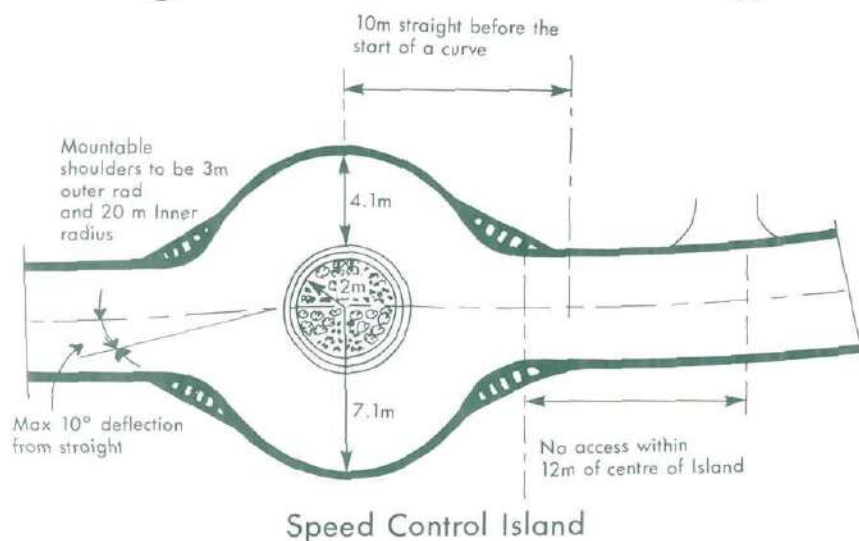
Minimum junction stagger - 25m

Junction visibility - See 6.4.1.

Footway Width - 1.8m normally required on both sides of carriageway.

Kerb Radius (junction of Local Distributor Road and Major Access Road) - 10.67m

Kerb Upstand - 100mm or for vehicular crossings 12mm, flush for pedestrian/cycle crossings in conjunction with tactile paving.



Turning Head - Type A if required.

Access taken from Classified County Road or Local Distributor Road. Where direct access to dwellings is allowed it should be noted that vehicles must be able to enter and leave the curtilage in forward gear.

Gives access to Minor Access Roads, Shared Surface Roads and Shared Driveways.

Vertical curves - At changes of gradient vertical curves will be required and the length of the curve shall be 10 x the algebraic difference in the gradients (minimum length 25m).

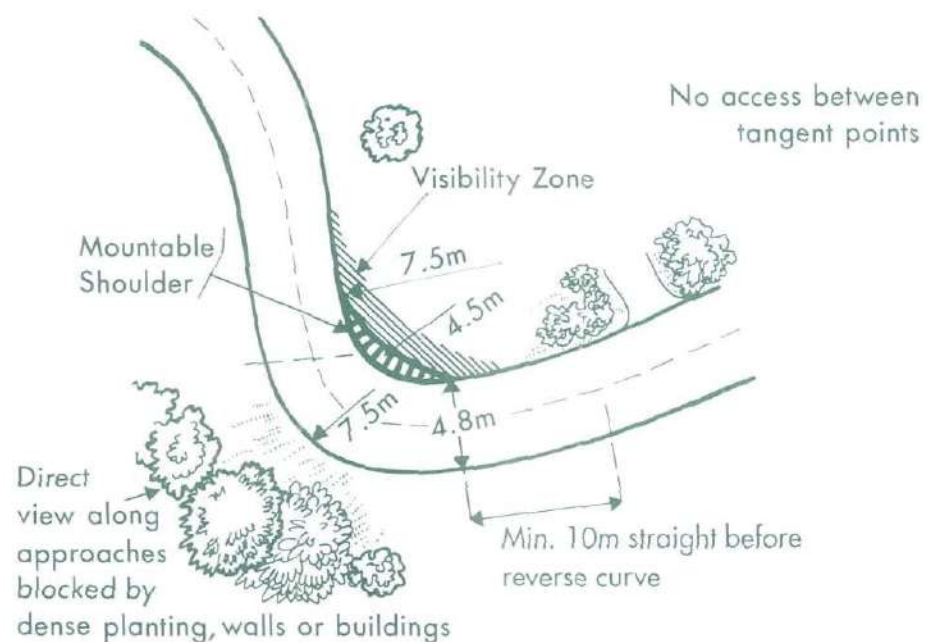
Gully spacings - To be designed.

Road Lighting to be to BS 5489, Part 3 CAT 3/1 or CAT 3/2.	
No. of houses	BS 5489
250+ (with or without shops or amenity areas)	CAT 3/1
Less than 250 (shopping area only, and/or amenity areas)	CAT 3/1
Less than 250 (areas outside the above)	CAT 3/2

Columns to be mounted at the rear of the footway.

Height of the columns to be agreed but expected to be 6m mounting height.





Minor Access Road

6.2.1. Residential road with footways that provide direct access to dwellings and parking spaces but would not normally serve more than 100 dwellings. Traffic speeds will be controlled by the use of speed restraints. All vertical speed restraints must comply with the Road Hump Regulations 1990, the Traffic Calming Act 1992 and the Traffic Calming Regulations (when published).

Traffic speeds should be about 20mph (TMS).

Width - 5.5m where dwellings front the road but can be reduced to 4.8m if no frontage development is present. Widening on bends of centreline radius of less than 30m should be considered.

Minimum centre line radius - 15m

Maximum distance between speed restraints 60m.

Maximum gradient - 1 in 15 but 1 in 25 for first 12m.

Minimum gradient - 1 in 125

Minimum forward visibility - 30m

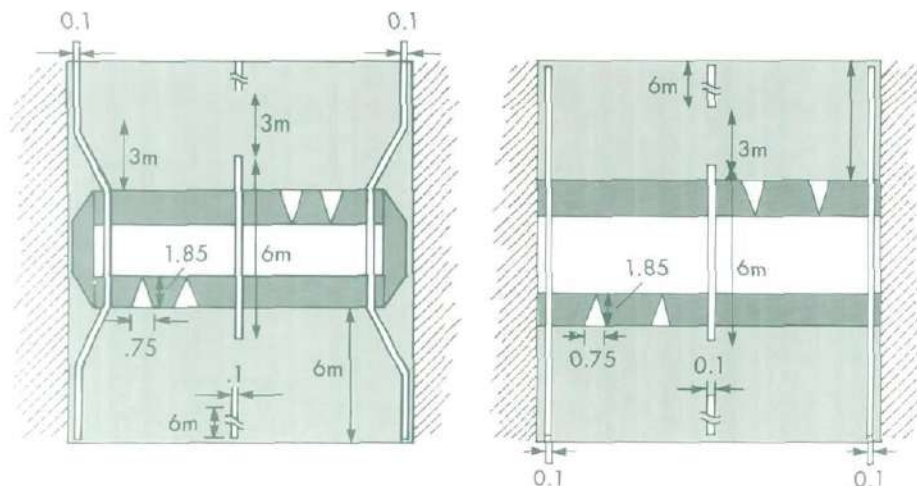
Minimum spacing between junctions - 40m

Minimum junction stagger - 20m

Junction visibility - See 6.4.1.

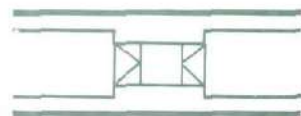
Footway width - 1.8m, generally required on both sides.

Kerb Radius - 6.1m to Major Access Road and 10.67 to County Road.

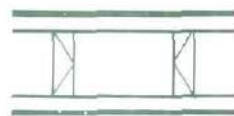


Dimensions of flat topped humps

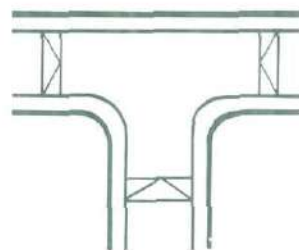
Examples of the use of speed restraints



Road narrowed
flat topped
table



Full width
flat topped
table



Raised Junction

Kerb Upstand - 100mm or for vehicular accesses 12mm and flush for pedestrian crossing in conjunction with tactile paving.

Turning Head - Type 'B', 'C', 'D', 'E' or 'F'.

Access taken from County Road, Local Distributor Road or Major Access Road

Gives Access to Shared Surface Roads, Shared Driveways and Driveways.

Vertical curves - At changes of gradient vertical curves will be required and the length shall be 5 x the algebraic difference in gradient.

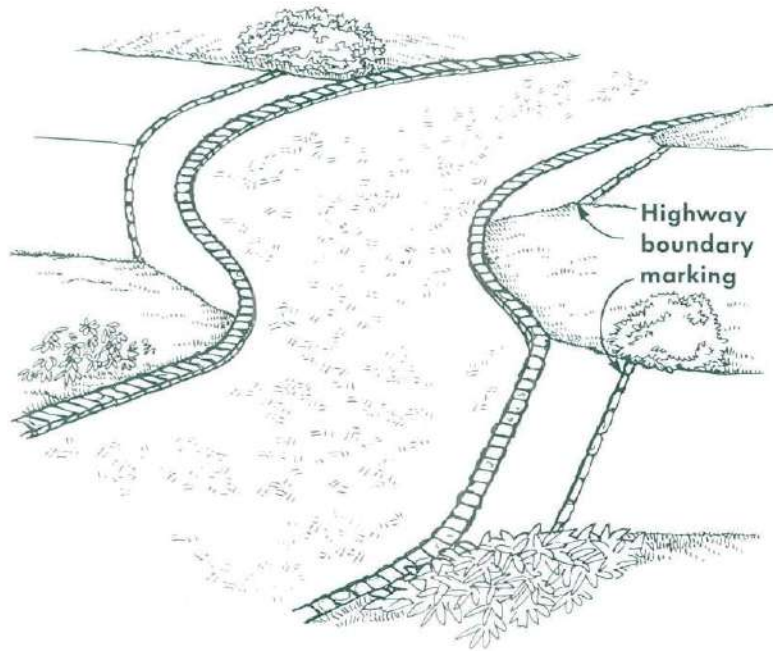
Gully spacings - 30m max. to be designed.

Road Lighting to BS 5489, CAT 3/3

Columns generally will be 5m mounting height.

Columns to be mounted at the rear of the footway.





Shared Surface Road

6.3.1. Residential Road without footways that would not normally serve more than 50 dwellings if looped or 25 in the form of a cul-de-sac.

TMS well below 20mph.

Width - road width may be variable with a nominal width of 5.5m, which may be reduced to 4.1m where no frontage development is present (Overrun widening on bends required for centre line radii less than 30m)

Surface Treatment : Block paving or surface dressing finishes only, will be permitted.

Minimum centre line radius - 12m. Maximum distance between speed restraints not more than 40m.

Maximum gradient - 1 in 15 but 1 in 25 for the first 12m.

Minimum gradient - 1 in 80 for block paving, 1 in 125 for surface dressing.

Minimum forward visibility - 20m.

Junction visibility - See 6.4.1.

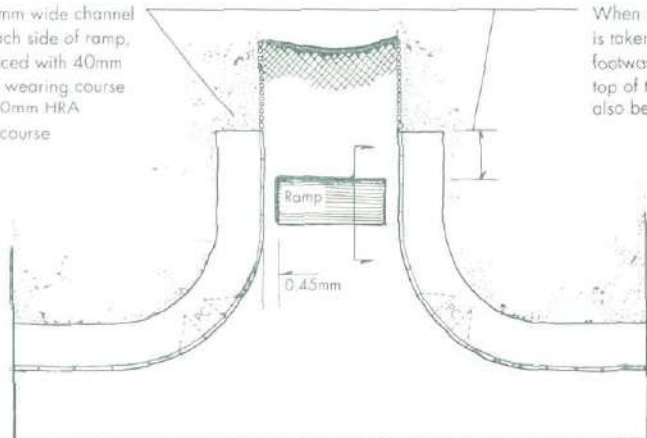
Verge Widths - minimum 0.5m, maximum 2.0m. Planting will be required. The boundary should be defined on site as shown opposite.

Kerb Radius (junction) - 6.1m or 4.1 with mountable shoulders.

Kerb Upstand - 25mm throughout (including all vehicular crossings), use of granite setts will be encouraged or small element concrete block kerbing.

450mm wide channel
to each side of ramp,
surfaced with 40mm
HRA wearing course
on 40mm HRA
barecourse

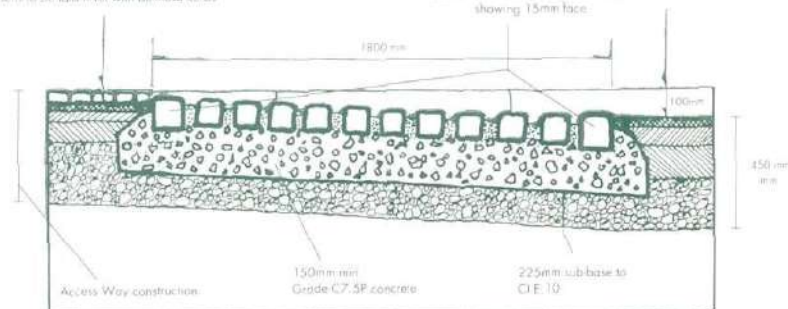
When the Mews Court or Access Way
is taken from a road with footways, the
footway shall be extended 2m past the
top of the ramp. A pram crossing will
also be required.



NOTE: Bed granite sets on C7.5P concrete and groyt around in 1:1 sand/cement groyt

100mm x 100mm x 100mm granite
sets to be laid level with bullnose kerbs

152mm x 127mm PCC bullnose kerbs
showing 15mm face



Section through ramp



Turning Head - Types 'E' or 'F'.

Access taken from Major Access Road or Minor Access
Road.

Gives access to Driveways, shared and individual.

An access ramp will be required at the road junction, see
detail opposite.

Vertical curves - At changes of gradient vertical curves will
be required and the length of the curve shall be 5 x the
algebraic difference in the gradients.

Gully spacings - To be designed.

Road lighting to BS 5489, CAT 3/3

5m mounting height columns preferred.

Where columns are to be mounted in the verge or service
strip they are to be at the rear.

Speed restraints should be sited at a distance away from a road
lighting column no greater than one third of the average spacing
of columns in the road.

