

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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CONSTRUCTION
NONE IDENTIFIED AT THIS STAGE

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KEY

- PROPOSED KERB LINE
- PROPOSED CYCLE TRACK
- PROPOSED CONTINUOUS FOOTWAY TO BE A CONTRASTING COLOUR IN THE VICINITY OF THE SIDE ROAD

WIDTHS AT THIS SECTION:

- 2.00m FOOTWAY
- 2.25m CYCLE TRACK
- 2.50m BUS STOP AREA
- 3.4m LANE 1
- 3.4m LANE 2
- 1.5m CENTRAL RESERVE (WIDER CENTRAL RESERVE IMMEDIATELY TO THE WEST)
- 3.65m SERVICE ROAD
- 2.0m PARKING SPACES
- > 2.0m FOOTWAY TO THE SOUTH OF THE PARKING SPACES

DRAFT

FIRST ISSUE	SB	07/05/21	P01.2
REVISION DETAILS	By	Date	Suffix
	Check		

INITIAL STATUS OR WIP

Client
CITY OF WOLVERHAMPTON COUNCIL

Project Title
Willenhall Road Phase 1 and 2

Drawing Title
GENERAL ARRANGEMENT SHEET 1 OF 5

Designed SB	Drawn SB	Checked ---	Approved ---	Date ---
Internal Project No. 60618887	Subsidiary S0	Volume General		
Scale @ A1 1:500				

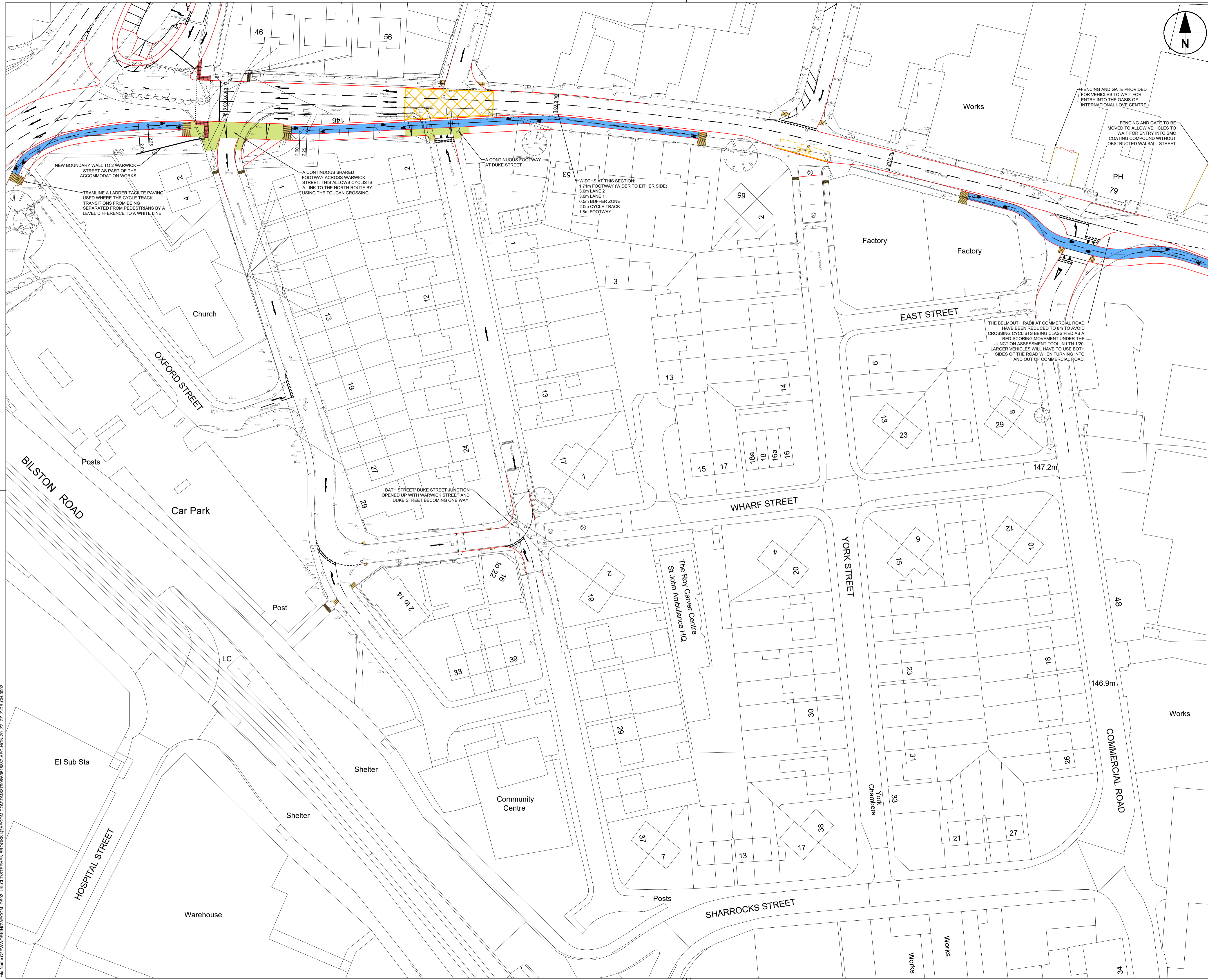
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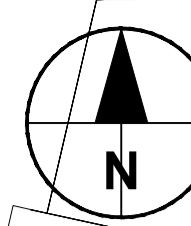
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Project Title
Willenhall Road Phase 1 and 2

GENERAL ARRANGEMENT SHEET 2 OF 5

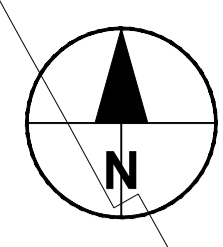
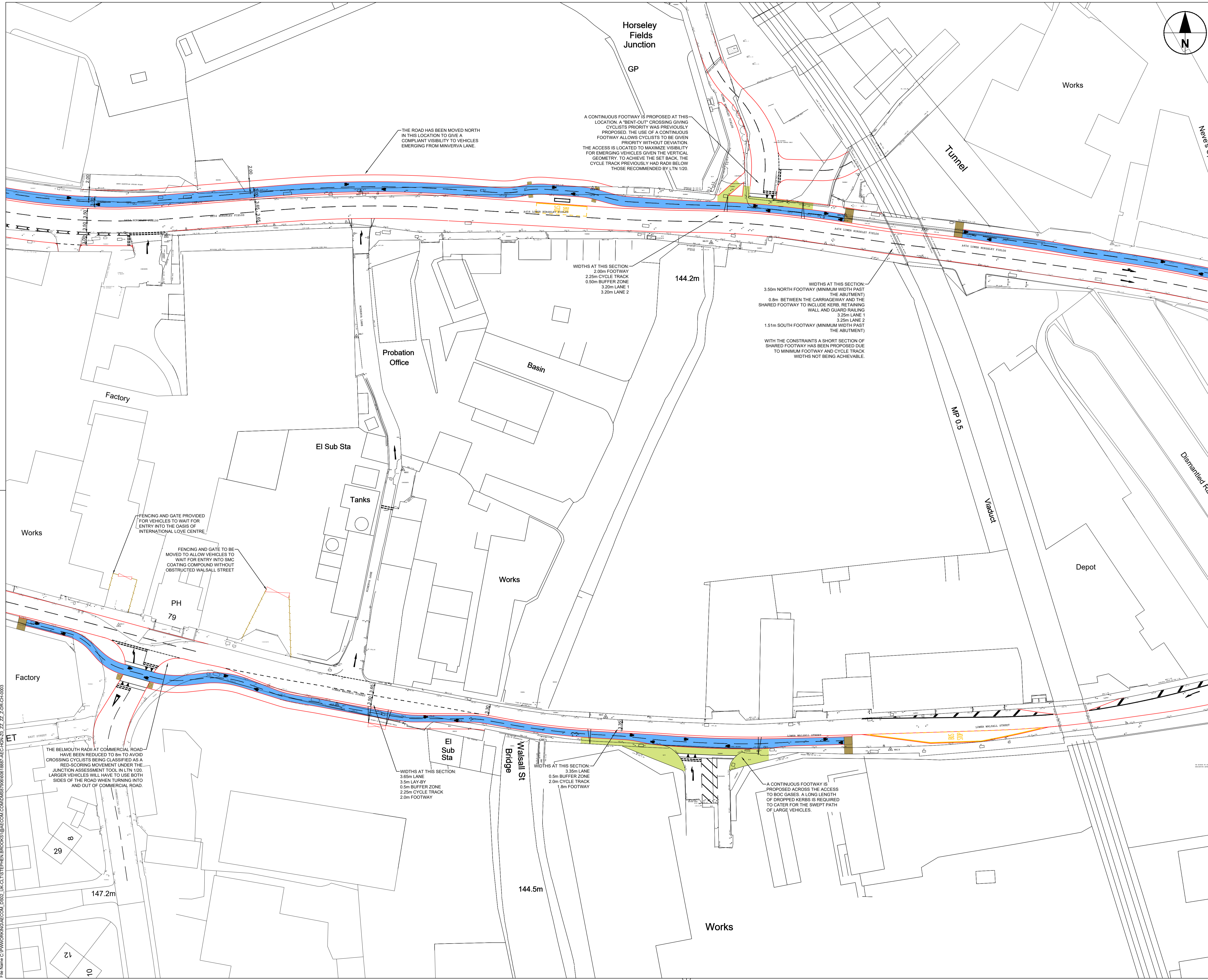
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Purpose of issue

INITIAL STATUS OR WIP

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CITY OF WOLVERHAMPTON COUNCIL

Project Title

Willenhall Road Phase 1 and 2

Drawing Title

GENERAL ARRANGEMENT SHEET 3 OF 5

Designed	Drawn	Checked	Approved	Date
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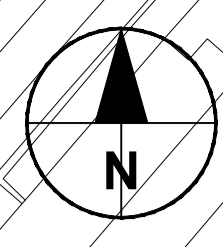
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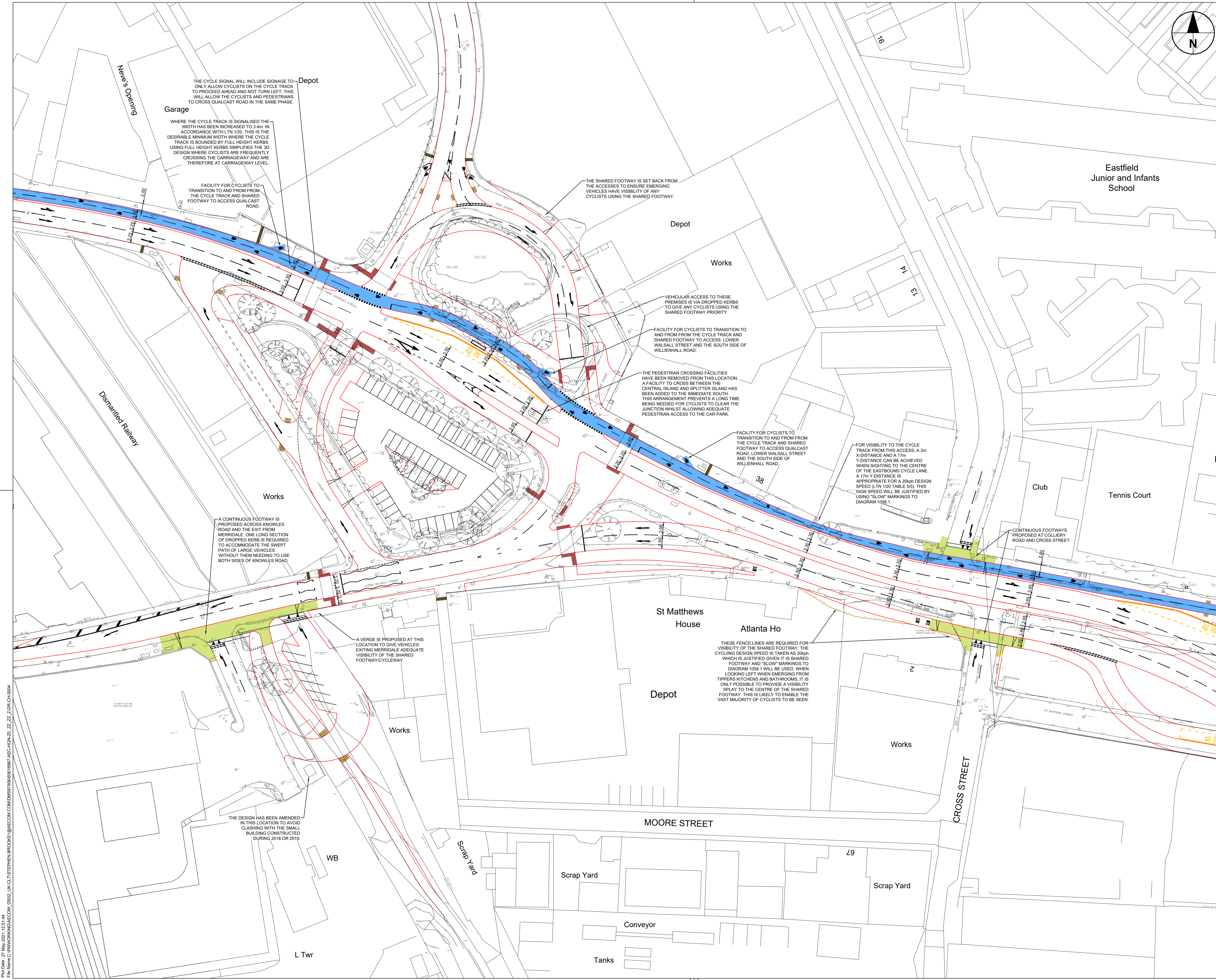
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CITY OF WOLVERHAMPTON COUNCIL

Project Title
Willenhall Road Phase 1 and 2

Drawing Title
GENERAL ARRANGEMENT SHEET 4 OF 5

Designed SB	Drawn SB	Checked ---	Approved ---	Date ---
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Eastfield Junior and Infants School

Eastfield Community Centre

Eastfield Nursery School

GIVING THE CYCLE TRACK PRIORITY ACROSS GRIFFIN STREET WOULD NOT BE IN ACCORDANCE WITH DMRB DOCUMENT CD 116 SINCE THE CROSSING IS CLOSER THAN 20m FROM THE CIRCULATORY CARRIAGEWAY.

GIVING THE CYCLE TRACK PRIORITY IS NOT CONSIDERED SAFE. FIRSTLY, TRAFFIC TURNING INTO GRIFFIN STREET MAY WELL BE TRAVELLING AT HIGHER SPEEDS COMPARED TO PRIORITY JUNCTIONS WITH SMALL CORNER RADI. SECONDLY, THE VEHICLES ENTERING THE ROUNDABOUT MAY TRY AND GIVE WAY TO THE CYCLE TRACK AND TRAFFIC ON THE CIRCULATORY CARRIAGEWAY IN ONE MOVEMENT. IT IS CONSIDERED THAT THEY ARE MORE LIKELY TO ATTEMPT THIS MOVEMENT IN ONE MOVEMENT COMPARED TO A PRIORITY JUNCTION. THIS IS DUE TO THE GREATER COMPLEXITY OF OTHER TRAFFIC THAT THEY NEED TO GIVE WAY TO (EASTBOUND TRAFFIC ON WILLENHALL ROAD AND TRAFFIC ON THE CIRCULATORY CARRIAGEWAY). WHEN UNDERTAKING THIS MOVEMENT VEHICLES MAY OVERLOOK THE NEED TO GIVE WAY TO CYCLISTS COMING FROM THE EAST.

EXTENDED BUS STOP LAY-BY TO ALLOW BUSES TO REJOIN THE CARRIAGEWAY MORE EASILY.

20m ENTRY KERB RADIUS, 12m ENTRY WIDTH AND 26.7m FLARE LENGTH USED AT THE ROUNDABOUT ENTRANCE.

CYCLISTS CAN USE SHARED FOOTWAY TO TURN INTO OLD HEATH ROAD.

THE ENTRY PATH RADIUS FOR ENTERING THIS ARM IS MARGINALLY TOO HIGH FOR COMPLIANCE WITH DMRB DOCUMENT CD 116. THE ENTRY PATH RADIUS CAN BE IMPROVED BUT ONLY IF THE PROJECTION SPLITTER ISLAND CEASES TO BE TANGENTIAL TO THE CENTRAL ISLAND, PRESERVING THE USUAL SHAPE OF THE SPLITTER ISLAND WAS CONSIDERED MORE IMPORTANT SINCE THE 'FEEL' OF A ROUNDABOUT WOULD BE PROVIDED WHICH WOULD REDUCE THE LIKELIHOOD TRAFFIC TURNING THE WRONG WAY INTO THE CIRCULATORY CARRIAGEWAY.

ONE-WAY CYCLE TRACK LINKING TO OLD HEATH ROAD.

SECONDARY SIGNALS CAN BE PLACED ON THIS ISLAND TO IMPROVE CLARITY. THIS WILL ALLOW CYCLISTS AND PEDESTRIANS TO MOVE IN THE SAME PHASE AS ALL TRAFFIC NOT TURNING INTO OR OUT OF OLD HEATH ROAD.

THE SIGNALS FOR THE CYCLE TRACK APART FROM THE AHEAD MOVEMENT OFFICERS WILL ALLOW PEDESTRIANS AND CYCLISTS TO CROSS OLD HEATH ROAD IN THE SAME SIGNAL PHASE. TO TURN INTO OLD HEATH ROAD, CYCLISTS CAN USE THE SHARED FOOTWAY.

DESIGNING OUT THE RED-SCORING MOVEMENT UNDER THE JUNCTION ASSESSMENT TOOL IN LTN 1/20 WAS NOT CONSIDERED APPROPRIATE. TO AVOID A RED SCORING MOVEMENT, THE CORNER RADI WOULD HAVE TO BE REDUCED BELOW 9m OR A CONTINUOUS SHARED FOOTWAY WOULD HAVE TO BE USED.

A CONTINUOUS SHARED FOOTWAY IS NOT CONSIDERED APPROPRIATE IN THIS LOCATION DUE TO THE RISK THAT TRAFFIC TURNING RIGHT INTO CHILLINGTON FIELDS WOULD BE LIKELY TO PROCEED AS SOON AS A GAP APPEARED IN THE WESTBOUND ON-CARRIAGEWAY TRAFFIC.

CHILLINGTON FIELDS PROVIDES ACCESS TO INDUSTRIAL UNITS AND ACCESS INTO CHILLINGTON FIELDS BY ARTICULATED VEHICLES IS CURRENTLY POSSIBLE. REDUCING THE CORNER RADI BELOW 9m WOULD REQUIRE THE REMOVAL OF THE SPLITTER ISLAND WITH ARTICULATED LORRIES USING BOTH SIDES OF THE CARRIAGEWAY. THIS WOULD INTRODUCE A HAZARD OF VEHICLES WAITING TO EMERGE FROM CHILLINGTON FIELDS BLOCKING VEHICLES TURNING RIGHT INTO CHILLINGTON FIELDS. VEHICLES TURNING RIGHT INTO CHILLINGTON FIELDS WOULD BE LIKELY TO PROCEED AS SOON AS A GAP IN THE WESTBOUND ON-CARRIAGEWAY TRAFFIC APPEARED.

ST GILES CRESCENT

OLD HEATH CRESCENT

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Project Title: Willenhall Road Phase 1 and 2

Drawing Title: GENERAL ARRANGEMENT SHEET 5 OF 5

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