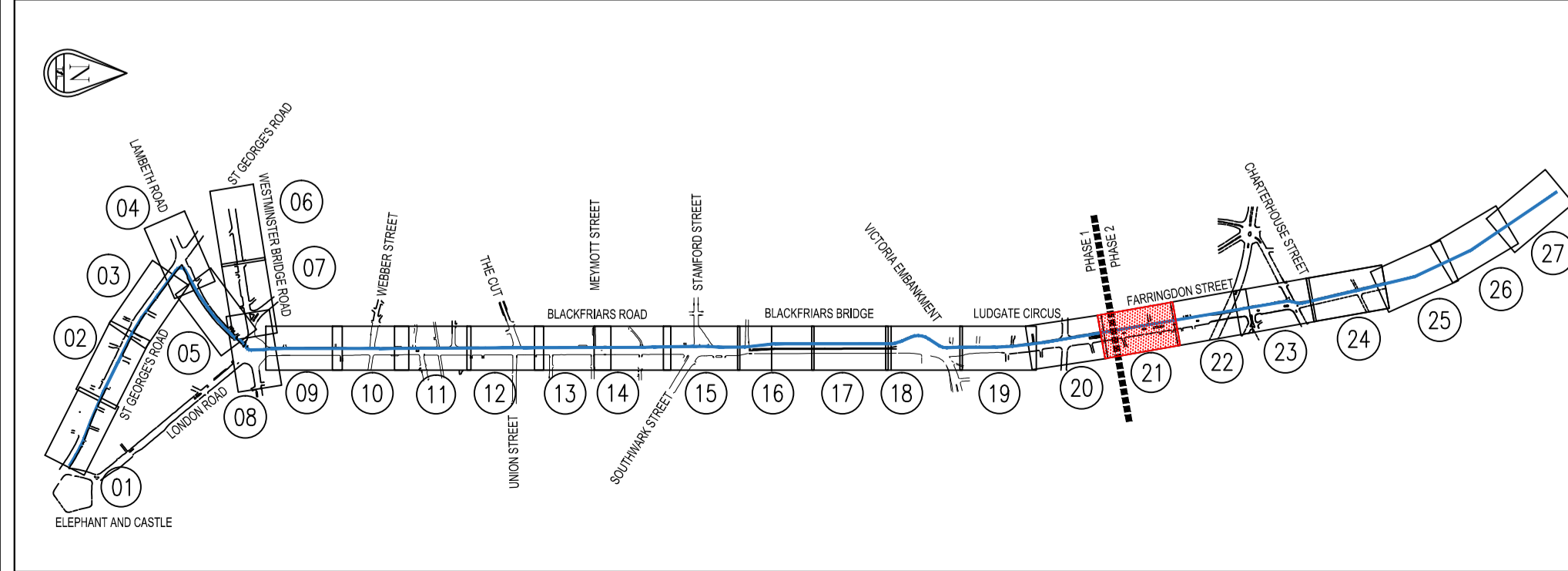


FOR CONTINUATION PLEASE REFER TO PHASE 1 DRAWINGS

FOR CONTINUATION PLEASE REFER TO SHEET 22 OF 27

Appendix 1



- Road Markings to be Removed
- Street furniture to be removed
- Kerb / Tactile to be removed
- Retained Infrastructure
- Proposed Road Markings
- Proposed yellow lines
- Proposed transition kerb
- Proposed dropped kerb
- Proposed kerbs
- Proposed trief kerb
- Proposed CS cycle logo
- Proposed red tactile paving
- Proposed charcoal tactile paving
- Proposed footway buildout/Island
- Proposed flush area
- Proposed Sheffield cycle stand
- Proposed sign face (refer to signage drawings)
- Proposed bus shelter
- Gully/stat affected by proposals
- Surface dressing to match footway tone
- Proposed lighting column (TBC)
- Sign face to be removed (refer to signage drawings)
- Proposed sign post (refer to signage drawings)
- Proposed traffic signal (indicative locations)
- Proposed traffic signals equipment (indicative locations)
- Proposed bollard
- Proposed wand
- Proposed ramp
- Blue Surfacing
- Intermediate Level Cycle Track
- Footway Level Cycle Track
- Trief kerb Level Cycle Track
- Potential tree pit
- Proposed backless bench
- Proposed bench with back
- Proposed bin
- Proposed raised delineator strip
- Proposed legible London totem

- NOTES**
- All designs to be in accordance with TLR and appropriate Highway Authority Streetscape Guidance.
 - All lining 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 450mm 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 & 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 Sunhill
 - All existing gullies to be retained in cycle track / lane to be converted to 'cycle friendly'
 - Statutory Undertakers equipment that has been identified potentially affected by the scheme has been highlighted in brown. Further investigation should be made at Detailed Design.
 - All signal controller locations to be assessed at point of signal audit.
 - All ramp lengths to be dictated by existing/ proposed kerb heights
 - All kerbs within cycle track are to be splayed (45°) where cycle track is at carriageway level

THESE DRAWINGS DO NOT SHOW THE FULL DETAIL OF THE PROPOSED SCHEME.

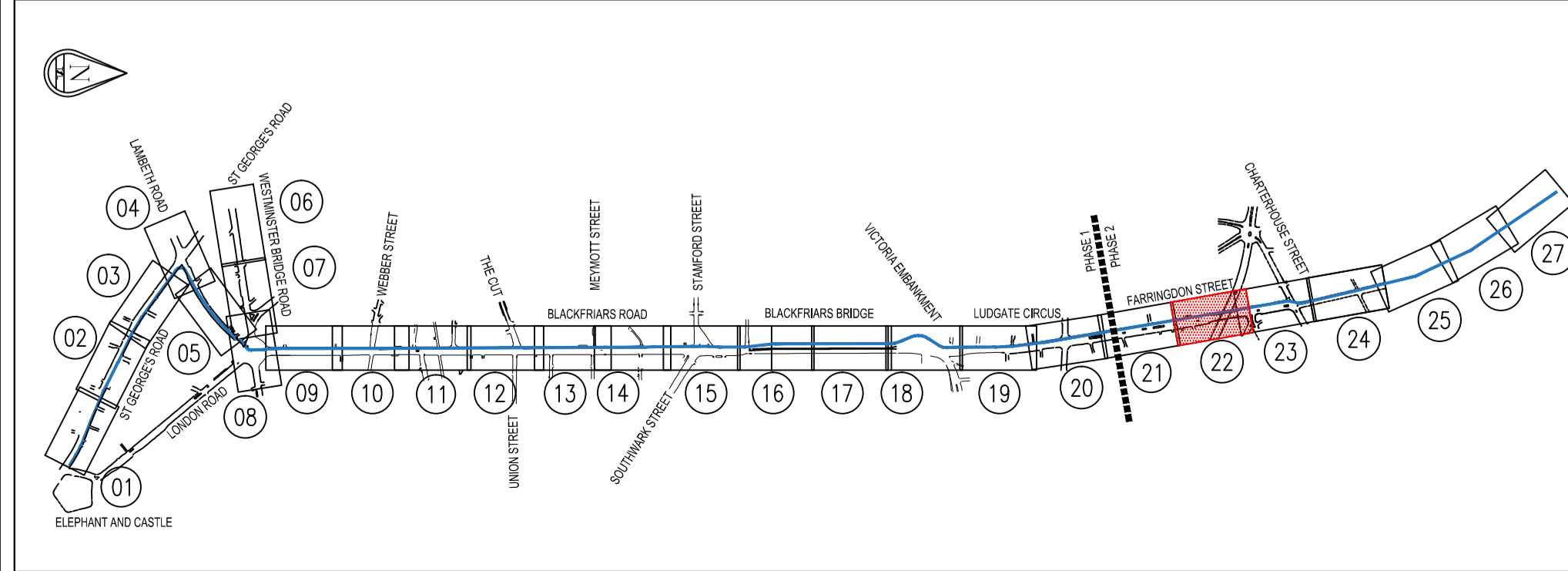
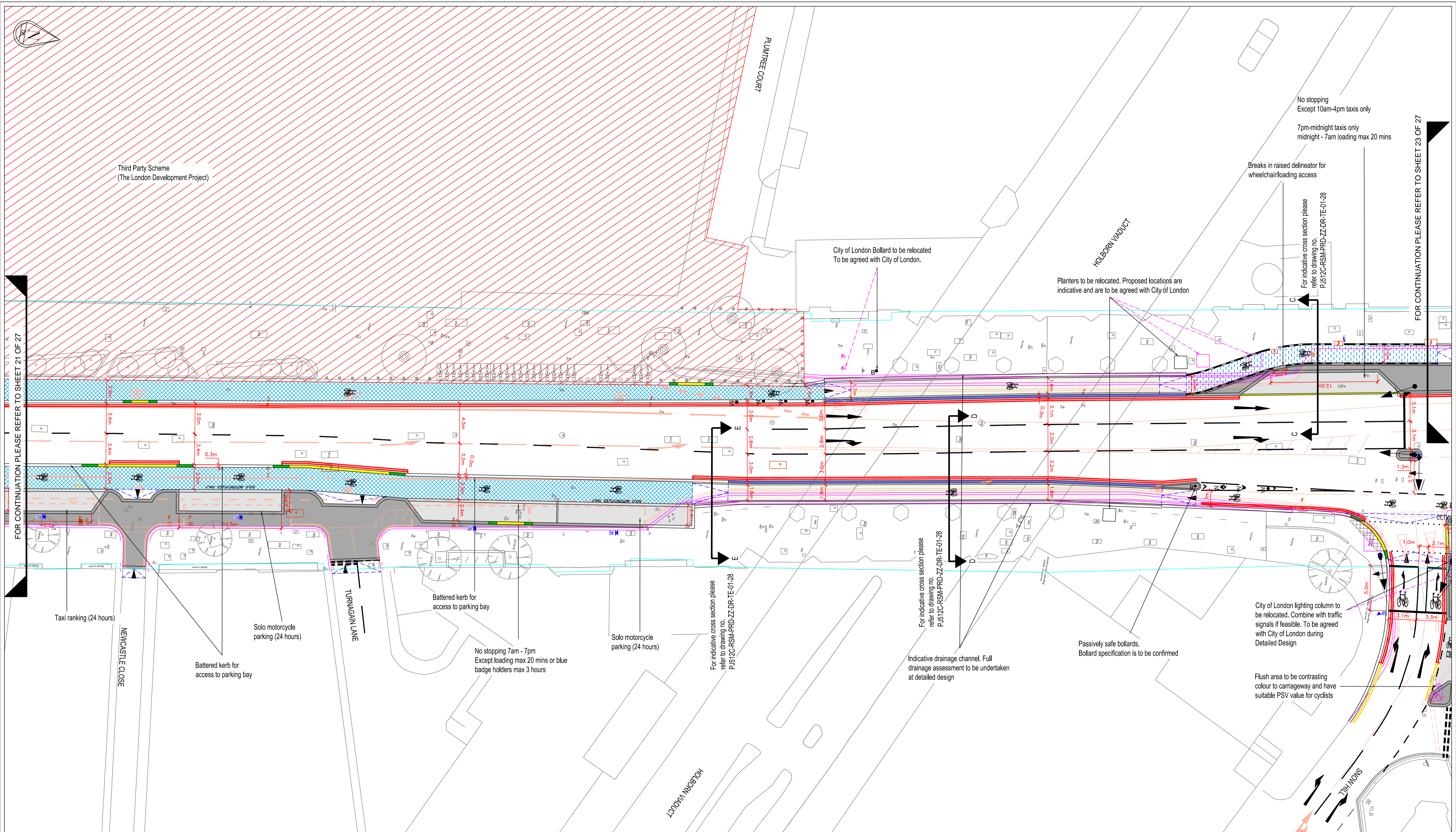
DRAINAGE INVESTIGATION AND DESIGN IS TO BE UNDERTAKEN AT DETAILED DESIGN.

TRAFFIC SIGNAL LOCATIONS ARE INDICATIVE. PLEASE REFER TO TRAFFIC SIGNALS DRAWINGS.

THE TOPOGRAPHICAL SURVEY OF FARRINGTON STREET BETWEEN STONECUTTER STREET AND WEST SMITHFIELD CONTAINS UNVERIFIED AS-BUILT DRAWINGS. ACCURACY CHECKS SHOULD BE CARRIED OUT BEFORE DETAILED DESIGN COMMENCES

Transport for London Surface Transport		Road Space Management Outcomes Design Engineering	
scheme		Paletta 197 Blackfriars Road London SE1 8JU	
CYCLE SUPERHIGHWAY NORTH-SOUTH ROUTE (CS6) - PHASE 2 CONCEPT DESIGN			
PROPOSED ROUTE - DRAWING 21 OF 27			
date	scale	dwn	chk
14/3/17	1:200 @ A1	JMG	CG
Dwg N°	PJ512C-RSM-PRD-ZZ-DR-TE-01-21	rev	
SHEET 2 OF 2 (FINAL DESIGN)		rev	C
rev	date	details	chk
			app

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<ul style="list-style-type: none"> Road Markings to be Removed Street furniture to be removed Kerb / Tactile to be removed Retained Infrastructure Proposed Road Markings Proposed red lines Proposed yellow lines Proposed transition kerb Proposed dropped kerb Proposed kerbs Proposed tref kerb Proposed CS cycle logo Proposed red tactile paving Proposed charcoal tactile paving Proposed footway buildout/island 	<ul style="list-style-type: none"> Proposed flush area Proposed Sheffield cycle stand Proposed sign face (refer to signage drawings) Proposed bus shelter Gully/stair affected by proposals Surface dressing to match footway tone Proposed lighting column (TBC) Sign face to be removed (refer to signage drawings) Proposed sign post (refer to signage drawings) Proposed traffic signal (indicative locations) Proposed traffic signals equipment (indicative locations) 	<ul style="list-style-type: none"> Proposed Bus Stop flag Proposed bollard Proposed wand Proposed ramp Proposed ramp Blue Surfacing Intermediate Level Cycle Track Footway Level Cycle Track Tref kerb Level Cycle Track Potential tree pit Proposed backless bench Proposed bench with back Proposed bin Proposed raised delineator strip Proposed legible London totem
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NOTES

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THESE DRAWINGS DO NOT SHOW THE FULL DETAIL OF THE PROPOSED SCHEME.

DRAINAGE INVESTIGATION AND DESIGN IS TO BE UNDERTAKEN AT DETAILED DESIGN.

TRAFFIC SIGNAL LOCATIONS ARE INDICATIVE. PLEASE REFER TO TRAFFIC SIGNALS DRAWINGS.

THE TOPOGRAPHICAL SURVEY OF FARRINGDON STREET BETWEEN STONECUTTER STREET AND WEST SMITHFIELD CONTAINS UNVERIFIED AS-BUILT DRAWINGS. ACCURACY CHECKS SHOULD BE CARRIED OUT BEFORE DETAILED DESIGN COMMENCES

date	scale	dwn	chk	app
14/3/17	1:200 @ A1	JMG	CG	HA
Dwg N°	rev			
PJ512C-RSM-PRD-ZZ-DR-TE-01-22	C			
SHEET 2 OF 2 (FINAL DESIGN)				

Transport for London
Surface Transport
Road Space Management
Outcomes Design Engineering
Palstra
197 Blackfriars Road
London
SE1 8JU

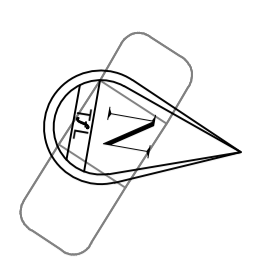
scheme
CYCLE SUPERHIGHWAY
NORTH-SOUTH ROUTE (CS6) - PHASE 2
CONCEPT DESIGN
PROPOSED ROUTE - DRAWING 22 OF 27

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FOR CONTINUATION PLEASE REFER TO SHEET 22 OF 27

FOR CONTINUATION PLEASE REFER TO SHEET 24 OF 27

FOR CONTINUATION PLEASE REFER TO SHEET 24 OF 27

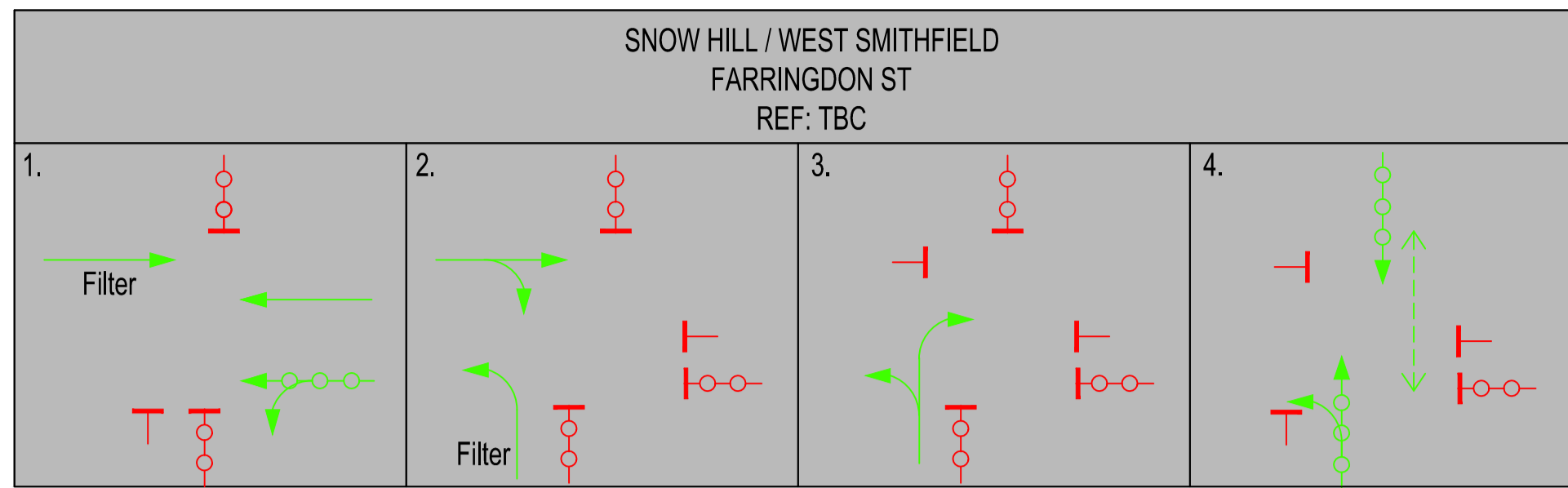


No stopping
Except 10am-4pm taxis only

7pm-midnight taxis only
midnight - 7am loading max 20 mins

Breaks in raised delineator for wheelchair loading access

For indicative cross section please refer to drawing no. P/J512C-RSM-PRD-ZZ-DR-TE-01-28



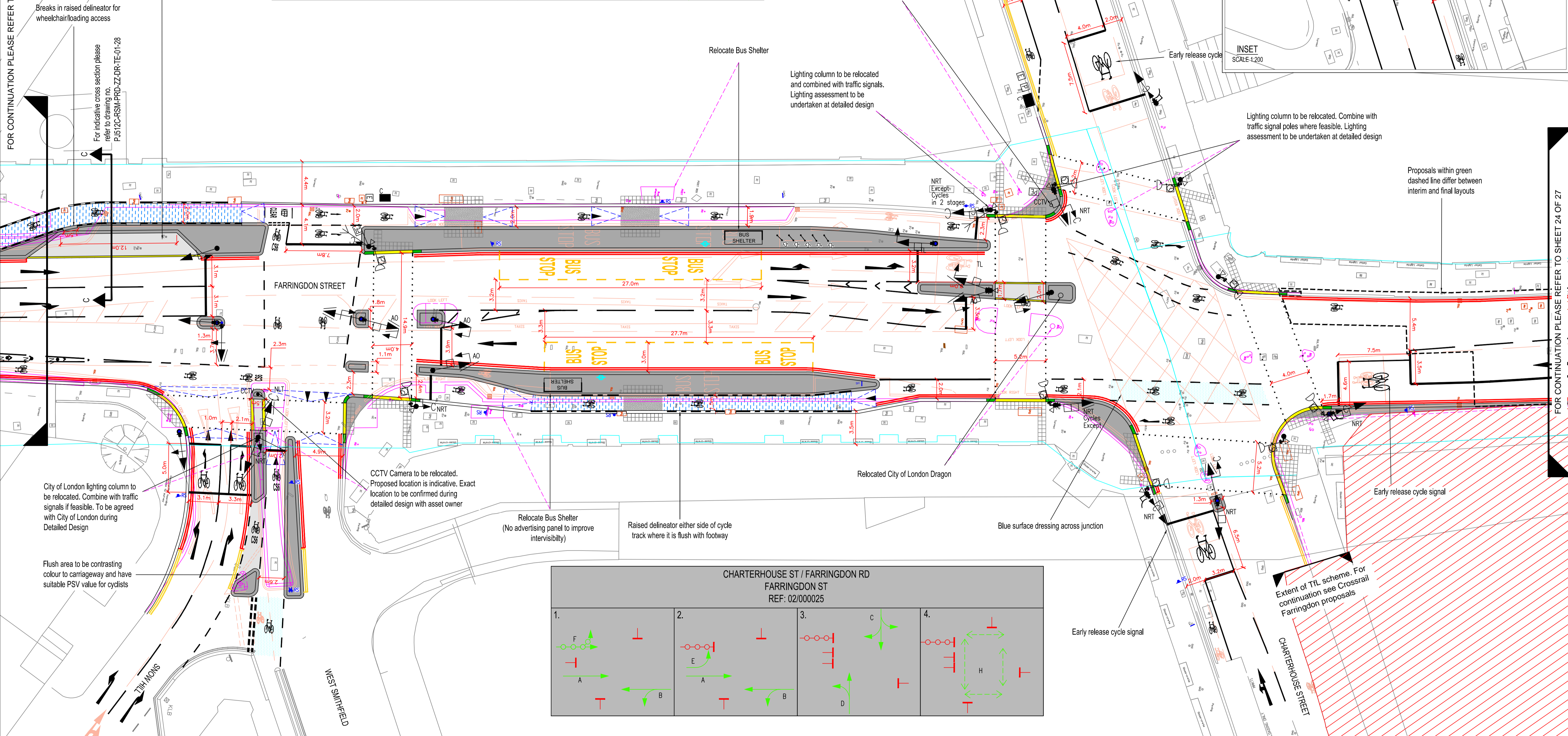
FOR CONTINUATION SEE INSET

CCTV Camera to be relocated. Proposed location is indicative. Exact location to be confirmed during detailed design with asset owner

Lighting column to be relocated and combined with traffic signals. Lighting assessment to be undertaken at detailed design

Lighting column to be relocated. Combine with traffic signal poles where feasible. Lighting assessment to be undertaken at detailed design

Proposals within green dashed line differ between interim and final layouts



City of London lighting column to be relocated. Combine with traffic signals if feasible. To be agreed with City of London during Detailed Design

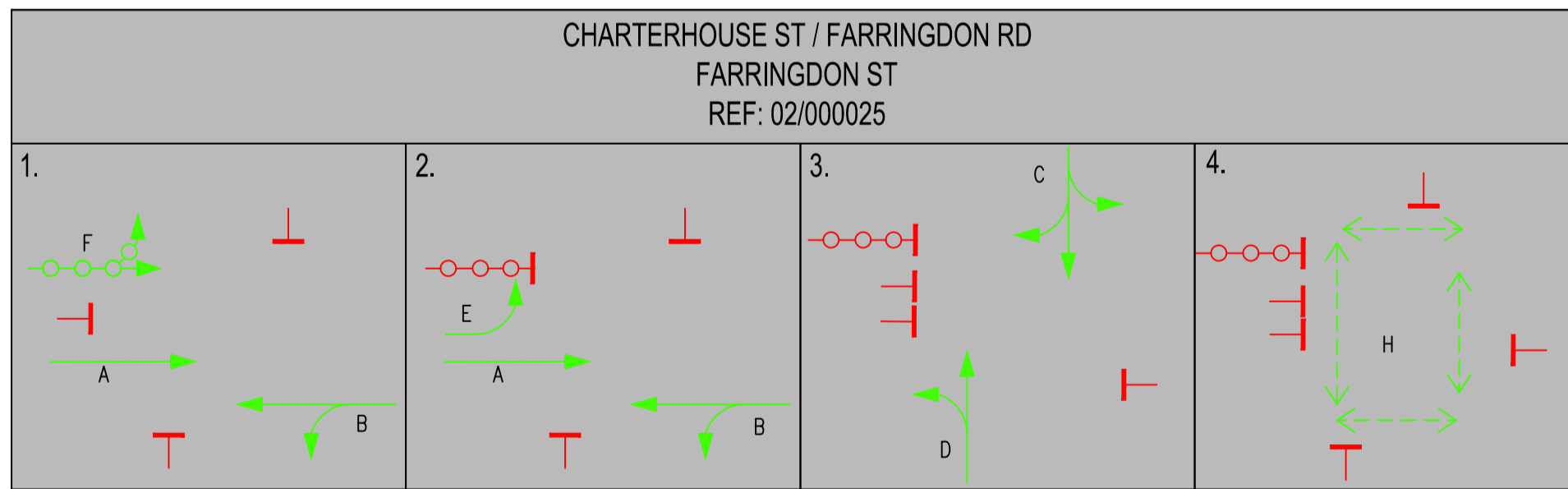
CCTV Camera to be relocated. Proposed location is indicative. Exact location to be confirmed during detailed design with asset owner

Relocate Bus Shelter (No advertising panel to improve intervisibility)

Raised delineator either side of cycle track where it is flush with footway

Blue surface dressing across junction

Extent of TIL scheme. For continuation see Crossrail Farringdon proposals



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- NOTES
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Transport for London Surface Transport	Road Space Management Outcomes Design Engineering			
scheme CYCLE SUPERHIGHWAY NORTH-SOUTH ROUTE (CS6) - PHASE 2 CONCEPT DESIGN PROPOSED ROUTE - DRAWING 23 OF 27				
date	scale	dwn	chk	app
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Dwg N°	rev			
P/J512C-RSM-PRD-ZZ-DR-TE-01-23	C			
SHEET 1 OF 2 (INTERIM DESIGN)				
rev	date	details	chk	app

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