PROPOSED TRAFFIC ISLAND AND RIGHT TURN LANE TAPERLENGTH AMENDED TO DMRB STANDARD

4M LENGTH OF RETAINING WALL TOPPED WITH 1.15M HIGH TUBULAR STEEL HAND RAIL (50MM WITH BASE PLATES), WHERE RETAINED HEIGHT IS LESS THAN 1M

REMAINING 13m LENGTH OF RETAINING WALL TO BE TOPPED WITH 800mm PARAPET WALL, WITH 350mm HANDRAIL ON TOP (SIMILAR 50mm TUBULAR STEEL DESIGN) TO ENABLE IMPROVED SIGHT LINE OVER THE PARAPET WALL. PROPOSED ON THE BASIS THAT VRS PROVISION MAY NEED TO BE INCORPORATED INTO THE NEW PARAPET. SHOULD VRS PROVISION NOT BE REQUIRED (SUBJECT TO REVIEW AT THE DETAILED DESIGN STAGE AND THE REQUIREMENTS OF THE AIP PROCESS), IT MAY BE POSSIBLE TO PROVIDE 1.15m HIGH PEDESTRIAN GUARDRAILING INSTEAD (E.G. SIMILAR TO THE EXISTING PROVISION), WHICH COULD PROVIDE FURTHER IMPROVEMENT TO JUNCTION VISIBILITY.

PROPOSED KERBLINE TO TIE INTO EXISTING EDGE OF CARRIAGEWAY AT LIMIT OF HIGHWAY ADOPTION

APPROX. 17M LENGTH OF EXISTING RETAINING WALL TO BE RECONSTRUCTED TO ENABLE PEDESTRIAN GUARDRAIL TO BE RELOCATED TO TOP OF WALL, TO MAXIMISE JUNCTION VISIBILITY

INSET 1A - KIRKLEES COUNCIL PROPOSED WALL IMPROVEMENTS (SCALE 1:250@A0)

SEE INSET 1

SEE INSET 1A

SEE INSET 3

SEE INSET 2

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A629 PENISTONE ROAD SUBJECT TO 40-MPH SPEED LIMIT

WOODSOME LEES LANE

STORTHES HALL LANE

2.4M X 37M JUNCTION VISIBILITY SPLAY

RIGHT TURN POCKET WIDENED TO 2.6M WHILST MAINTAINING 3.0M THROUGH LANES

3.0M

2.6M

3.0M

16.0M

23.4M

PROPOSED ROAD MARKINGS TO SEGREGATE MOVEMENTS AND ASSIST WITH VEHICLE POSITIONING

PROPOSED 'NO WAITING AT ANY TIME' TRO TO ASSIST VEHICLES TURNING RIGHT OUT OF STORTHES HALL LANE

2.4M X 25M EXISTING VISIBILITY SPLAY (MEASURED TO FRONT OF EXISTING GUARDRAIL)

2.4M X 37M PROPOSED JUNCTION VISIBILITY SPLAY (MEASURED TO FRONT OF PROPOSED HAND RAIL)

2.4M X 53M PROPOSED JUNCTION VISIBILITY SPLAY (WHEN MEASURED THROUGH 4M LENGTH OF TUBULAR STEEL HAND RAIL)

2.4M X 90M PROPOSED JUNCTION VISIBILITY SPLAY (WHEN MEASURED OVER 800MM PARAPET WALL)

OVERHANGING TREES TO BE CUT BACK TO MAINTAIN FORWARD VISIBILITY TO SIGN HEADS

A629 PENISTONE ROAD

2.4M X 215M

STORTHES HALL LANE SUBJECT TO 40-MPH SPEED LIMIT

Depot

Spring Grove

Grove House

Eldon House

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NORTH ROAD SUBJECT TO 30-MPH SPEED LIMIT

B6116 NORTH ROAD

INSET 1 - A629 PENISTONE ROAD/STORTHES HALL LANE/WOODSOME LEES LANE IMPROVEMENT SCHEME (SCALE 1:250@A0)

SCHEME OVERVIEW WITH VISIBILITY SPLAYS (SCALE 1:500@A0)

KERBLINE AMENDED ON APPROACH TO PROPOSED PUFFIN CROSSING

POTENTIAL ON-STREET PARKING FOR MAINTENANCE

4 NO. ZIG-ZAG MARKS PROVIDED TO MINIMISE IMPACT ON PARKING ADJACENT TO FISH AND CHIP SHOP

CALL BUTTON TO BE PROVIDED ON CENTRAL ISLAND - SUBJECT TO DISCUSSIONS WITH UTC AT DETAILED DESIGN.

INDICATIVE CONTROLLER LOCATION

EXISTING SIGN TO BE RELOCATED

3.6M

3.0M

0.45M

BOLLARDS TO PREVENT PARKING ON FOOTWAY

MIN. 1M CLEAR FOOTWAY WIDTH TO BE MAINTAINED

18M (3X 6M PCU LENGTH) STACKING SPACE PRIOR TO 'KEEP CLEAR' MARKINGS

16.0M

R15.0M

EXISTING SPLITTER ISLAND TO BE REMOVED AND KERBLINE AMENDED TO REDUCE VEHICLE SPEEDS TURNING LEFT INTO NORTH ROAD

KEEP CLEAR

KEEP CLEAR

'KEEP CLEAR' ROAD MARKINGS TO ALLOW 2 VECHILES TO TURN RIGHT OUT OF NORTH ROAD WHEN PUFFIN CROSSING IS ON RED

A629 PENISTONE ROAD

B6116 NORTH ROAD

Eldon House

INSET 2 - A629 PENISTONE ROAD/NORTH ROAD CYCLE IMPROVEMENT SCHEME (SCALE 1:250@A0)

KEY:

DO NOT SCALE

- APPROXIMATE LINE OF HIGHWAY BOUNDARY BASED ON INFORMATION FROM PRE-1922 HISTORICAL MAPS
- APPROXIMATE LINE OF HIGHWAY BOUNDARY BASED ON INFORMATION FROM POST-1961 HISTORICAL MAPS AND LAND REGISTRY DATA
- PRIVATE ACCESS APPROXIMATE EXTENTS
- PROPOSED FENCELINE
- JUNCTION VISIBILITY SPLAY
- EXISTING JUNCTION VISIBILITY
- 80M FORWARD VISIBILITY SPLAY (SEE NOTE 2)
- PROPOSED WAITING RESTRICTION (SEE NOTE 3)
- EXISTING VERGE
- EXISTING FOOTWAY
- PROPOSED FOOTWAY
- PROPOSED HARD STANDING
- PROPOSED CARRIAGEWAY WIDENING
- EXISTING RETAINING WALL TO BE RE-BUILT WITH 1.15M STEEL TUBULAR HAND RAIL (SEE NOTE 5)
- EXISTING RETAINING WALL RE-BUILT WITH 800MM PARAPET AND 350MM TUBULAR STEEL HAND RAIL (SEE NOTE 5)

NOTES:

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY/ CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
2. PUFFIN CROSSING APPROACH VISIBILITY PROVIDED AT 80M IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 8 TABLE 15-1 `RECOMMENDED VISIBILITY DISTANCE FOR PEDESTRIAN CROSSINGS' BASED ON THE PLATED A629 PENISTONE ROAD 40-MPH SPEED LIMIT AS WORST-CASE WHEN COMPARED TO THE FOLLOWING VEHICLE SPEED SURVEY RESULTS:

   7-DAY 24HR 85TH PERCENTILE SPEEDS

   NORTHBOUND: 36.4MPH (58.6 KPH)
   SOUTHBOUND: 37.8 MPH (60.8 KPH).

3. FULL DETAILS OF PROPOSED TRAFFIC REGULATION ORDERS SHOWN ON OPTIMA DRAWING NO. 18092/IN07.
4. SWEPT PATH ANALYSIS SHOWN ON OPTIMA DRAWING NO. 18092/ATR06.
5. EXISTING RETAINING WALL SUPPORTING A629 PENISTONE ROAD TO BE REBUILT ON EXISTING ALIGNMENT IN ORDER TO IMPROVE SOUTHERN JUNCTION VISIBILITY FROM THE A629 PENISTONE ROAD/STORTHES HALL LANE/WOODSOME LEES LANE JUNCTION.
6. STREET LIGHTING TO BE REVIEWED IN VICINITY OF PUFFIN CROSSING AND IMPROVED IF NECESSARY.

SIGNALS:

- PRIMARY
- SECONDARY
- NEARSIDE PED/CYCLE WITH PUSH BUTTON
- PUSH BUTTON
- SIGNAL EQUIPMENT
- INDICATIVE CONTROLLER LOCATION

INCORPORATE NO LEFT TURN SIGNAGE

NO ENTRY SIGN TO BE PROVIDED

INDICATIVE CONTROLLER LOCATION

POTENTIAL PARKING FOR MAINTENANCE

ADDITIONAL SECONDARY SIGNAL HEAD POINTING TOWARDS DRIVERS EXITING DEPOT VIA CENTRAL GATE OR VERGE PARKING SECTION

RETAIN 'NO RIGHT TURN SIGN'

INCORPORATE NO LEFT TURN SIGNAGE TO SOUTHBOUND SECONDARY SIGNAL HEAD

NO ENTRY SIGN TO BE PROVIDED

MIN. 1.2M FOOTWAY WIDTH TO BE MAINTAINED OVER BRIDGE WITH NO STREET FURNITURE OR OTHER OBSTRUCTIONS

PROPOSED FENCE ALONG REAR LIMIT TO ENSURE THAT DRIVERS EXITING THE DEPOT VERGE PARKING AREA DO SO IN A LOCATION FROM WHICH SIGNALS CAN BE VIEWED

STOP LINE ALIGNED WITH NORTH-EASTERN LIMIT OF ACCESS ROAD. SECONDARY SIGNAL HEAD POINTING TOWARDS EXITING DRIVERS

PROPOSED 37M LONG BUS STOP CLEAR-WAY IN ACCORDANCE WITH WYCA 'BUS STOP INFRASTRUCTURE STANDARDS GUIDANCE' NOVEMBER 2020

EXTENDED 'NO WAITING' RESTRICTIONS ON FULL LENGTH OF STORTHES HALL LANE AND TO SOUTHWEST OF PROPOSED SIGNAL STOP LINE

PROPOSED RETRO-REFLECTIVE BOLLARDS TO REDUCE RISK OF KERB OVERRUN

LOW HEIGHT KERB (E.G. 30MM KERB CHECK) TO BE PROVIDED ALONG FOOTWAY WIDTHS BELOW 1.9M

FLUSH DROPPED CROSSING

50MM TUBULAR STEEL HAND RAIL TO BE PROVIDED ON TOP OF WALL OR IMMEDIATELY ABUTTING WALL TO MAINTAIN MIN. HEIGHT 1.15M - TO BE AGREED AT DETAILED DESIGN

PROPOSED DROPPED KERB TO MAINTAIN ACCESS TO PUB FORECOURT

STORTHES HALL LANE

A629 PENISTONE ROAD

Depot

Spring Grove

INSET 3 - STORTHES HALL LANE PROPOSED THREE-WAY TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENT SCHEME (SCALE 1:250@A0)

REV	DATE	BY	DESCRIPTION	CHK	APP
-	02/04/25	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: STORTHES HALL LANE, KIRKBURTON

DRAWING TITLE: PROPOSED PENISTONE ROAD/STORTHES HALL LANE/ NORTH ROAD IMPROVEMENTS - OPTION C - GENERAL ARRANGEMENT

CLIENT: UBRIQUE INVESTMENTS LIMITED.

CHECKED	APPROVED	DRG No.
MEW	MEW	18092/GA/07

DRAWN BY:	SCALE @ A0	DATE	REV.
JS	AS SHOWN	02/04/25	-

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