

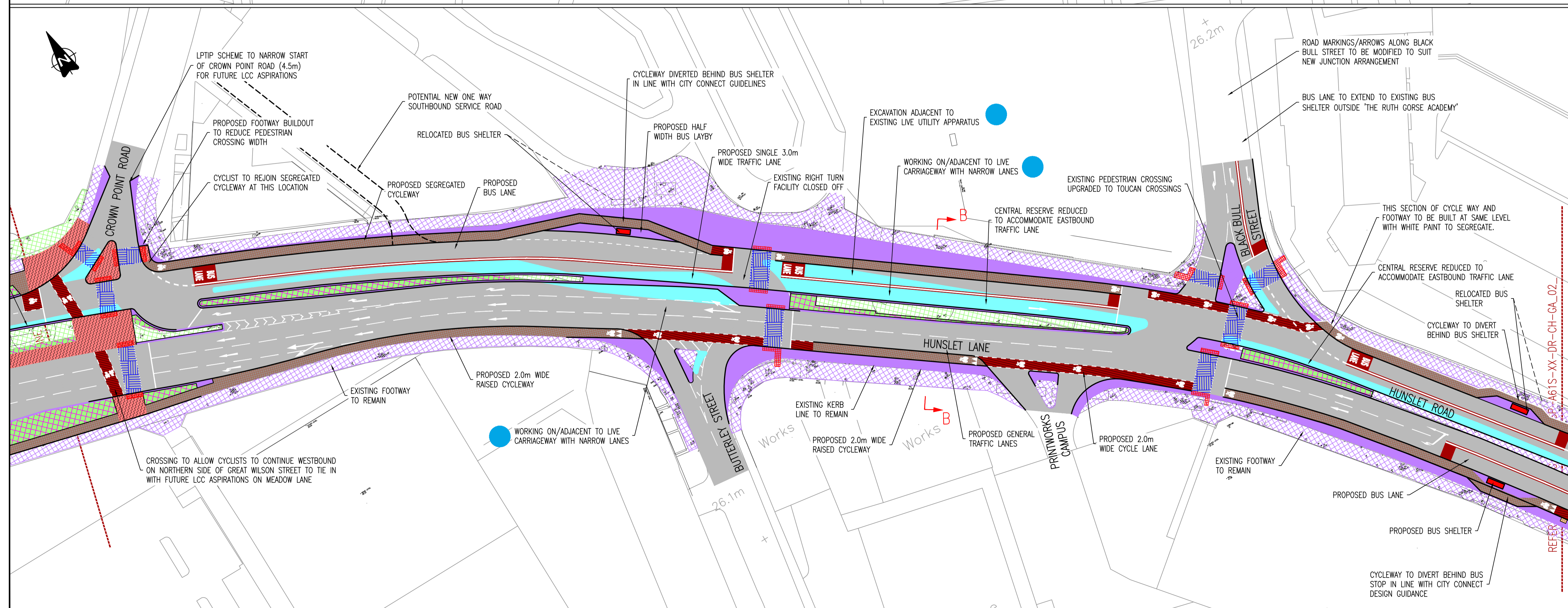
KEY

	PROPOSED NEW FOOTWAY
	PROPOSED NEW CARRIAGEWAY
	EXISTING FOOTWAY
	EXISTING CARRIAGEWAY
	EXISTING LANDSCAPING TO REMAIN
	EXISTING SHARED USE (CYCLE/FOOTWAY) TO REMAIN
	PERFORATION OF HARD MATERIAL TO FORM LANDSCAPING
	PROPOSED CYCLEWAY
	PROPOSED CYCLE LANE
	PROPOSED SHARED USE (CYCLE/FOOTWAY)
	BUS SHELTER
	PROPOSED TOUCAN CROSSING

- NOTES**
- FOR CROSS SECTIONS REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-ML_01_
 - FOR TRAFFIC SIGNAGE STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-SG_01_
 - FOR LANDSCAPING STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-LA-GA_01_

HEALTH AND SAFETY SYMBOLS LEGEND

	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION		INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
	INDICATES A RESIDUAL RISK FOR INFORMATION		INDICATES A RESIDUAL RISK AS A WARNING



PL.3	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED FEB 19	GW	DB	19.02.19	S2
PL.2	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED JAN 19	GW	DB	12.02.19	S2
PL.1	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED 03.09.18	GW	DB	30.10.18	S2
PL.0	FIRST ISSUE	KD	TC	24.08.18	S0
REV		DRAWN	CHECK	DATE	CDE

CREATED BY:	KD	08/2018	CURRENT ISSUE:	CHECKED	CDE APPROVAL
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PURPOSE OF ISSUE: SUITABLE FOR STAGE APPROVAL

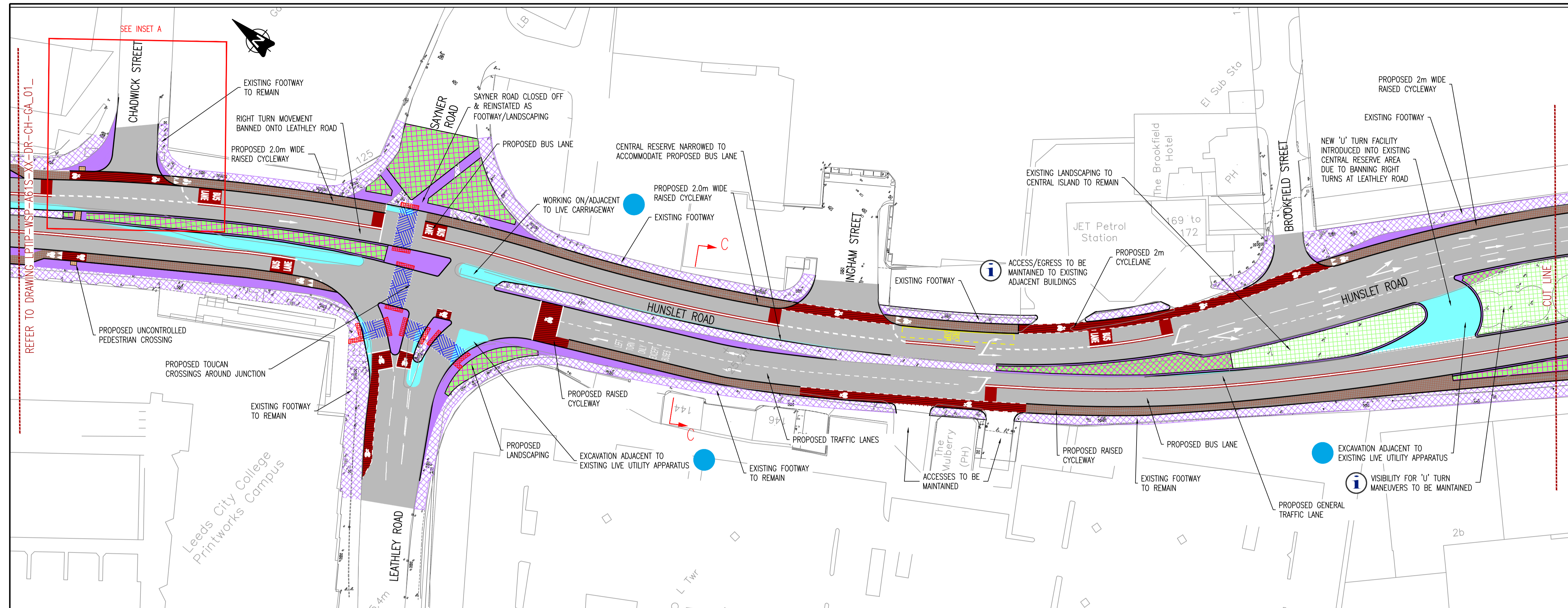
APPROVAL STATUS: **DRAFT** CDE STATUS: S2

LPTIP - A61(S)
IMPROVEMENT WORKS
GENERAL ARRANGEMENT
SHEET 1 OF 5



SCALE:	1:500	ORIGINAL SHEET SIZE:	A1
No:	LPTIP1-WSP-A61S-XX-DR-CH-GA_01_	REV:	P1.3
DATE:	AUGUST 2018	ID:	29942*

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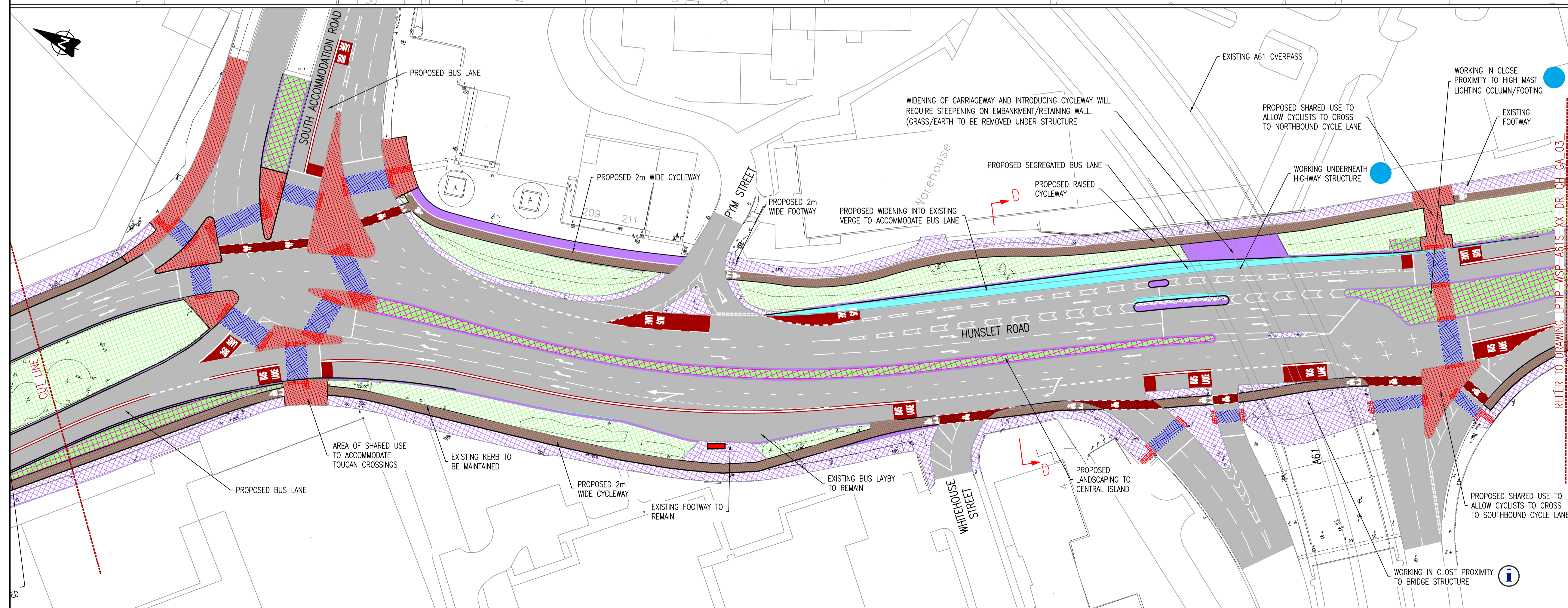
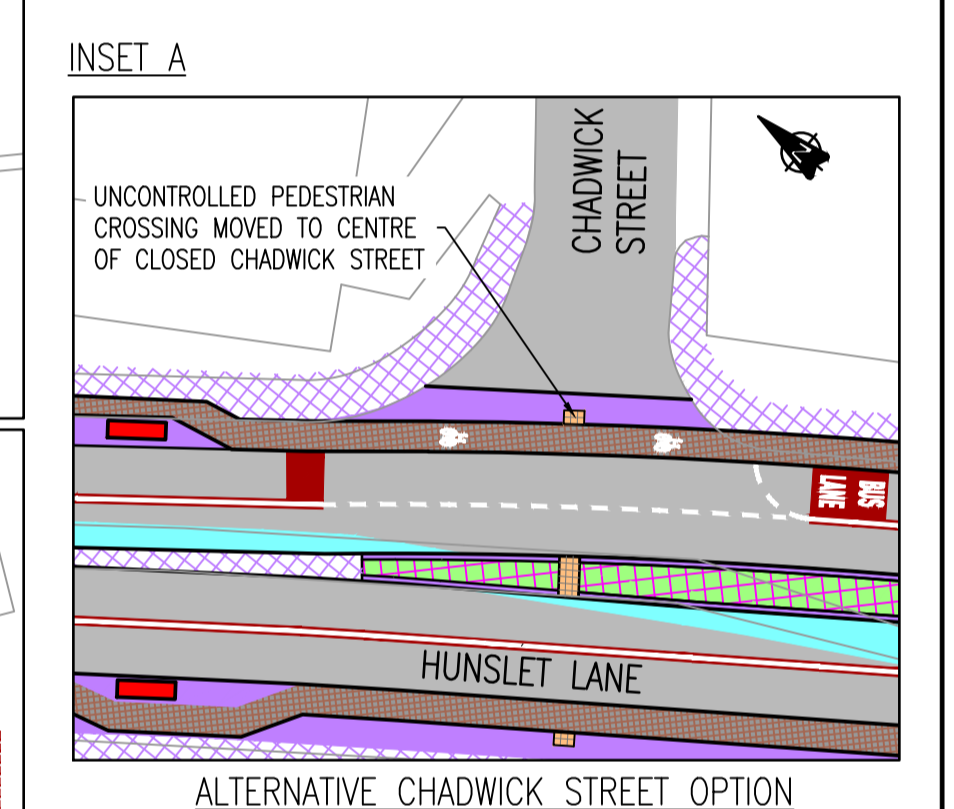
KEY

[Purple hatched]	PROPOSED NEW FOOTWAY
[Cyan hatched]	PROPOSED NEW CARRIAGEWAY
[Light purple hatched]	EXISTING FOOTWAY
[Grey hatched]	EXISTING CARRIAGEWAY
[Green hatched]	EXISTING LANDSCAPING TO REMAIN
[Green grid]	PERFORATION OF HARD MATERIAL TO FORM LANDSCAPING
[Brown hatched]	PROPOSED CYCLEWAY
[Red hatched]	PROPOSED CYCLE LANE
[Red hatched]	PROPOSED SHARED USE (CYCLE/FOOTWAY)
[Red rectangle]	BUS SHELTER
[Blue rectangle]	PROPOSED SIGNALISED CROSSING (TOUCAN)

- NOTES**
- FOR CROSS SECTIONS REFER TO DRAWING LPTIP1-WSP-A61S-04-DR-MI-01_
 - FOR TRAFFIC SIGNAGE STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-SG-02_
 - FOR LANDSCAPING STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-DR-LA-GA-02_
 - RAISED CYCLEWAY UPSTAND 6mm AT ACCESS LOCATIONS, 25mm WHERE DRAINAGE KERBS ARE REQUIRED & 50mm THROUGHOUT THE REMAINDER OF THE CORRIDOR.

HEALTH AND SAFETY SYMBOLS LEGEND

[Blue circle with exclamation mark]	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION	[Red circle with slash]	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
[Blue circle with 'i']	INDICATES A RESIDUAL RISK FOR INFORMATION	[Yellow triangle with exclamation mark]	INDICATES A RESIDUAL RISK AS A WARNING



PI.4	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED JAN 19	GW	DB	19.02.19	S2		
PI.3	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED DEC 18	GW	DB	18.12.18	S4		
PI.2	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED NOV 18	GW	DB	06.12.18	S2		
PI.1	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED 03.08.18	GW	DB	30.10.18	S0		
PI.0	FIRST ISSUE	KD	TC	24.08.18	S0		
REV				DRAWN	CHECK	DATE	CDE

CREATED BY:	KD	08/2018	CURRENT ISSUE:		CHECKED:		CDE APPROVAL:	
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PURPOSE OF ISSUE: FOR INFORMATION

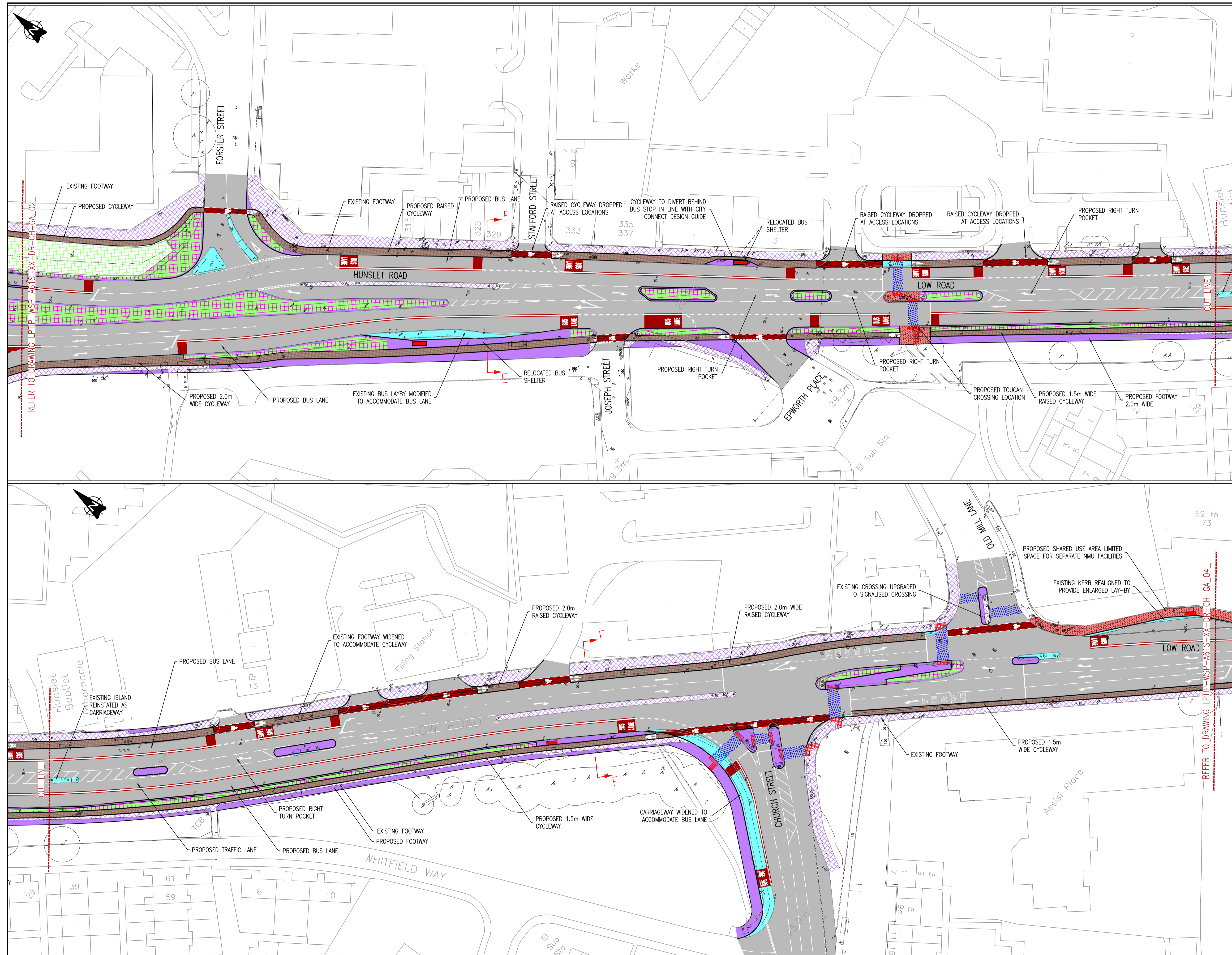
APPROVAL STATUS: **DRAFT** CDE STATUS: S2

LPTIP - A61(S)
IMPROVEMENT WORKS
GENERAL ARRANGEMENT
SHEET 2 OF 5

Leeds CITY COUNCIL

SCALE:	1:500	ORIGINAL SHEET SIZE:	A1
No:	LPTIP1-WSP-A61S-XX-DR-CH-GA-02_	REV:	P1.4
DATE:	AUGUST 2018	ID:	29942*

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KEY

- PROPOSED NEW FOOTWAY
- PROPOSED NEW CARRIAGEWAY
- EXISTING FOOTWAY
- EXISTING CARRIAGEWAY
- EXISTING LANDSCAPING TO REMAIN
- PERFORATION OF HARD MATERIAL TO FORM LANDSCAPING
- PROPOSED CYCLEWAY
- PROPOSED CYCLE LANE
- PROPOSED SHARED USE (CYCLE/FOOTWAY)
- BUS SHELTER
- PROPOSED TOUCAN CROSSING

- NOTES**
1. FOR CROSS SECTIONS REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-ML_02_
 2. FOR TRAFFIC SIGNAGE STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-SG_03_
 3. FOR LANDSCAPING STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-LA-GA_03_
 4. RAISED CYCLEWAY UPSTAND 6mm AT ACCESS LOCATIONS, 25mm WHERE DRAINAGE KERBS ARE REQUIRED & 50mm THROUGHOUT THE REMAINDER OF THE CORRIDOR.

REV	DESCRIPTION	DRAWN	CHECKED	DATE	CDE
P1.4	ADDITIONAL NOTES ADDED FOR CLARITY	GW	DB	12.02.19	S4
P1.3	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED DEC 18	GW	DB	18.12.18	S4
P1.2	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED NOV 18	GW	DB	06.12.18	S2
P1.1	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED 03.08.18	GW	DB	30.10.18	S2
P1.0	FIRST ISSUE	KD	TC	24.08.18	S0

CREATED BY:	KD	08/2018	CURRENT ISSUE:	CHECKED	CDE APPROVAL
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PURPOSE OF ISSUE: SUITABLE FOR STAGE APPROVAL

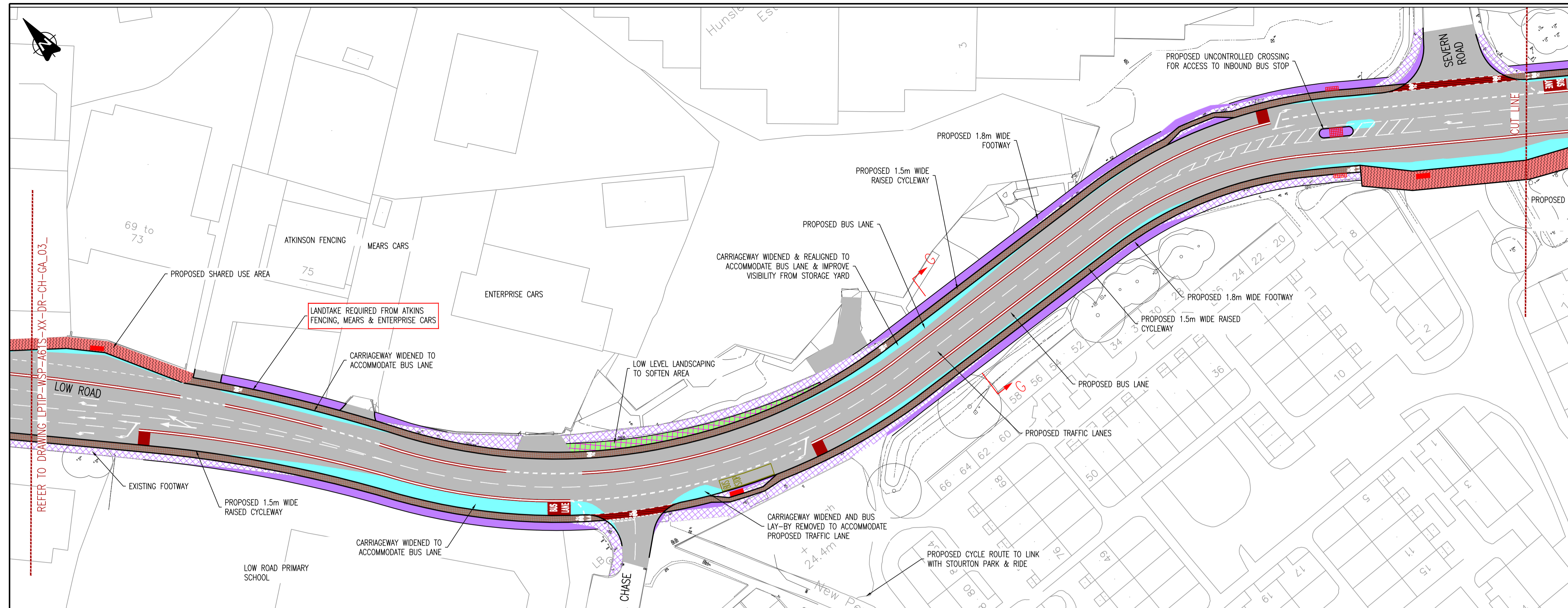
APPROVAL STATUS: **DRAFT** CDE STATUS: S4

LPTIP - A61(S)
IMPROVEMENT WORKS
GENERAL ARRANGEMENT
SHEET 3 OF 5



SCALE: 1:500	ORIGINAL SHEET SIZE: A1
No: LPTIP1-WSP-A61S-XX-DR-CH-GA_03_	REV: P1.4
DATE: AUGUST 2018	ID: 29942*

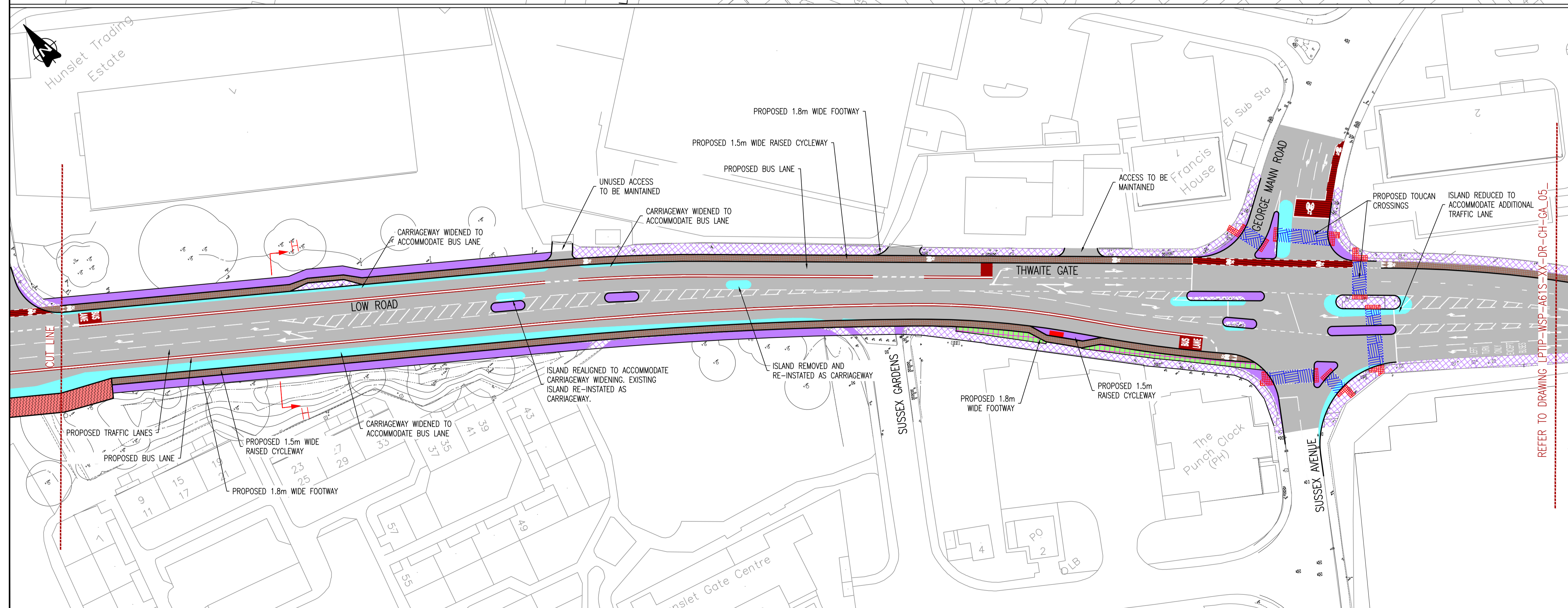
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- PROPOSED NEW CARRIAGEWAY
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- PROPOSED CYCLEWAY
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 - FOR TRAFFIC SIGNAGE STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-SG_04_
 - FOR LANDSCAPING STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-DR-LA-GA_04_
 - RAISED CYCLEWAY UPSTAND 6mm AT ACCESS LOCATIONS, 25mm WHERE DRAINAGE KERBS ARE REQUIRED & 50mm THROUGHOUT THE REMAINDER OF THE CORRIDOR.



P1.4	ADDITIONAL NOTES ADDED FOR CLARITY	GW	DB	12.02.19	S4
P1.3	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED DEC 18	GW	DB	18.12.18	S4
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P1.1	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED 03.09.18	GW	DB	30.10.18	S0
P1.0	FIRST ISSUE	KD	TC	24.08.18	S0
REV		DRAWN	CHECKED	DATE	CDE

CREATED BY:	KD	08/2018	CURRENT ISSUE:	CHECKED:	CDE APPROVAL:
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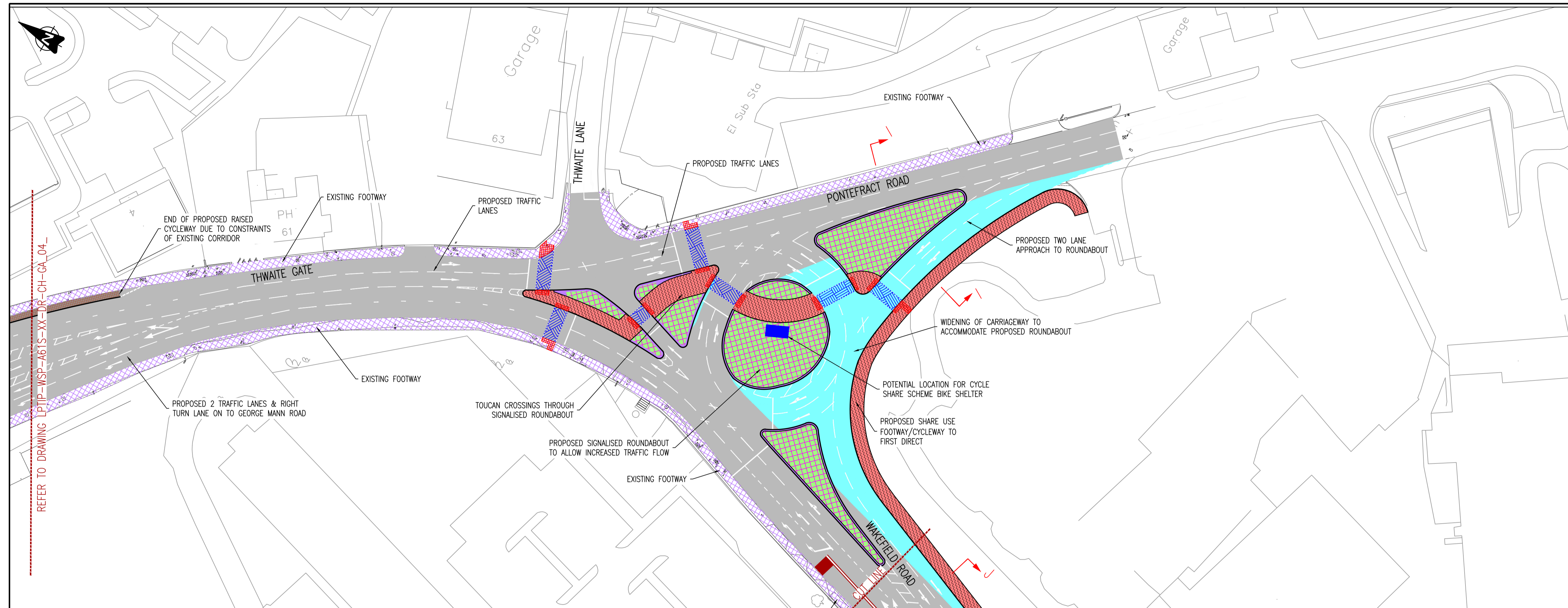
PURPOSE OF ISSUE: SUITABLE FOR STAGE APPROVAL

APPROVAL STATUS: **DRAFT** CDE STATUS: S4

LPTIP -A61(S)
IMPROVEMENT WORKS
GENERAL ARRANGEMENT
SHEET 4 OF 5



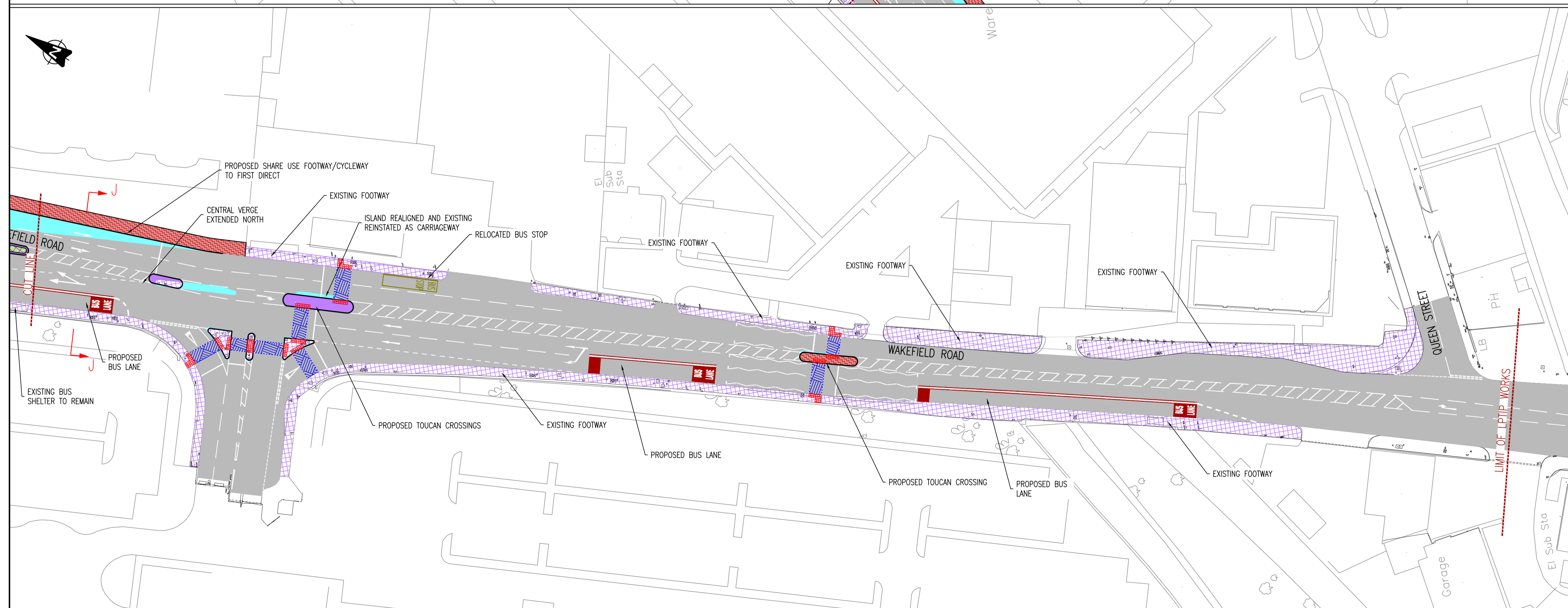
SCALE:	1:500	ORIGINAL SHEET SIZE:	A1
No:	LPTIP1-WSP-A61S-XX-DR-CH-GA_04_	REV:	P1.4
DATE:	AUGUST 2018	ID:	29942*



KEY

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- PROPOSED NEW CARRIAGEWAY
- EXISTING FOOTWAY
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 2. FOR TRAFFIC SIGNAGE STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-CH-SG_05_
 3. FOR LANDSCAPING STRATEGY REFER TO DRAWING LPTIP-WSP-A61S-XX-DR-LA-GA_05_
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P1.3	ADDITIONAL NOTES ADDED FOR CLARITY	GW	DB	12.02.19	S4
P1.2	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED NOV 18	GW	DB	06.12.18	S4
P1.1	AMENDMENTS MADE FOLLOWING LCC COMMENTS DATED 03.09.18	GW	DB	30.10.18	S2
P1.0	FIRST ISSUE	KD	TC	24.08.18	S0
REV		DRAWN	CHECK	DATE	CDE

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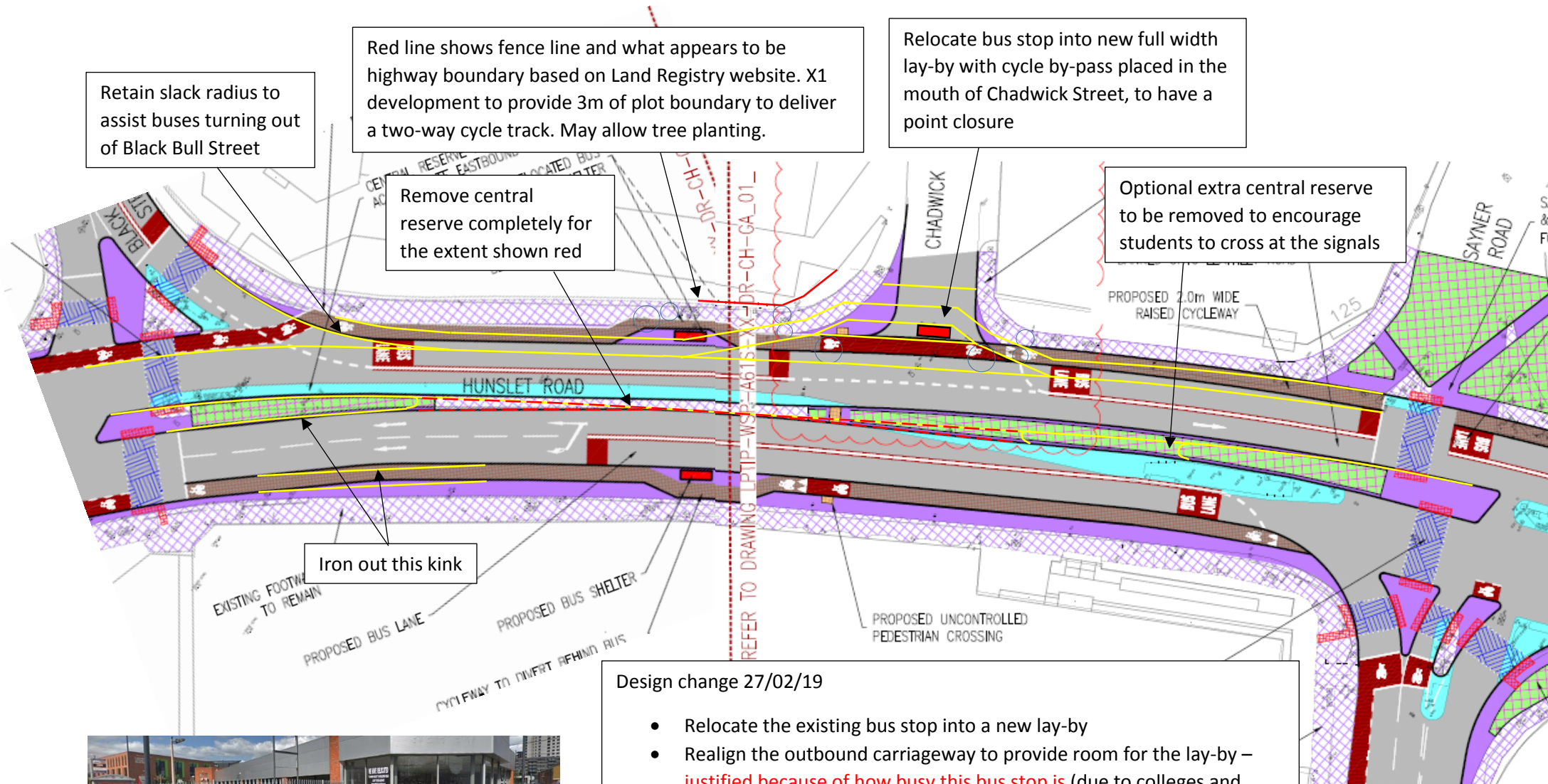
PURPOSE OF ISSUE: SUITABLE FOR STAGE APPROVAL

APPROVAL STATUS: **DRAFT** CDE STATUS: S4

LPTIP - A61(S)
IMPROVEMENT WORKS
GENERAL ARRANGEMENT
SHEET 5 OF 5



SCALE:	1:500	ORIGINAL SHEET SIZE:	A1
No:	LPTIP1-WSP-A61S-DR-CH-GA_05	REV:	P1.3



Retain slack radius to assist buses turning out of Black Bull Street

Red line shows fence line and what appears to be highway boundary based on Land Registry website. X1 development to provide 3m of plot boundary to deliver a two-way cycle track. May allow tree planting.

Relocate bus stop into new full width lay-by with cycle by-pass placed in the mouth of Chadwick Street, to have a point closure

Optional extra central reserve to be removed to encourage students to cross at the signals

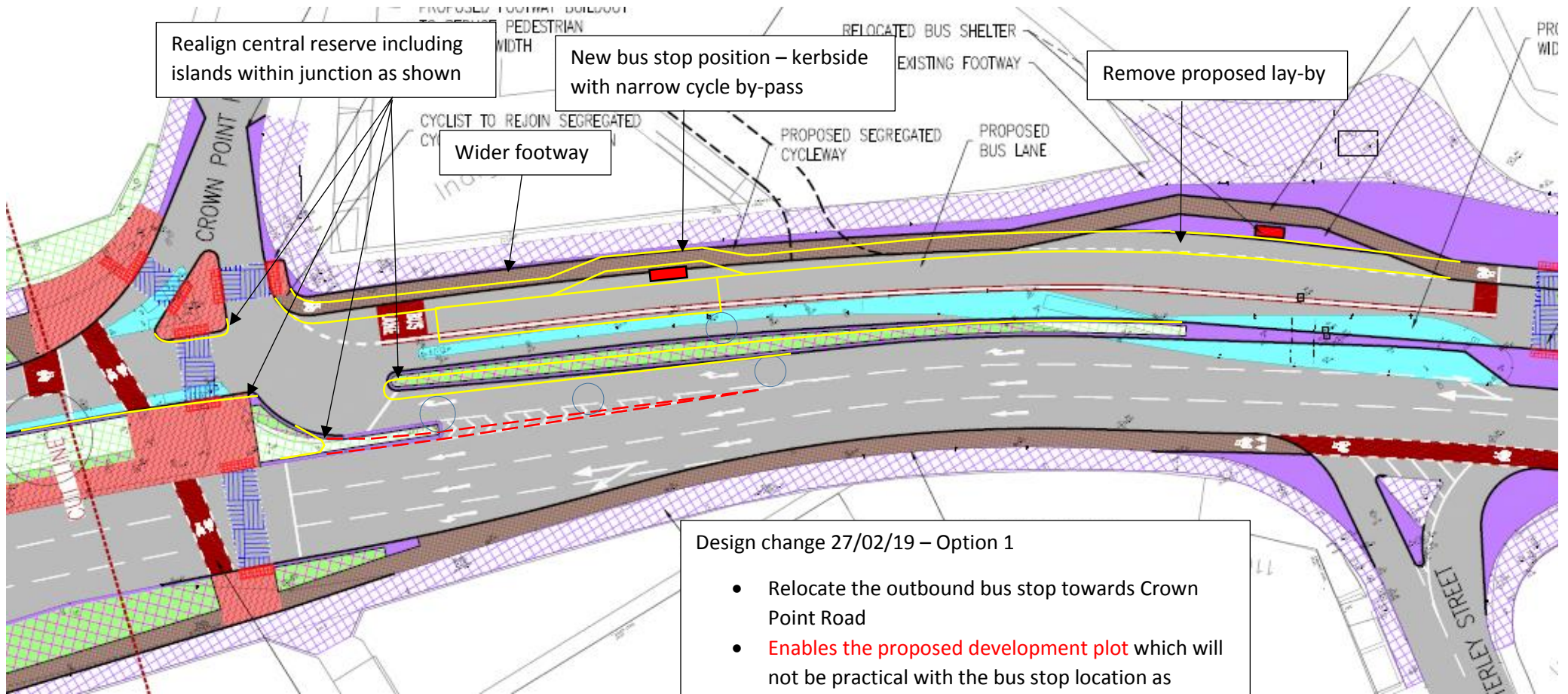
Remove central reserve completely for the extent shown red

Iron out this kink

Design change 27/02/19

- Relocate the existing bus stop into a new lay-by
- Realign the outbound carriageway to provide room for the lay-by – **justified because of how busy this bus stop is** (due to colleges and surrounding businesses) and potential delays to P&R buses
- Remove the central reserve to provide space for the bus stop; similar to A61 cross-section southeast of the ring road.
- It also is important because of the proposed relocation of the previous stop (see next page)





Realign central reserve including islands within junction as shown

New bus stop position – kerbside with narrow cycle by-pass

Remove proposed lay-by

Wider footway

- Design change 27/02/19 – Option 1
- Relocate the outbound bus stop towards Crown Point Road
 - Enables the proposed development plot which will not be practical with the bus stop location as currently proposed
 - Better for serving Crown Point Retail Park and better bus stop spacing than Option 2
 - Worse in so far as it is kerbside, but this is mitigated by being so close to the exit from the junction