



All proposed tree pits are subject to site surveys and approvals

KEY	
	Road Markings to be Removed
	Guardrail 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 CS cycle logo
	Proposed red tactile paving
	Proposed charcoal tactile paving
	Proposed cobble tactile paving
	Proposed kerb/island buildout
	Proposed flush area
	Proposed Sheffield cycle stand
	Proposed sign face (TBC)
	Proposed bus shelter
	TLRN Boundary
	Gully affected by proposals
	Surface dressing to match footway tone
	Proposed lighting column (TBC)
	Sign face to be removed (TBC)
	Proposed sign post (TBC)
	Proposed Bus Stop flag
	Proposed bollard
	Proposed wand
	Proposed ramp
	Blue Surfacing
	Intermediate Level Cycle Track
	Footway Level Cycle Track
	Potential tree pit
	Proposed backless bench
	Proposed bench
	Proposed bin
	Proposed delineator strip

- 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 sign faces 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-install existing road markings adjacent to kerb and carriageway works.
  - Changes to drainage are subject to detail design.
  - All existing gullies to be retained in cycle track / lane to be converted to 'cycle friendly'.
  - Statutory Undertakers 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 cbox locations to be assessed as point of signal audit.
  - All ramp lengths to be dictated by existing/proposed kerb heights.

**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.**

Surface Transport Road Space Management  
Outcomes Design Engineering

197 Blackhorse Road  
London  
E21 9WJ

scheme L B of Camden  
CYCLE SUPERHIGHWAY  
ROUTE NORTH-SOUTH PHASE 2  
DRAWING 26 OF 27  
GREVILLE ST URBAN REALM DESIGN

date	scale	dwm	chk	app
Sep 16	1:200 @ A1	CW	CG	CG

Dwg No: CSNS-RSM-PRD-02-SK-TE-01

rev 01