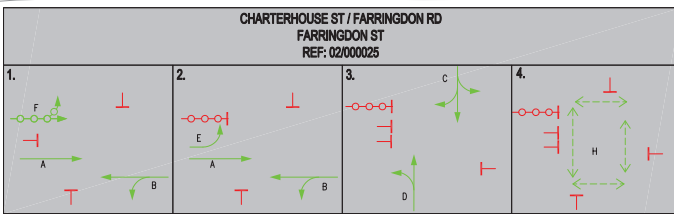
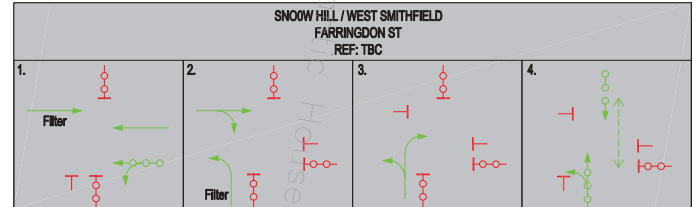
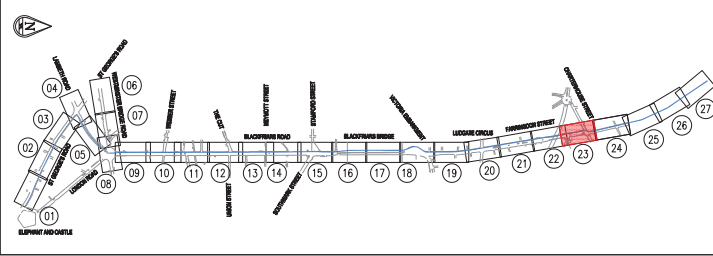


FOR CONTINUATION PLEASE REFER TO SHEET 22 OF 27

FOR CONTINUATION PLEASE REFER TO SHEET 24 OF 27



KEY

	Road Markings to be Removed		Proposed blue surface dressing		Proposed blue surface dressing
	Guardrail to be removed		Proposed charcoal tactile paving		Proposed blue surface dressing
	Proposed corduroy tactile paving		Proposed bollard		Proposed bollard
	Street furniture to be removed		Proposed wend		Proposed wend
	Kerb / Tactile to be removed		Proposed flush area		Proposed ramp
	Relocated Infrastructure		Proposed Sheffield cycle stand		Blue Surfacing
	Proposed Road Markings		Proposed sign face (TBC)		Intermediate Level Cycle Track
	Proposed red lines		Proposed bus shelter		Footway Level Cycle Track
	Proposed yellow lines		TLRN Boundary		Potential tree pit
	Proposed transition kerb		Proposed lighting column (TBC)		Proposed backless bench
	Proposed dropped kerb		Proposed sign post (TBC)		Proposed bench
	Proposed kerb		Proposed sign face to be removed (TBC)		Proposed bin
	Proposed tactile paving		Proposed delineator strip		Proposed delineator strip
	Proposed CS cycle logo		Proposed sign post (TBC)		Proposed lightless London bollard
	Proposed red tactile paving				

NOTES

- All designs to be in accordance with TLR and appropriate Highway Authority Streetworks Guidance.
- All lighting and signage 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 signal heads to be mounted at a height to ensure a minimum vertical clearance of 2.3m to bottom of signal head where cycling is permitted on the footway.
- All existing signs & trees 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-locate 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 retained in 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 colour 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.

NO.	DATE	BY	DESCRIPTION	CD	HA
01	11/09/16	JK	FOR AREA 1 and 2 Design	CD	HA
02	20/09/16	JK	DESIGN CHANGED PORT CONSULTATION	CD	HA
03	06/10/16	JK	DESIGN CHANGED FOLLOWING AREA	CD	HA
04	05/07/16	JK	FOR RAILING AND CONSULTATION	CD	HA

Transport for London
Surface Transport

**ROUTE NORTH - SOUTH PHASE 2
DRAWING 23 OF 27
CONCEPT DESIGN**

date	scale	drn	chk	app
NOV 15	1:200 @ A1	JMG	CG	HA
Dwg No	TDE-ST-PJ338-CSNS-ID-23			
REV				
2B.1				

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