



PARAGON HIGHWAYS

Proposed Residential Development, Leak Hall Crescent, Denby Dale

Detailed Design of Internal Road

Designers Response to Stage 1/ 2 Road Safety Audit carried out by Sanderson Associates

This Designers Response has been produced by the Highway Design Engineers of the proposals to construct an adoptable highway serving a residential development in response to the comments and recommendations raised by the Stage 2 Road Safety Audit carried out by Sanderson Associates Consulting Engineers Ltd on July 2018.

The proposals are to provide an adoptable extension to the public highway, extending Leak Hall Crescent to serve a small residential development. The proposed road extends the footway network initially with a new shared surface street beyond, which includes hard margins on both sides and provides internal turning to accommodate a large refuse vehicle.

The Audit was undertaken based on the following information:

- 1) Paragon Highways drawing 1225/01 dated June 2018

ITEMS RAISED IN STAGE 1/ 2 ROAD SAFETY AUDIT

B1.2.1 – Problem – Drainage

Brief Summary – The kerb is likely to result in ponding at the bottom of the ramp

Recommendation: The kerbing should be reversed so that a low spot is not created in the carriageway

Designers Response: Partially Accepted – The gully has been relocated to the base of the ramp to collect surface water and prevent the likelihood of standing water

B1.7.1 – Problem - Access

Brief Summary – Full height kerbs span across existing drives

Recommendation: Ensure that if kerbs across the existing drives are to be replaced, they are replaced with dropped kerbs.

Designers Response: Accepted – kerbs have been changed to dropped kerbs.

B4.2.1 – Problem – Pedestrians

Brief Summary – Kerb height at end of footway is 25mm and could not be traversed by some wheel chair users. The footway on the west side of the ramp is narrow with a gully proposed, causing difficulties for pedestrians to cross with wheelchairs and prams.

Recommendation: Kerb height be reduced (ideally flush) at the pedestrian entry points, with a 1m clear width provided past the proposed gully frame.

Designers Response: Partially Accepted – the gully has been relocated from the narrow footway section to the base of the ramp. Given that there is only 1m between the end of the footway and top of the ramp, there is insufficient clearance to put in a flush dropped kerb and required transition kerb.

B4.3.1 – Problem – Cyclist

Brief Summary – The ramp gradient is 1 in 8 and is steeper than the recommended maximum gradient of 1 in 10.

Recommendation: Ramp gradient is reduced.

Designers Response: Accepted – the ramp gradient has been amended to 1 in 10.

Designers Response by L J Ogden MCIHT MIHE

Company: Paragon Highways

Date 03rd August 2018.