



KEY

	Road Markings to be Removed		Proposed charcoal tactile paving		Proposed Bus Stop flag
	Guardrail to be removed		Proposed corduroy tactile paving		Proposed wheel
	Street furniture to be removed		Proposed footway subsoil/land		Proposed ramp
	Kerb / Tactile to be removed		Proposed flush area		Blue Surfacing
	Retained Infrastructure		Proposed Sheffield cycle stand		Intermediate Level Cycle Tracks
	Proposed Road Markings		Proposed sign face (TBC)		Footway Level Cycle Track
	Proposed red lines		Proposed bus shelter		Footway Level Cycle Track
	Proposed yellow lines		TURN Boundary		Potential tree pit
	Proposed transition kerb		Gully affected by proposals		Proposed backless bench
	Proposed dropped kerb		Bull surface dressing		Proposed bench
	Proposed kerbs		Proposed lighting column (TBC)		Proposed bin
	Proposed CS cycle logo		Sign face to be removed (TBC)		Proposed sign post (TBC)
	Proposed red tactile paving		Proposed sign post (TBC)		Proposed delineator strip
			Proposed sign post (TBC)		Proposed lightless London taster

- NOTES**
- All designs to be in accordance with TLL and appropriate Highway Authority Streetworks Guidance.
 - All lighting and signing to be in accordance with the current Traffic Signs Regulations and General Directions (TSRGD).
 - All dimensions in metres, unless otherwise stated.
 - All signs to be mounted on existing lighting columns / sign posts where possible (subject to structural assessment).
 - Signs on footway to be mounted at a height to ensure a minimum vertical clearance of 2.3m to bottom of sign where cycling is permitted on the footway, elsewhere to 2.1m.
 - All signs to have a minimum horizontal clearance of 400mm from face of trafficked kerb.
 - All sign heads to be mounted at a height to ensure a minimum vertical clearance of 2.3m to bottom of sign head where cycling is permitted on the footway.
 - All existing signs & lines to be retained unless otherwise stated.
 - Critical dimensions to be checked at detailed design stage.
 - Lighting to be assessed at detailed design stage.
 - Proposed traffic signal positions are indicative only and are subject to detailed signal design.
 - Recessed covers to be considered for inspection chambers within areas of tactile paving.
 - Assess carriageway condition at detailed design stage.
 - Re-instate existing road markings adjacent to kerb and carriageway works.
 - Changes to drainage are subject to detail design.
 - Drawing based on topographical survey provided by CVU & David Webb.
 - All existing gullies to be related to cycle track / lane to be converted to cycle friendly.
 - Statutory Underpasses equipment impacted by the works are not fully identified on these drawings. Some that require assessment have been highlighted in brown. Detailed checks should be made at Detailed Design.
 - All signs locations to be assessed as part of signal design.
 - All ramp lengths to be dictated by existing proposed kerb height.

THESE DRAWINGS HAVE BEEN PREPARED FOR EARLY CONTRACTOR INVOLVEMENT.

THEY ARE NOT THE FINAL PRELIMINARY DESIGN DRAWINGS. THEY DO NOT SHOW THE FULL DETAIL OF THE PROPOSED SCHEME, INCLUDING SIGNAL INFRASTRUCTURE.

THESE DRAWINGS ARE SUBJECT TO CHANGE.

REV	DATE	BY	CHK	APP
001	04/08/2016	AD/MS	CHK	APP

Transport for London
Surface Transport

Roadspace Management
Outcomes Design Engineering

Route 197
197 Building Road
E11 1GU

scheme
**CYCLE SUPERHIGHWAY
ROUTE NORTH TO SOUTH PHASE 2
DRAWING 21 OF 27
CONCEPT DESIGN (INTERIM V2)**

date: NOV 15
scale: 1:200 @ A1
dwn: JMG
chk: CG
app: HA

Dwg No: TDE-ST-PJ338-CSNS-ID-21
INTERIM

REV: 2B.1