

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and do not constitute a contract. Management as required in accordance with Regulation 9.

CDM NOTE

This design has been prepared without any below ground utility or drainage information. Prior to commencing any works on site, the Contractor shall undertake below ground investigations to confirm the location and depth of all below ground utilities & drainage, and progress HWSWA/CJCI enquiries with Statutory Undertakers. The Contractor shall then advise the Client and Engineer in order that the design can be verified. No works shall commence until Client Approval to proceed has been provided.



1. Do not scale from this drawing.
 2. All dimensions in metres unless stated otherwise.
 3. The purpose of this drawing is to communicate the geometric design of the Strand and associated key design features.
 4. This drawing is to be read in conjunction with all other associated design drawings, details, specifications and report 3235A-PIA-HGN-TQY-DR-C-001.
 5. This drawing should be read in relation to the subject of the title, other information shown on this drawing is indicative only and reference should be made to the appropriate series drawing.
 6. Any discrepancies between drawings should be brought to the attention of the engineer and clarification sought.
 7. The design is based on topographical survey data from Ordnance Survey (OS) dated Sept. 2020 & ref V422115 dated April 2021.
 8. The geometric design is based on the principles of Manual for Streets and movement of the Design Vehicle.
 9. Visibility has been shown as 43m to reflect the existing 30mph speed limit in the absence of any 85th Percentile speed data.
 10. The Signalised Junction is designed in accordance with DMRB CD23 and Traffic Signs Manual Chapter 6.
 11. The Parallel crossings and proposed cycle network has been designed, adopting the principles of Traffic Signs Manual Chapter 6 and LTN1/20.
 12. The principle of the proposed cycleway being located on the south of The Strand has been derived from Torbay Council's LCMIP as developed by Torbay Council and WSP.
 13. It has been agreed that the cycleway will terminate at Park Street in a shared footway/cycleway provision. Any extension of this cycle scheme along Park Street is outside the scope of this project.
 14. The Design has been checked using a 15.5m Maximum Legal Articulated Vehicle through the scheme (Design Vehicle).
 15. The Junction with Victoria Parade has been checked with 15.5m Maximum Legal Articulated Vehicle. For the purpose of demonstrating occasional access to the Harbor, it has been assumed that the vehicle will utilise all of the carriageway, given the infrequency of this movement.
 16. The location of bus stops have been subject to extensive liaison with Stagecoach and are considered fixed.
 17. The location of taxi provision has been subject to extensive discussion with the taxi operator as considered fixed.

KEY DIMENSIONS

- Running Lane width - 3.0m min
- Bus Lane width - 3.5m
- Lay by width - 2.5-3.0m
- Central overrun - 0.8m
- Traffic Island width - 1.5m min
- Cycle Lane width - 3.0m
- Cycle lane separation margin 0.5m
- Controlled Crossing width - 4.0m
- Uncontrolled Crossing width - 3.2m

NOTES

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.
3. The purpose of this drawing is to communicate the geometric design of the Strand and associated key design features.
4. This drawing is to be read in conjunction with all other associated design drawings, details, specifications and report 3235A-PIA-HGN-TQY-DR-C-001.
5. This drawing should be read in relation to the subject of the title, other information shown on this drawing is indicative only and reference should be made to the appropriate series drawing.
6. Any discrepancies between drawings should be brought to the attention of the engineer and clarification sought.
7. The design is based on topographical survey data from Ordnance Survey (OS) dated Sept. 2020 & ref V422115 dated April 2021.
8. The geometric design is based on the principles of Manual for Streets and movement of the Design Vehicle.
9. Visibility has been shown as 43m to reflect the existing 30mph speed limit in the absence of any 85th Percentile speed data.
10. The Signalised Junction is designed in accordance with DMRB CD23 and Traffic Signs Manual Chapter 6.
11. The Parallel crossings and proposed cycle network has been designed, adopting the principles of Traffic Signs Manual Chapter 6 and LTN1/20.
12. The principle of the proposed cycleway being located on the south of The Strand has been derived from Torbay Council's LCMIP as developed by Torbay Council and WSP.
13. It has been agreed that the cycleway will terminate at Park Street in a shared footway/cycleway provision. Any extension of this cycle scheme along Park Street is outside the scope of this project.
14. The Design has been checked using a 15.5m Maximum Legal Articulated Vehicle through the scheme (Design Vehicle).
15. The Junction with Victoria Parade has been checked with 15.5m Maximum Legal Articulated Vehicle. For the purpose of demonstrating occasional access to the Harbor, it has been assumed that the vehicle will utilise all of the carriageway, given the infrequency of this movement.
16. The location of bus stops have been subject to extensive liaison with Stagecoach and are considered fixed.
17. The location of taxi provision has been subject to extensive discussion with the taxi operator as considered fixed.

FOR INFORMATION

REV	DATE	REVISION/NOTE	CHK	APP
P06	04/06/2021	Additional notes and Red Line added	SG	SG
P05	11/05/2021	Updated to incorporate BDA details	SG	SG
P04	08/04/2021	Updated in response to Stage 1 RSA Comments	SG	SG
P03	20/01/2021	Stage Diagram added, Updated for RSA 1	SG	SG
P02	20/01/2021	Incorporation of TDA comments, revised for RSA 1	SG	SG
P01	16/01/2021	FIRST ISSUE (DRAFT)	SG	SG

CLIENT

TDA/Torbay Council
 The Strand
 Torquay

DRAWING TITLE

Proposed Urban Realm
 General Arrangement

Scale: 1:500
 Date: 18/01/2021

Drawing No: 3235A-PIA-HGN-TQY-DR-C-001
 Revision: P05

Drawn: SG
 Checked: SG
 Approved: SG

Copyright © PJA Jones Associates Ltd / PJA Civil Engineering Ltd

The Aquarium, King Street
 Reading, RG1 2AN
 Tel: 0118 956 9999
 Birmingham · Bristol · Cambridge
 Manchester · Melbourne · Reading
 pja.co.uk

PROJECT

TDA/Torbay Council

The Strand
 Torquay

DRAWING TITLE

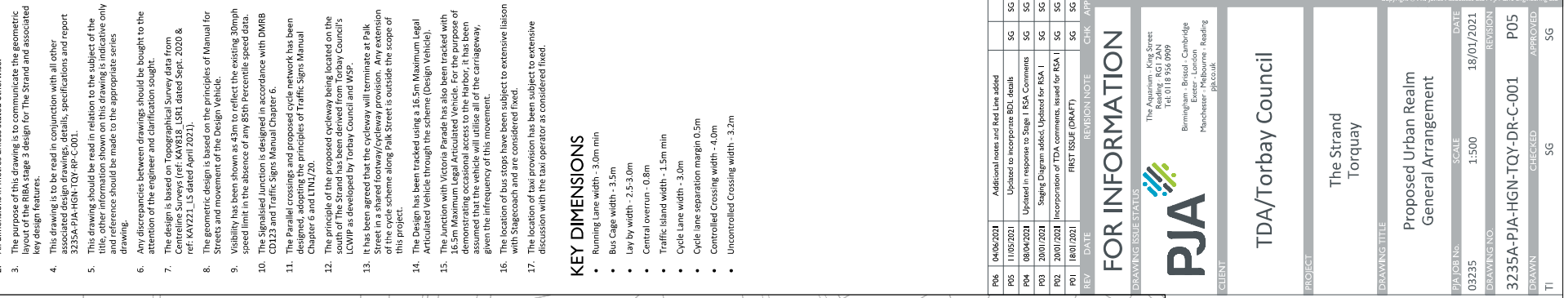
Proposed Urban Realm
 General Arrangement

Scale: 1:500
 Date: 18/01/2021

Drawing No: 3235A-PIA-HGN-TQY-DR-C-001
 Revision: P05

Drawn: SG
 Checked: SG
 Approved: SG

Copyright © PJA Jones Associates Ltd / PJA Civil Engineering Ltd



KEY

- Scheme Red Line Boundary
- Proposed Channel/Kerbline
- Proposed Back of Kerb
- Proposed Back of Footway
- Visibility Splay
- Junction Intervisibility
- Flush central median of contrasting material
- Uncontrolled crossing
- Proposed Ramp 1:20 Gradient
- Tactile Paving
- Hazard Warning Paving
- Cycleway ramp for flush crossing
- Traffic Signal Pole
- Traffic Signal Head
- Proposed Sign

Option 9A
Phase 1 Enabling Works
13/09/2023

Vehicle access to Fleet St to remain open during this phase.

All Bus Stops to remain in place for Cary Parade northbound

No Stopping for all vehicles at Bus Stops on The Strand eastbound

The Strand westbound Bus Stops to remain during the enabling works

Taxi rank relocated from Cary Parade

Taxi rank to remain open

The Strand to be reduced to single lane running during the removal and construction of the central islands

Provision for 4 vehicle taxi rank

2.4 x 43m Junction visibility

Proposed Dutch Crossover kern detail to Park Lane

Parallel crossing with cycle provision on east side to continue through to continue east

Uncontrolled pedestrian crossing

Parallel Crossing

Queens Quay

Baycourt Garage

Old Harbour

Slipway

Yughan Parade

Park Street Chambers

Bank

43m Forward visibility to primary signal head

Controlled Toucan crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Proposed pavement to existing lane markings on approach to Roundabout

Loading bay relocated from east side of Victoria Parade to minimise loss of footway space, cropped kerb introduced for deliveries

Taxi-Lay by (6 Spaces)

Uncontrolled pedestrian crossing

43m Forward visibility to primary signal head

Controlled Toucan crossing

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2-way cycle lane

Uncontrolled pedestrian crossing

Provision of new bus stop on existing Fleet Street Layby

43m Forward visibility to primary signal heads

Mandatory right turn from car park

Relocated Bus stops

Junction inter-visibility obstructed by existing buildings (Replicates existing scenario)

2