



The roundabout has been designed in with reference to guidance contained within 'CD116 - Geometric design of roundabouts'.

Notes

- Street lighting, road markings, road signage, drainage and tactile paving to be designed as part of the S278 design process.
- Circulatory carriageway width reduced to between 1.0 and 1.2 times the maximum entry width as per para 3.6 of CD 116
- Conflict angles between 20 and 60 degrees - para 3.18.1 of CD116
- Design based on proposed 40 mph speed limit. Subject to all necessary approval.
- Final design to be subject to a Stage 1 Road Safety Audit.
- Paving including hazard paving to be agreed with the Council at detailed design stage.

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
 - The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
 - No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.

Extent of Highway Boundary

Green area identifies the area which is not impacted by visibility at the roundabout.

Roundabout ICD reduced to 47m. Raised chevron block work to be retained. All other central island vegetation and features to be removed and replaced with suitable low level grass/wildflower planting to be agreed with Kirklees.

Dropped kerbed access to be provided

Short section of 2m cycle footway. This is a departure from standard. The Council's Road Safety Team have requested that a short section of narrow shared cycle/footway is provided on Wakefield Road (W), to enable cyclist to exit the main carriageway before the lane flaring occurs and where vehicles will start to form in two lanes.

Existing bus shelter to be removed and replaced by new cantilever shelter to the west to accommodate cycleway exit transition. Existing electrical connection to be disconnected, to enable WYCA to remove shelter back to stores for potential reuse. Existing bus shelter base to be reinstated.

Exit widths less than 7.0m and 6.0m distance stated in para 3.28.2 of CD116. However, swept path analysis of 18.5m artic demonstrates exit manoeuvres can be undertaken

Shared cycle /footway realigned to achieve forward visibility at 15m.

Replacement cantilever bus shelter, with bus boarder kerbs. Bus shelter specification as follows (or as otherwise agreed):

- Shelter to be located 450mm (min.) to 600mm from kerb edge, with panels facing kerb edge. Final location subject to location of underground services and further design development.
- Min. 4 bay shelter (4.745m long), with 1.735m canopy, and ¼ end panels (543mm), as per spec. at Appendix 2 of WYCA guidance.
- To include integrated bench seating (subject to availability).
- Min. 1.5m clear footway width to be maintained (including to existing utility pole at rear of footway).
- New real-time display to be integrated into shelter design.

E	Bus stop provision amended	SB	19.07.24	KS
D	Layout amendments Stage 1 RSA	SB	02.07.24	KS
C	Layout amendments following comments from Kirklees	SB	21.05.24	KS
B	Layout amendments following comments	AA	16.04.24	KS
A	Notes added	AA	18.03.24	KS

Rev	Amendment	Drawn	Date	Checked
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Client
PCS Property Solutions Ltd

Project Title
Land at Grange Moor, Wakefield

Drawing Title
Proposed Junction Improvements

Scale 1:500	Drawn By AA
Drawing Size A2	Checked By SB
Date February 2024	Approved By KS
Drawing Number 151716-007	Rev E