

A6 M65 LC										
CD116	Parameter	Clause	Requirement	M65	A6	Lan Cen	Whole Rbt	OK? Y/N	Comments/Calcs	Action
	ICD	3.5, 3.5.2	28-100m (Normal)	NA	NA	NA	160m	Ext	Existing condition, verify with approved relaxations in the past	No action, existing roundabout with no works proposed to alter the roundabout radius.
	Circulatory Width	3.6 (shall)	1-1.2 times max entry width (Cl.3.6) <15m (Cl.3.6.6)	NA	NA	NA	11m	Y		
	Central Island Diameter	3.7	>4m				136	Y		
	Overrun Areas	3.8	See CD 116, Pg 32.				-	N/A		
	Entry Width	3.12, 3.13	<10.5m for single (Cl.3.12) <15m for dual (Cl.3.13)	8	8	11		Y		
	Lane Widths (Single)	3.14	3-4.5m (Cl.3.14), Ideally 4.5m (Cl.3.14.1)	N/A	4.5	N/A		Y		
	Lane Widths (multiple)	3.14.2	3-3.5m	3.65m	4	3.8m			Lane widths proven through vehicle tracking. Confirmed through discussion with NH that departure not required on this basis.	A6: Existing lane widths maintained. M65: Lanes widths could be reduced by 0.15m to achieve required dimension via proposed hatching or adjusting kerblines. Lanc Cen: Lanes widths could be reduced by 0.3m to achieve required dimension via proposed hatching or adjusting kerblines. All amendments must be reviewed through vehicle tracking to prove manoeuvre can still be made. Although the standard clause does state a lane width of 3-3.5m in the next clause (3.14.3) it makes reference to all entry lanes to be assessed via vehicle swept paths using the largest vehicle anticipated to use the lanes. As this has been done to set the lane widths we believe no departure is needed.
	Entry Flaring marking	3.14.7	Min 2.5m wide					N/A		
	Hatching	3.15.1	No hatching at ped crossing					N/A		
	Entry Angle	3.18	20-60°	24	36	25		Y		
	Tangentiality	3.18.2	Extension of central island to be tangential with central island	Pass	Pass	Pass		Y		
	Entry Kerb Radii	3.19	10-100m	M65: 103 M6: 300	83	53			Confirmed through discussion with NH that no departure needed for this aspect.	Increase radii of approach through pushing lanes further north without encroaching on DVSA site/ This will also assist in slowing down drivers in addition to the warning signage proposed.
	Entry Path Radii	3.2	<100m	M65: 105 M6: 325	102	83		N	Improve deflection to achieve entry path radii.	A6: Existing lane widths maintained, lanes do not connect directly onto roundabout as both lanes proceed through to M65. M65: Improve deflection entry path to achieve required entry path radii, above proposed amendments may resolve this issue. It is expected standard entry path radii cannot be met for the M6 approach, a departure will be required. All amendments must be reviewed through vehicle tracking to prove manoeuvre can still be made.
	Exit Width	3.28	Multi-Lane: 10-11m Single Lane: 7-7.5m	10	11	7		Y	This review incorporates the proposed hatches within the widths.	A6: Suitable M65: Adjust island hatching to reduce exit width 0.8m Lanc Cen: Increase exit width by pulling back island hatching closer to the taper island to increase exit width. It has been set as shown currently to provide an exit run off area if found in correct lane on exit. All amendments must be reviewed through vehicle tracking to prove manoeuvre can still be made.
	Exit width taper	3.28.3	1:15 to 1:20	NA	NA	NA		N/A		
	Exit Kerb Radii	3.29	20-100m (ideally 40m)	200	100	80		Ext	Improve deflection to achieve exit kerb radii.	M65: Existing exit kerb radii, review any existing relaxations. No works proposed to alter exist kerb radii. All amendments must be reviewed through vehicle tracking to prove manoeuvre can still be made.
CD109 - beyond Rbt influence										
	Parameter	Clause	Requirement							
	Design Speed	2.5		85	85	50				
	Centreline Radius							N/A	Not reviewed at this time	
	Superelevation Entry							N/A	Not reviewed at this time	
	Superelevation Exit							N/A	Not reviewed at this time	
	Approach Stopping Sight Distance	Table 2.10	160m					N/A	Not reviewed at this time	
	Desirable Minimum K	Table 2.10	K=100					N/A	Not reviewed at this time	