

## General Conditions

Dropped kerb crossings within the highway over footways, grass verges or other highway margins by frontagers.

1. The following specifications of work to be undertaken by frontagers requiring crossings over highway footways, grass verges or other highway margins are issued for the guidance of frontagers. It is important to note that no works on any access crossing shall be commenced before the approval of Shropshire Council Highways Development Control Team (HDC) is given to the works and to the specification to be adopted in the particular case. It is pointed out that service provider's apparatus (e.g. underground pipes, cables, etc.) may be affected by the access crossing construction and require alteration. **The cost of any alterations, and/or damage to service provider's apparatus must be borne by the frontager and the responsibility for notifying the service providers rests with the frontager.**

### 2. Commencement of work

Before commencing work the person/firm undertaking the work must obtain an Approval Permit from Highways Development Control, the application for which must be accompanied by the requisite fee.

Please note that planning permission may be required for the alteration of existing or provision of new accesses. Applicants should therefore consult Shropshire Council Development Management Team to establish whether or not planning permission is required for the works. They must also obtain the written permission of any third party landowners e.g. Housing Associations whose land is required for the access.

### 3. Crossing over highway footways and kerbs

(a) In all cases, it is expected that the first section of the access that lies within the curtilage of the public highway will fall towards the road to help contain surface water flowing along the highway channel.

#### **(b) Macadam crossings (residential)**

(i) The area of footway disturbed shall be excavated to the formation level required and a foundation of not less than 200mm of well compacted sub-base material DOT Type 1 Clause (cl) 803 provided. Where soft ground or other conditions make it necessary, this sub-base shall be laid on an additional "capping layer" of approved material at least 150mm thick.

(ii) The surfacing shall consist of 20mm compacted thickness of 6mm nominal size medium graded wearing course, BS4987, 1988, cl 7.5 laid on a 35mm compacted thickness of 20mm nominal size basecourse BS4987, 1988 cl 6.5.

(iii) Where there are existing kerbs bullnose kerbs 125 x 150mm shall be laid across the width of the access with transition kerbs provided at each end to align with the existing kerbs. All kerbs shall be laid on a 100mm deep x 300mm wide ST1 concrete foundation and 150mm backing. The finished kerbs will be laid flush with the finished access surface level and show a 20mm upstand adjacent to the carriageway channel.

Accesses likely to be used regularly by wheelchair users shall be laid flush with the channel level.

#### **(c) Concrete crossing (residential)**

(i) In certain urban circumstances, but only with the prior approval of the HDC Team, concrete construction of crossings may be permitted.

(ii) The excavation and foundation construction shall be in accordance with 3(b)(i) above, except that the foundation thickness shall be 100mm.

(iii) The kerbs shall be constructed as in accordance with 3(b) (iii) above.

(iv) The crossing shall be constructed of 30/20 concrete 150mm thick carefully laid and compacted, finished to correct levels and falls. The surface shall be lightly marked with a finishing board or similar.

#### **(d) Industrial crossings**

In cases where any crossing is required at an access to industrial works, petrol filling station or other premises attracting heavy traffic, the specification to be employed shall be that currently detailed for such works in Shropshire Council's current Specification for Residential and Industrial Estate Roads. (Available on Shropshire Council Website)

#### **4. Crossings over highway margins and verges**

(i) The existing margin or verge shall be excavated to the formation level required and the whole excavated area sprayed with a non-residual weedkiller approved by the Environment Agency.

(ii) The crossing shall be constructed in accordance with 2 and 3(b)(ii) above.

(iii) Where an access involves the lowering of the kerbs, this shall be carried out in accordance with 3(b)(iii) above.

#### **5. Accesses in rural and unbuilt areas**

(i) In all cases it is expected that the first section of the access that lies within the curtilage of the public highway will fall towards the road at a maximum gradient of 1 in 10. This is to ensure that surface water does not readily discharge from the public highway and onto private property.

(ii) Any highway verges that are altered in connection with an access should also slope towards the road at a minimum gradient of 1 in 40 and a maximum gradient of 1 in 10.

(iii) In certain cases where no paved footway exists or is contemplated in the near future, arrangements may be made with the HDC Team for a minimum specification which will give, in the Council's opinion, a firm running surface under the local conditions of subsoil, etc.

#### **6. Piping of ditch under vehicular access crossing**

Where the access crosses a roadside ditch this shall be piped to the gradient of the existing ditch. Glazed stoneware, concrete, UPVC and asbestos cement pipes to the appropriate British or European Standard shall be used. All pipes shall have watertight joints and have a 150mm ST2 concrete bed and surround. The pipes shall project one metre on each side of the entrance. Pipes shall be a minimum 150mm diameter.

Works shall not commence until the size of pipe, level and gradients have been agreed with the Highways Development Control Team and pipes must not be covered until they have been inspected and approved. All the above requirements shall also be carried out in cases where drainage pipes already exist under the crossing.

## **7. Materials and workmanship**

All materials shall conform to the appropriate British Standard and the workmanship shall be to the satisfaction of the Highways Development Control Team whose decision in every case shall be final and binding.

## **8. Maintenance period**

**Upon completion of the works the owner shall, for a period of two years, be responsible for the rectification of any defects in construction, workmanship or materials which may appear. Any such defects; identified by the Council within this two year period may be rectified by the Council and the full cost of this remedial work recovered from the applicant or adjoining property owner.**

## **9. Signing of works**

During the progress of the works the applicant and/or the contractor shall be responsible for the maintenance of signs in accordance with Chapter 8 of the Traffic Signs Manual 2009 and any amendment or re-enactment thereof.

## **10. Service providers (utility companies) equipment**

Frontagers should be aware that service providers apparatus may be present in the footway or verge. This may not be apparent on the surface. In some situations service providers apparatus (e.g. underground pipes, cables, inspection covers etc.) may be affected by the construction of the access crossing and require alteration. The costs of any alterations and/or damage to the service provider's apparatus must be borne by the frontager. The frontager must place the order and make payment to the service provider in accordance with their requirements.

## **11. Temporary traffic lights**

The provision of any temporary traffic lights which may be necessary will require the separate prior written approval of the Council, such approval to be obtained by application on a form obtained from the local Highway's Divisional office by telephoning 0845 6789018.

## **12. Contractors**

Frontagers should note that only accredited personnel with public liability insurance cover are permitted to carry out works on the highway. All contractors must hold a City and Guilds Certificate for "New Roads and Street Works Act 1991 Qualification of Supervisors and Operatives" or equivalent.