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PB8301 Haverhill Great Wilsey Park - Design parameters		
Parameter	Value	
	Primary Roads	Secondary Roads
Design Speed	48kph (30mph)	32kph (20mph)
Horizontal Radius	Rmin = 41m	Rmin = 16m
Carriageway Width	6.2m or able to accommodate buses on bends	5.5m
Shared Cycleway Network (to be located as required to provide cycle linkage throughout the site)	3.3m 2.5m in constricted areas	3.3m 2.5m in constricted areas
Footway Width (Footways to be located to housing frontages and where linkage required)	2.0m 1.8m in constricted areas	2.0m 1.8m in constricted areas
Maximum Straight without traffic calming or junctions	60-80m	
Junction Corner Radius	With Primary Rd. -> swept paths With Secondary Rd. -> Rmin = 6m	With Secondary Rd. -> Rmin = 6m
Crossfall	Camber: -2,5% No superelevation	Camber: -2,5% No superelevation
Vertical Gradient	max. 5%	max. 5%
Vertical Curve	Kmin = 5 Junction secondary arm -> Kmin = 1	Kmin = 2
Min. Junction Distance	40m	22m
Traffic Calming	Raised Tables with Parallel pedestrian / cyclist crossing (Tiger) to extend the type used on Chalkstone Way	No traffic calming
Road Widening	Bend widening on bus routes - Swept path analysis for a Rigid Public Service Vehicle with 0,5m envelope.	No widening
Direct access Forward Gear	30m away from site access junctions	
Direct access driveways (reversing manoeuvre)	15m away from junctions and 30m from site access junctions	5m away from Junction
FSSD	40m	22m
Junction Visibility	X = 2.4m Y = 40m Driver eye = 1.05m to 2.0m Obstruction = 0.6m to 2.0m	X = 2.4m Y = 22m Driver eye = 1.05m to 2.0m Obstruction = 0.6m to 2.0m
Trees in Verges where:-	<ul style="list-style-type: none"> • 6m wide verge being acceptable where no root barrier is used adjacent to the carriageway • 3m where a root barrier is used against the carriageway edge. • vertical clearance, at least 5m over the carriageway and 2.3m over a footway / cycleway. 	

GENERAL NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM UNLESS NOTED OTHERWISE.
4. THIS DRAWING HAS BEEN BASED UPON SURVEY / OS INFORMATION SUPPLIED BY OTHERS. ROYAL HASKONING DHV SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
6. ALL MATERIALS AND WORKMANSHIP WILL BE AS SPECIFIED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
7. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.

KEY

- PRIMARY CIRCULATION ROAD & BUS ROUTE
- SECONDARY CIRCULATION ROAD
- - - FUTURE LINK ROADS AND JUNCTIONS - EXACT GRADE LOCATIONS TO BE DEFINED IN RESIDENTIAL RESERVED MATTERS APPLICATIONS

REV	DATE	DESCRIPTION	BY	CHK	APP
P05	22/03/19	ISSUED FOR RESERVED MATTERS APPROVAL	JBW	PV	DJ
P04	15/02/19	GENERAL UPDATES	JBW	PV	DJ
P03	08/02/19	UPDATED FOR PRE-AP MEETING	JBW	PV	DJ
P02	07/01/19	LAYOUT AMENDED	JBW	PV	DJ
P01	26/11/18	FIRST ISSUE	JBW	PV	DJ

REVISIONS

DRAWING STATUS: **PRELIMINARY**

CLIENT



TITLE

ROAD HIERARCHY & DESIGN STANDARDS



DRAWN	CHECKED	APPROVED
JBW	PV	DJ
DATE	SCALE AT A1	PROJECT NUMBER
NOV-18	N.T.S	PB8301