Appendix 1

FLEET STREET

LUDGATE HILL

LUDGATE CIRCUS

PILGRIM STREET

NEW BRIDGE STREET

BRIDE LANE

BRIDEWELL PLACE

APOTHECARY STREET

Bride Court

Tote House

City Thamesli
(Station)

Pilgrim Str

Bus cage narrowed to 2.7m to allow for larger vehicles to safely pass to the outside of the cage.

Taper 1 in 6. This is less than 1 in 10 recommended value due to loading bay on eastern kerb and 2.5m floating bus stop.

Existing dropped kerb to remain for access to and from the loading bay across the cycle track.

Zebra crossing layout subject to change pending TfL design guidance briefing note

CS6 Cycle wayfinding signage
(To be designed during Concept Design)

Except cycles

Urban realm improvements are possible with the widened footway. Proposed trees are subject to trial holes and consultation with arboriculturists

Relocated cycle stands from segregation north of Bridewell Place

Red route loading bay.

FOR CONTINUATION SEE
TUDORST-RSM-FEA-00-DR-TE-01-002

LEGEND

- Existing Road marking to be removed
- Existing Bollard to be removed
- Existing Kerb to be removed
- Existing Sign and post to be removed
- Existing Lamp column to be removed
- Existing Gully to be removed
- Existing Bus stop flag to be removed
- Existing Bus shelter to be removed
- Existing HVM Barge to be removed
- Existing CCTV to be removed
- Existing Traffic signal to be removed
- Existing Cycle stand to be removed/relocated
- Existing Tactile paving to be removed
- Raised Table to be removed
- Proposed Road marking - White
- Proposed Road marking - Yellow
- Proposed Road marking - Red
- Proposed Bollard
- Proposed Kerb
- Proposed Dropped/ Flush kerb
- Proposed Transition kerb
- Proposed Sign and post
- Proposed Lamp column
- Proposed Lamp column with sign plate
- Proposed Gully
- Proposed Bus stop flag
- Proposed Cycle stand
- Proposed Bus shelter
- Proposed Belisha beacon
- Proposed Traffic signal
- Proposed Cycle logo (TSRGD 1057)
- Proposed Tree
- Proposed Tactile paving - Grey
- Proposed Bench
- Statutory undertakers apparatus that will be affected
- Proposed HVM measures (exact specification TBC)
- TLRN boundary
- Proposed Raised Table
- Proposed Build-out
- Flush Paved Island

NOTES

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2. All designs to be in accordance with TfL Streetscape Guidance.
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4. All dimensions in metres, unless otherwise stated.
5. All signs to have a minimum horizontal clearance of 450mm from face of kerb.
6. All existing signs & lines to be retained unless otherwise stated.
7. Critical dimensions to be checked at detailed design stage.
8. Lighting to be assessed at detailed design stage.
9. Proposed traffic signal positions are indicative only and are subject to detailed signal design.
10. Recessed covers to be considered for inspection chambers within areas of tactile paving.
11. Assess carriageway condition at detailed design stage.
12. Re-instate existing road markings adjacent to kerb and carriageway works.
13. HVM shown in the designs is indicative.

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TfL Engineering

Traffic Design Engineering

Palestra
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suitability: S3 | FOR COMMENT

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FOR CONTINUATION SEE
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Red route loading bay.
No stopping 7am to 7pm except 10am to 4pm.
Loading max 20mins.

Flush segregation to allow for loading across the cycle track

Flush overrun area allows large vehicles to turn out of Tudor St and removes ability to queue in 2 lanes.

Diag 955 on 'X-last' self righting hooped bollard.

Except cycles

No loading at any time

No loading at any time restrictions

Ahead only sign inset in signal head

Pedestrian crossing moved 58m south from Bridewell Place.

TUDOR STREET

No loading at any time restrictions

No loading at any time

Removal of block paving.
Proposed asphalt entry treatment to match remainder of CS6

Diag 955 on 'X-last' self righting hooped bollard.

Signals to be mounted on a proposed lamp column

Removal of cycle track crossing

Narrowing of segregation island to facilitate 4m wide cycle track

KINSCOTE STREET

Hotel

NEW BRIDGE STREET

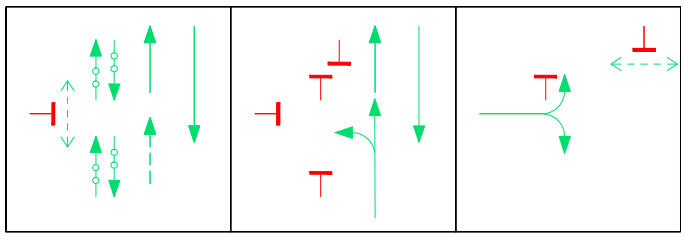
WATERGATE

QUEEN VICTORIA STREET

El Sub Sta

PH

METHOD OF CONTROL



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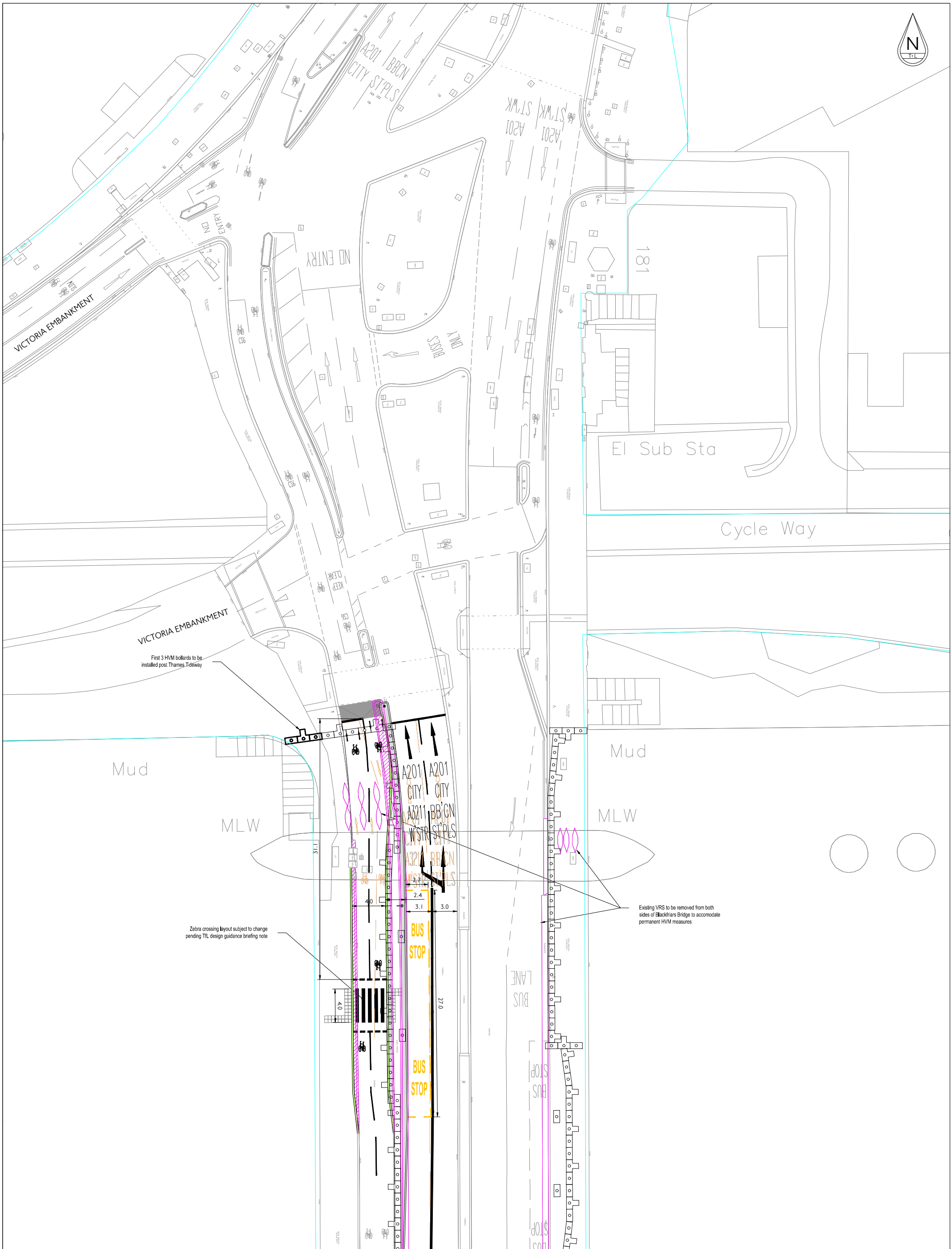

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