



Arm	DMRB COMPLIANCE WITH TD 50/04							
	Entry Lane Width Into Junction (m)	Number of Lanes Into Junction	Exit Lane Width From Junction (m)	Number of Lanes From Junction	Stopping Sight Distance (m)	Corner Radii To Left (m)	Exit Design Speed (mph)	Approx. Intervisibility Splay Across Arm (m)
A12 Ring Road (North)	10.5	3	3.6	2	295	10	70	51
A12 Ring Road (South)	7.0	2	6.9	2	295	N/A	70	46
A12 Ring Road (South): Right-Turn Lane	4.5	1	N/A	N/A	295	N/A	N/A	46
Adastral Park Road	7.0	2	4.5	1	90	10	30	70

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

**Construction Design and Management (CDM) Key Residual Risks**  
 Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

- NOTES:**
1. Do not scale from this drawing
  2. All dimensions are in metres unless otherwise stated.
  3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
  4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
  5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
    - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
    - TA 90/05: The Geometric Design of Pedestrian, Cycle and Equestrian Routes;
    - TA 91/05: Provision for Non-Motorised Users;
    - TD 9/93: Highway Link Design;
    - TD 50/04: The Geometric Layout of Signal-controlled Junctions and Signalized Roundabouts.

- KEY:**
- Site Boundary
  - Assumed Highway Boundary
  - Signal Head Visibility
  - Traffic Signal Head
  - Pedestrian Signal Head with Push Button
  - Intersignal Visibility
  - Forward Visibility on Exit
  - Tactile Paving

C Modifications as per RSA comments. MDM LW PAB 07.09.17  
 B Modifications as per SCC's comments. MDM LW PAB 01.09.17  
 A Reflection of existing speed limits. MDM LW PAB 01.08.17  
 - First Issue - - - 21.06.17

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Carlyle Land Ltd and  
 Commercial Estates Group  
 Land South and East of  
 Adastral Park, Ipswich

Proposed Western Signalized  
 Access off A12 Dual Carriageway

Status	Approval	Checked	MDM	LW	Date	June 2017
Scale	As Shown	Number	10391-HL-07	Rev	C	21.06.2017

0 10 20 30 40 50 METRES